

**DRAFT**

**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

**CR&R COLTON FACILITY NEW OFFICE/MAINTENANCE BUILDING & MRF  
BUILDING ADDITION PROJECT**

**COLTON, CALIFORNIA**



**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. CLT1802.01**

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## LIST OF ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
ACBCI	Aqua Caliente Band of Cahuilla Indians
AD	Anaerobic Digester
ADT	Average Daily Traffic
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BACM	Best Available Control Measure
Basin	South Coast Air Basin
BMP	Best Management Practice
BTU	British Thermal Unit
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emission Estimator Model
CALGreen	California Green Building Standards Code
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CBSC	California Building Standards Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH <sub>4</sub>	Methane
City	City of Colton
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	Carbon Dioxide Equivalents
County	County of San Bernardino
CWRF	Colton Wastewater Reclamation Facility
DA	Drainage Area
dBA	A-Weighted Decibels

DIF	Development Impact Fee
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gas
GPA	General Plan Amendment
gpd	Gallons per Day
GWh	Gigawatt-Hours
HCP	Habitat Conservation Plan
I-10	Interstate 10
I-215	Interstate 215
kWh	Kilowatt-Hours
lbs/day	Pounds per day
$L_{eq}$	Equivalent Continuous Sound Level
LID	Low Impact Development
$L_{max}$	Maximum Instantaneous Noise Level
LOS	Level of Service
LRA	Local Responsibility Area
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
mgd	Million Gallons per Day
MM	Mitigation Measure
MRF	Material Recovery Facility
MT	Metric Ton
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NOI	Notice of Intent
NOx	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
O&M	Operation and Maintenance
PM <sub>10</sub>	Particulate Matter less than 10 Microns in Size
PM <sub>2.5</sub>	Particulate Matter less than 2.5 Microns in Size
PRC	Public Resources Code
RIX	Rapid Infiltration-Extraction

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RNG	Renewable Natural Gas
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBD	San Bernardino International Airport
SC	Standard Condition
SCAQMD	South Coast Air Quality Management District
scfm	standard cubic feet per minute
sf	Square Feet
SLF	Sacred Lands File
SMBMI	San Manuel Band of Mission Indians
SOx	Sulfur Oxides
SRA	Source Receptor Area
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
USDA	United States Department of Agriculture
USGS	United States Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WQMP	Water Quality Management Plan
ZC	Zoning District Change

## INITIAL STUDY

**1. Project Title:**

CR&R Colton Facility New Office/Maintenance Building & MRF Building Addition Project

**2. Lead Agency Name and Address:**

City of Colton  
Development Services Department  
659 North La Cadena Drive  
Colton, California 92324

**3. Contact Person and Phone Number:**

Steve Weiss, AICP  
Planning Manager  
(909) 370-5523 direct  
sweiss@coltonca.gov.

**4. Project Location:**

The CR&R Colton Facility New Office/Maintenance Building & MRF Building Addition Project (herein referred to as the “proposed project or project”) is located at 2059 East Steel Road. Interstate 10 (I-10) and associated easements and Interstate 215 (I-215) and associated easements are adjacent to the site’s northern and western boundary, respectively. The eastbound ramp from I-215 to I-10 is directly north of the site. Steel Road is adjacent to the southern boundary of the site. Adjacent to E. Steel Road to the south of the project site is Con Agra Grain and Milling and a Southern Pacific Railroad easement. The project includes the adjacent mini-storage use. Assessor Parcel Numbers (APN[s]): 0164-311-29 and 0164-311-36 in the City of Colton, San Bernardino County (Figures 1 and 2).

**5. Project Sponsor’s Name and Address:**

John McNamara, PG/CEG/QISP, Vice President  
CR&R Environmental Services  
11292 Western Avenue  
Stanton, California 90680  
(714) 372-8281

**6. Existing General Plan Designation:**

Light Industrial

**7. Existing Zoning:**

M-1 (Light Industrial)

**8. Description of Project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

The majority of the approximately 6.14-acre site is currently surfaced in impervious materials (a small area on the east portion of the site is unpaved). Site operations include activities associated with maintenance of solid waste collection vehicles and activities associated with the recovery of recyclable materials and transfer of solid waste from the existing building. Green

waste processing, recyclable material storage, and public dumping activities are conducted outdoors. Vehicle and equipment maintenance, solid waste and recyclable processing activities, equipment fueling, and truck and bin washing are conducted under covered, enclosed areas. Existing on-site structures include the Material Recovery Facility (MRF), maintenance building, and administrative office trailers with adjacent scales.

This project does not include changes to any of the existing operations or already approved uses occupying the site. Specifically, the project does not include any increases to the existing uses, or existing employees. The proposed project consists of the following components:

**Demolition and Replacement:** The project includes the demolition of an existing 3,760-square foot (sf) truck Operation and Maintenance (O&M) building and an approximately 2,925 sf modular administrative structure (Figure 3). Upon completion of demolition, a single-story 9,970 sf vehicle Maintenance Building and two-story 5,710 sf Administrative Office building will be constructed. The 9,970 sf Vehicle Maintenance Building will include eight heavy-duty truck maintenance service bays with a dedicated wash bay. The Administrative Office building will consist of a 3,180 sf ground floor, and an 870 sf second floor with a 1,660 sf mezzanine area that will be used for storage (Figure 4). The existing scale house will be replaced with a 300 sf scale house as part of the construction. The proposed new building will consist of a combination of metal and concrete materials (see Project Plans, Appendix A).

**MRF Building Addition:** The site's existing MRF Building will be expanded through the construction of an approximately 24,000 sf pre-engineered metal building system similar to the existing structure. The addition will extend to the east of the existing MRF Building and will be connected to form one uniform structure. The height of the new addition will match the height of the existing MRF Building and it will enclose the existing already approved operations conducted at the facility (see Project Plans, Appendix A). A new stand-alone truck scale will be installed north of the existing MRF building.

**Access and Parking:** The existing project entry will be maintained. A new truck entrance will be installed at the southeast end of the parcel. A new driveway at the southwest end of the parcel will allow regular access for collection and transfer vehicles. Figure 5 provides the proposed circulation plan.

The current unpaved bin/container/equipment storage area located at the eastern portion of the site will be paved to accommodate the new Vehicle Maintenance Building and Compressed Natural Gas (CNG) Fueling Station. The existing bio-infiltration area located on the southwest of corner of the site will be paved to provide a new employee and trailer parking area.

**Water Quality:** Currently, an underground infiltration system on the south side of the facility infiltrates runoff. A bio-infiltration area is located in the southwest corner of the site. The project is to replace the existing bioretention area with an underground infiltration gallery and a new driveway in the west corner of the property. The site drainage will be altered from three drainage areas to two. After the proposed construction, storm water runoff for the new Drainage Area (DA) 1 (237,095 sf) will infiltrate into the new underground infiltration system replacing the bioretention area. Storm water runoff from the new DA2 (33,465 sf) will flow southwest to the inlet drain connected to the subsurface infiltration area.

**Compressed Natural Gas Fueling Station:** The project includes installation of a new on-site CNG station. This station will expand CR&R's San Bernardino fleet's use of natural gas fuel. The CNG station will allow CR&R to transition to Renewable Natural Gas (RNG) generated from green/food or organic waste at CR&R's Anaerobic Digester (AD) facility in Perris. The on-site CNG station has been planned and designed for a compressor capacity of at least 844 standard cubic feet per minute (scfm), which will satisfy the needs of CR&R's resident vehicle fleet when construction is complete. As a part of this CNG station, the project proponent plans to install 50 NGV1 hoses that will provide slow-fill CNG fueling for up to 50 vehicles along the northern boundary of the site. The CNG station will be located at the northeast corner of the site (see Figure 4).

**General Plan Amendment (GPA) and Zone Change (ZC):** The project includes the following land use actions:

- A General Plan Amendment to change the existing land use designation of the parcel from Light Industrial to Heavy Industrial.
- A Zoning Designation Amendment to change the existing zoning designation from M-1 Light Industrial to M-2 Heavy Industrial.

The GPA and ZC apply on the parcel (APN 0164-311-29) on which the existing MRF is located **and** the adjacent parcel (APN 0164-311-36) on which an existing mini-storage use operates. **No physical change in any feature or facility on the mini-storage property would occur.**

#### 9. Setting and Surrounding Land Uses:

The project site is 6.14 acres and is currently occupied by the CR&R, Inc. Solid Waste Facility. This facility has been operating on the project site since 1999 (20 years). Interstate 10 (I-10) and associated easements and Interstate 215 (I-215) and associated easements are adjacent to the site's northern and western boundary, respectively. The eastbound ramp from I-215 to I-10 is directly north of the site. American Self Storage is adjacent to the eastern boundary of the site and E. Steel Road is adjacent to the southern boundary of the site. Adjacent to E. Steel Road to the south of the project site is Con Agra Grain and Milling and a Southern Pacific Railroad easement.

#### 10. Required Actions:

The following actions need to be completed for approval of the proposed project:

- **General Plan Amendment:** GPA to change the existing land use from Light Industrial to Heavy Industrial.
- **Rezoning Request:** A ZC to change the existing zoning designation of the Project site from Light Industrial (M-1) to Heavy Industrial (M-2).
- **Architectural and Site Plan Review and Approval:** An Architectural and Site Plan Review and Approval to allow for the construction of a new two-story office building totaling 5,710 sf, a new one-story vehicle maintenance building totaling 9,970 sf, and a 24,000 sf addition to an existing 26,546 sf building currently on site.

#### 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of

impacts to tribal cultural resources, procedures regarding confidentiality, etc.? ***Note: Conducting consultation early in the California Environmental Quality Act (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 Section 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.***

The City has initiated required Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52) consultation with Native American tribes. Please refer to Section XVIII of the Environmental Checklist for the relevant discussion of this issue.

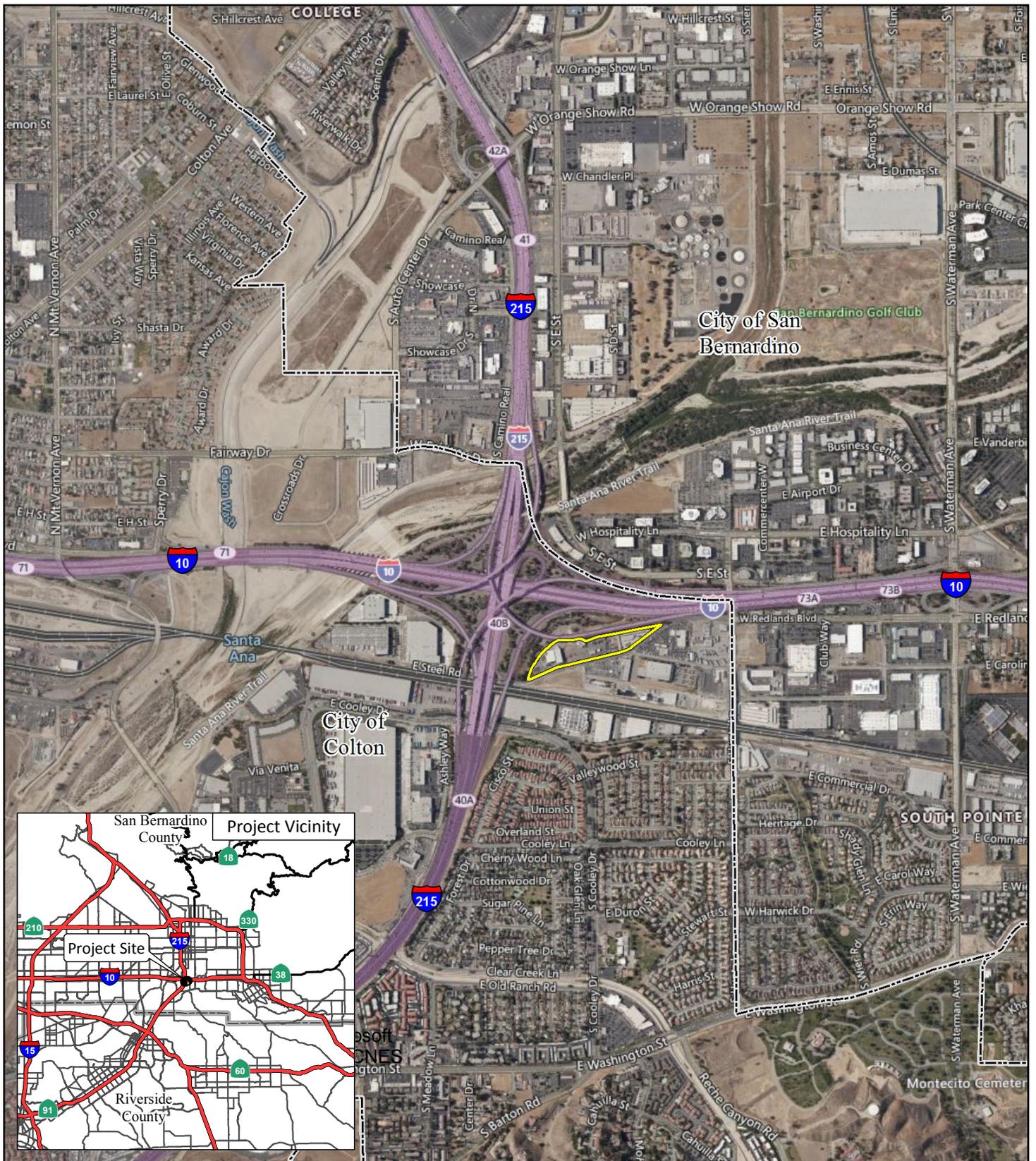
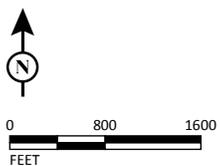


FIGURE 1

LSA

LEGEND  
 Project Site



SOURCE: Bing Maps (2016)

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CR&R Colton Facility Office/Maintenance Building  
 & MRF Building Addition  
 Regional and Project Location



Existing Site Condition, Aerial

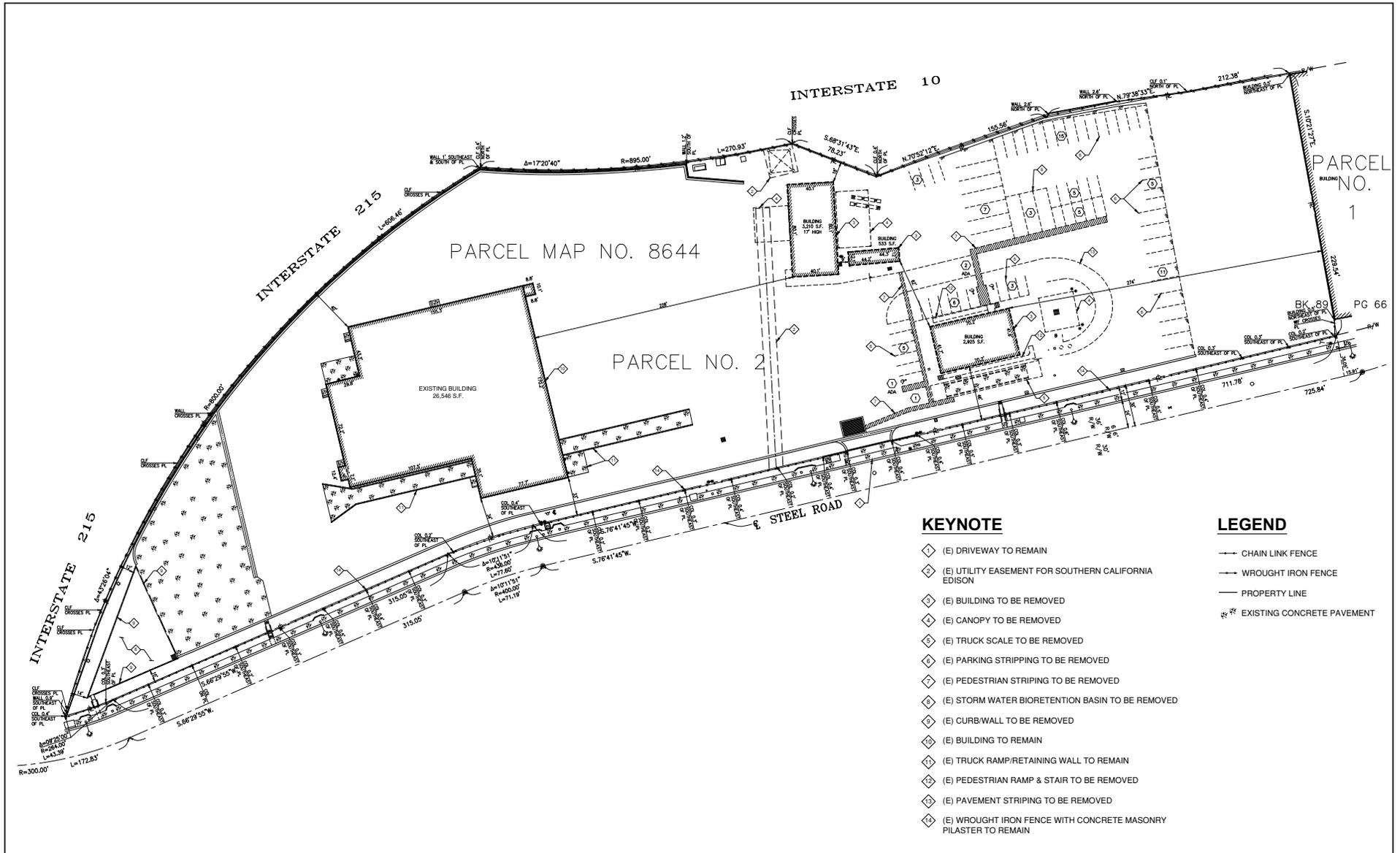


Existing Steel Road Streetscape, View West

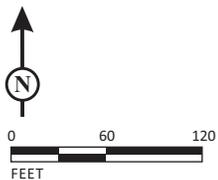
LSA

FIGURE 2

*CR&R Colton Facility Office/Maintenance Building  
& MRF Building Addition*  
Existing Site



LSA



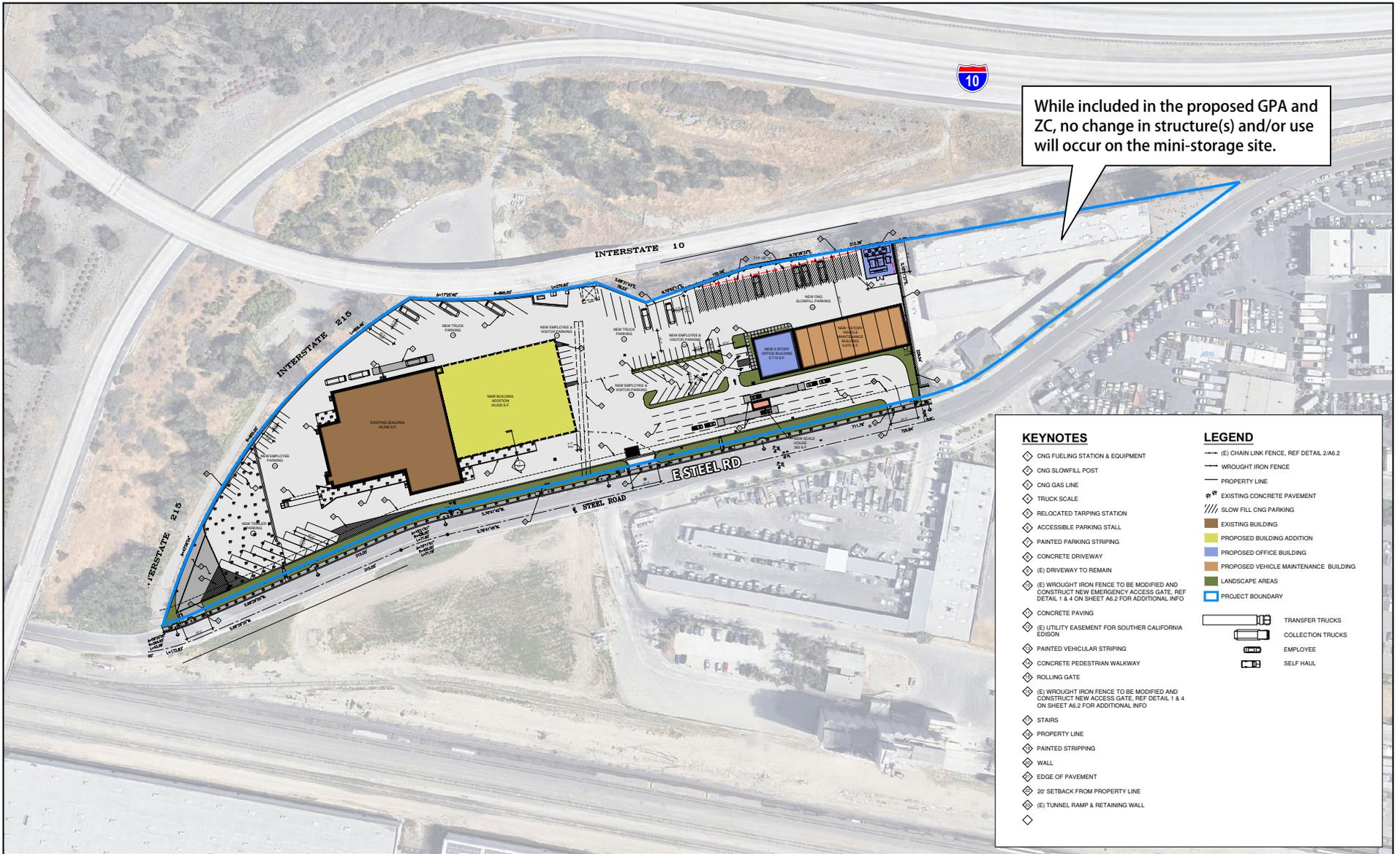
SOURCE: JRMA Architects Engineers

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FIGURE 3

CR&R Colton Facility Office/Maintenance Building  
& MRF Building Addition

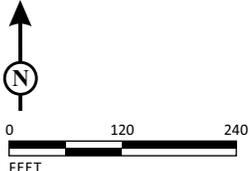
Existing Site Plan



While included in the proposed GPA and ZC, no change in structure(s) and/or use will occur on the mini-storage site.

KEYNOTES	LEGEND
◇ CNG FUELING STATION & EQUIPMENT	— (E) CHAIN LINK FENCE, REF DETAIL 2/A6.2
◇ CNG SLOW-FILL POST	— WROUGHT IRON FENCE
◇ CNG GAS LINE	— PROPERTY LINE
◇ TRUCK SCALE	▨ EXISTING CONCRETE PAVEMENT
◇ RELOCATED TARPING STATION	▨ SLOW-FILL CNG PARKING
◇ ACCESSIBLE PARKING STALL	■ EXISTING BUILDING
◇ PAINTED PARKING STRIPING	■ PROPOSED BUILDING ADDITION
◇ CONCRETE DRIVEWAY	■ PROPOSED OFFICE BUILDING
◇ (E) DRIVEWAY TO REMAIN	■ PROPOSED VEHICLE MAINTENANCE BUILDING
◇ (E) WROUGHT IRON FENCE TO BE MODIFIED AND CONSTRUCT NEW EMERGENCY ACCESS GATE, REF DETAIL 1 & 4 ON SHEET A6.2 FOR ADDITIONAL INFO	■ LANDSCAPE AREAS
◇ CONCRETE PAVING	■ PROJECT BOUNDARY
◇ (E) UTILITY EASEMENT FOR SOUTHERN CALIFORNIA EDISON	▭ TRANSFER TRUCKS
◇ PAINTED VEHICULAR STRIPING	▭ COLLECTION TRUCKS
◇ CONCRETE PEDESTRIAN WALKWAY	▭ EMPLOYEE
◇ ROLLING GATE	▭ SELF-HAUL
◇ (E) WROUGHT IRON FENCE TO BE MODIFIED AND CONSTRUCT NEW ACCESS GATE, REF DETAIL 1 & 4 ON SHEET A6.2 FOR ADDITIONAL INFO	
◇ STAIRS	
◇ PROPERTY LINE	
◇ PAINTED STRIPING	
◇ WALL	
◇ EDGE OF PAVEMENT	
◇ 20' SETBACK FROM PROPERTY LINE	
◇ (E) TUNNEL RAMP & RETAINING WALL	
◇	

LSA



SOURCE: JRMA Architects Engineers & Google Earth, 2019

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FIGURE 4

CR&R Colton Facility Office/Maintenance Building & MRF Building Addition  
Proposed Site Plan

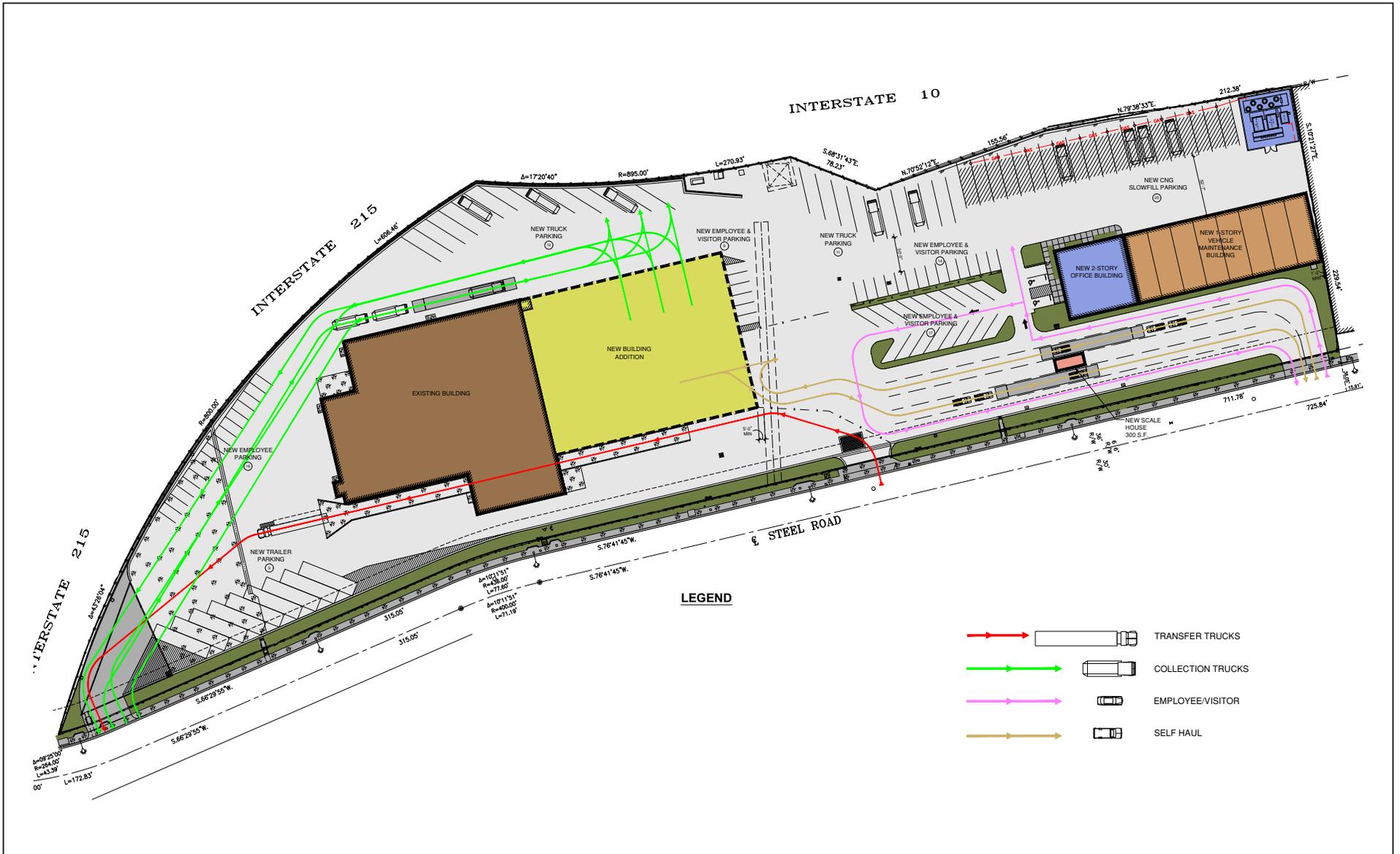
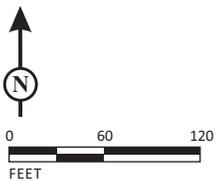


FIGURE 5

LSA



SOURCE: JRMA Architects Engineers

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CR&R Colton Facility Office/Maintenance Building  
& MRF Building Addition  
Proposed Circulation Plan

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture / Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology/Soils               | <input type="checkbox"/> Greenhouse Gas Emissions         | <input type="checkbox"/> Hazards and Hazardous Materials    |
| <input type="checkbox"/> Hydrology/Water Quality     | <input type="checkbox"/> Land Use / Planning              | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                       | <input type="checkbox"/> Population / Housing             | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                  | <input type="checkbox"/> Transportation                   | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire                         | <input type="checkbox"/> 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 impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
\_\_\_\_\_  
Signature

10/7/19  
\_\_\_\_\_  
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 would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be 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.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. **Earlier Analyses Used.** Identify and state where they are available for review.
  - b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

- 
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
  9. The explanation of each issue should identify:
    - a. The significance criteria or threshold, if any, used to evaluate each question; and
    - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

## ENVIRONMENTAL CHECKLIST QUESTIONS

NOTE: the proposed General Plan Amendment (GPA) and Zone Change (ZC) apply to the parcel (APN 0164-311-29) on which the existing MRF is located **and** the adjacent parcel (APN 0164-311-36) on which an existing mini-storage use operates. No physical change in any feature or facility on the existing mini-storage property would occur; therefore, the GPA/ZC on this parcel would not result in any environmental impact. No further discussion related to the mini-storage use is warranted.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			x	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			x	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			x	
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?			x	
<b>II. AGRICULTURE AND FORESTRY RESOURCES.</b> 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?				x
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				x
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))?				x

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?				x
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?				x
<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management district 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?			x	
b) 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?			x	
c) Expose sensitive receptors to substantial pollutant concentrations?			x	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			x	
<b>IV. BIOLOGICAL RESOURCES.</b> 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?				x
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?				x
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				x
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?		x		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				x

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?				x
<b>V. CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?			x	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		x		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		x		
<b>VI. ENERGY.</b> Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			x	
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			x	
<b>VII. GEOLOGY AND SOILS.</b> Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		x		
ii) Strong seismic ground shaking?		x		
iii) Seismic-related ground failure, including liquefaction?		x		
iv) Landslides?				x
b) Result in substantial soil erosion or the loss of topsoil?			x	
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?		x		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			x	
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?				x

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			x	
<b>VIII. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			x	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			x	
<b>IX. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			x	
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?			x	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				x
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				x
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 or excessive noise for people residing or working in the project area?			x	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			x	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			x	
<b>X. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?				x
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				x

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in a substantial erosion or siltation on or off site?			x	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?			x	
iii) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			x	
iv) Impede or redirect flood flows?			x	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				x
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			x	
<b>XI. LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?				x
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			x	
<b>XII. MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the State?				x
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?				x
<b>XIII. NOISE.</b> Would the project:				
a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			x	
b) Result in generation of excessive groundborne vibration or groundborne noise levels?				x
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING. Would the project:</b>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				x
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				x
<b>XV. PUBLIC SERVICES. Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?			x	
Police protection?			x	
Schools?				x
Parks?				x
Other public facilities?			x	
<b>XVI. RECREATION. Would the project:</b>				
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?			x	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			x	
<b>XVII. TRANSPORTATION. Would the project:</b>				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				x
b) Conflict or be inconsistent with <i>CEQA Guidelines</i> § 15064.3, subdivision (b)?				x
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				x
d) Result in inadequate emergency access?				x

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:				
i) 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 § 5020.1(k), or			x	
ii) 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		x		
<b>XIX. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				x
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				x
c) 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?				x
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				x
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?				x
<b>XX. WILDFIRE.</b> If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				x

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			x	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				x
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				x
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to substantially 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?		x		
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.)			x	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			x	

## EXPLANATIONS TO THE CHECKLIST FORM

### I. AESTHETICS

#### a) *Would the project 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 project site is located across from an industrially zoned Industrial Park area and is surrounded by industrially zoned property, California Department of Transportation (Caltrans) freeway easements to the north and west, I-215 and I-10 to the north and west, and industrial buildings and the railroad tracks to the south. In this area, the freeways are elevated above the project site. The project site has a land use designation of Light Industrial and is proposed to be redesignated as Heavy Industrial. The site elevation is approximately 1,000 feet above mean sea level.<sup>1</sup> Topography in the site vicinity gently slopes to the southwest.

The site is located near the southern edge of the San Bernardino Valley, within the historic floodplain of the Santa Ana River. The Santa Ana River is located approximately 2,500 feet north of the site and is blocked from view by the I-10 and I-215 freeways and industrial buildings to the west.

The two new facilities that will be built as a part of this project will replace an existing heavy-duty truck operation and maintenance (O&M) building and modular administrative office trailer, and includes an addition to an existing Materials Recovery Facility (MRF). The planned facilities will not cause any substantial changes in the views at and around the facility or block any views of the scenic vista and therefore will not cause any adverse effects on the existing scenic vistas. The proposed project will have a **less than significant impact** on existing scenic vistas and 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.<sup>2</sup> Furthermore, the project site is already developed and the two new buildings proposed as part of this project include replacement of an existing heavy-duty truck O&M building and modular administrative office trailer currently undeveloped, and an addition to the existing MRF. These new buildings will replace existing structures or add onto existing structures that were previously approved by the City. The existing operations are still in effect and will continue with no changes going forward. The Santa Ana River is just north of the project site, but it is not particularly scenic in this area since it is concrete-lined. In addition, no healthy trees or large rock outcroppings

<sup>1</sup> United States Geological Survey (USGS) 7.5-minute *San Bernardino South, California* quadrangle, dated 1967, with plot revisions in 1980.

<sup>2</sup> California Department of Transportation (Caltrans), Scenic Highway System List, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm), accessed August 2, 2019.

would be affected by project development. Therefore, the proposed project would have a **less than significant impact** on scenic resources. No mitigation is required.

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

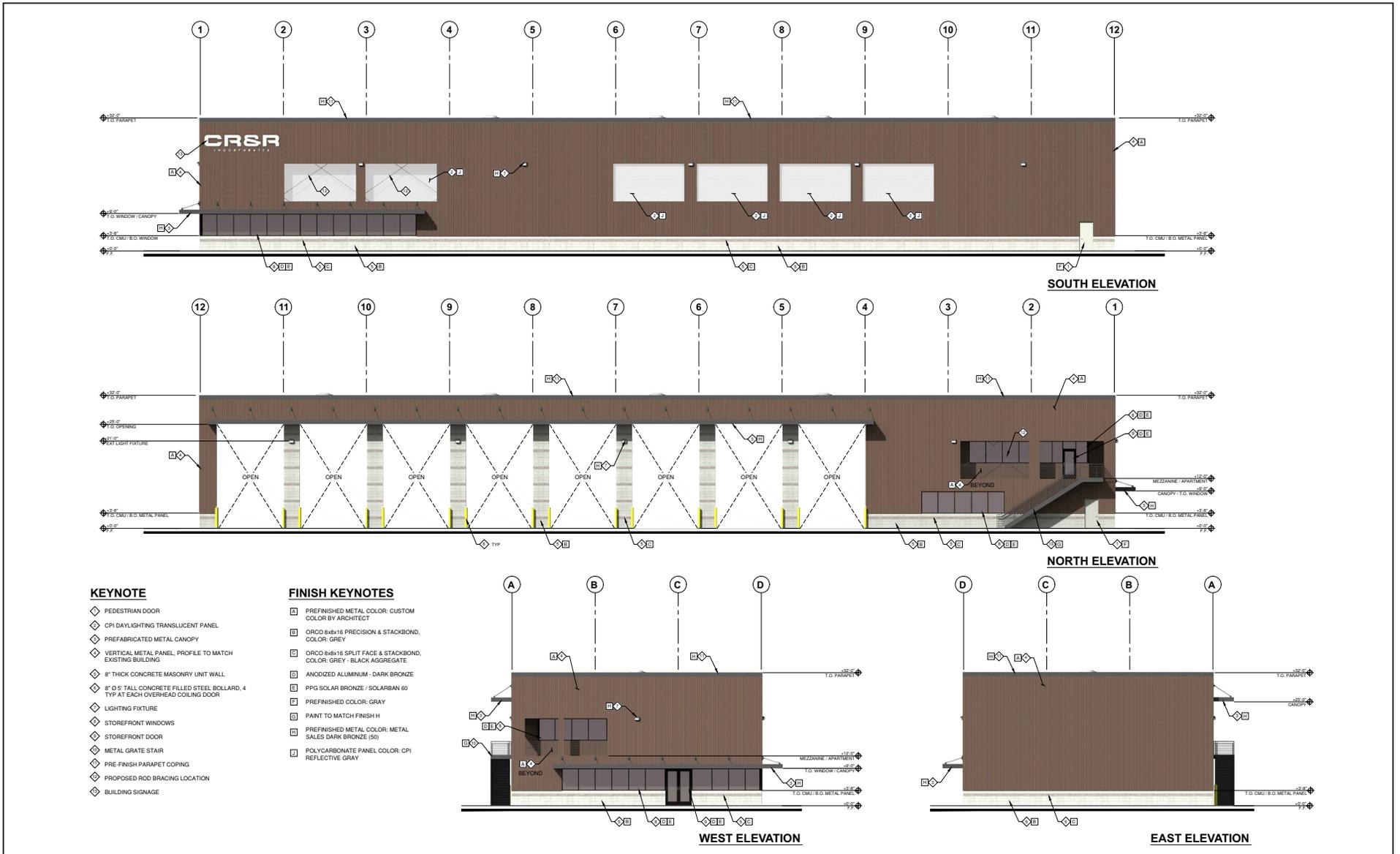
**Less than Significant Impact.** The site is located in an urbanized area surrounded by highway infrastructure, rail facilities, and existing industrial uses. Existing operations on site include activities associated with solid waste collection and the recovery and transfer of recyclable materials. Green waste processing, recyclable material storage, and public dumping activities are conducted outdoors. Vehicle and equipment maintenance, solid waste and recyclable processing activities, equipment fueling, and truck and bin washing are conducted under covered, enclosed areas. Existing on-site structures include the MRF, maintenance building, and administrative office trailers with adjacent scales (see Figure 2).

As detailed in Figures 6 through 10, the proposed construction will result in development of buildings consistent with existing City standards. The proposed Vehicle Maintenance and Administration building will be constructed with a combination of metal and concrete materials. The MRF building addition will extend to the east of the existing MRF building and will be connected to form one uniform structure. The height of the new addition will match the height of the existing MRF building and it will enclose the existing approved operations conducted at the facility.

The existing landscaped berm and wrought-iron fencing along the project fencing will be maintained and modified slightly to accommodate changes points of access. The proposed project would not result in the development of structures that would interrupt the existing pattern of industrial development in the project area or conflict with the scale, use or intensity of adjacent uses. Upon development, the proposed project will not adversely affect the existing scenic condition of the project area. The proposed construction will result in a more uniform and aesthetically cohesive condition on the site consistent with City standards; therefore, **no significant impact** would occur and no mitigation is warranted.

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

**Less than Significant Impact.** Currently, the site maintains outdoor lighting to provide for the safety and security of existing uses. The type, density, and intensity of lighting employed on-site are typical for similar industrial uses in the project area. The proposed construction does not include the use of expansive windows or reflective façades that would create substantial glare. While modifications in site lighting are required to accommodate new construction and parking areas, the proposed project does not represent a new or substantially increased source of lighting that will adversely affect daytime/nighttime views in the project area. New on-site lighting will be designed, installed, and maintained to satisfy applicable City requirement; therefore, **no significant impact** would occur and no mitigation is required.



LSA

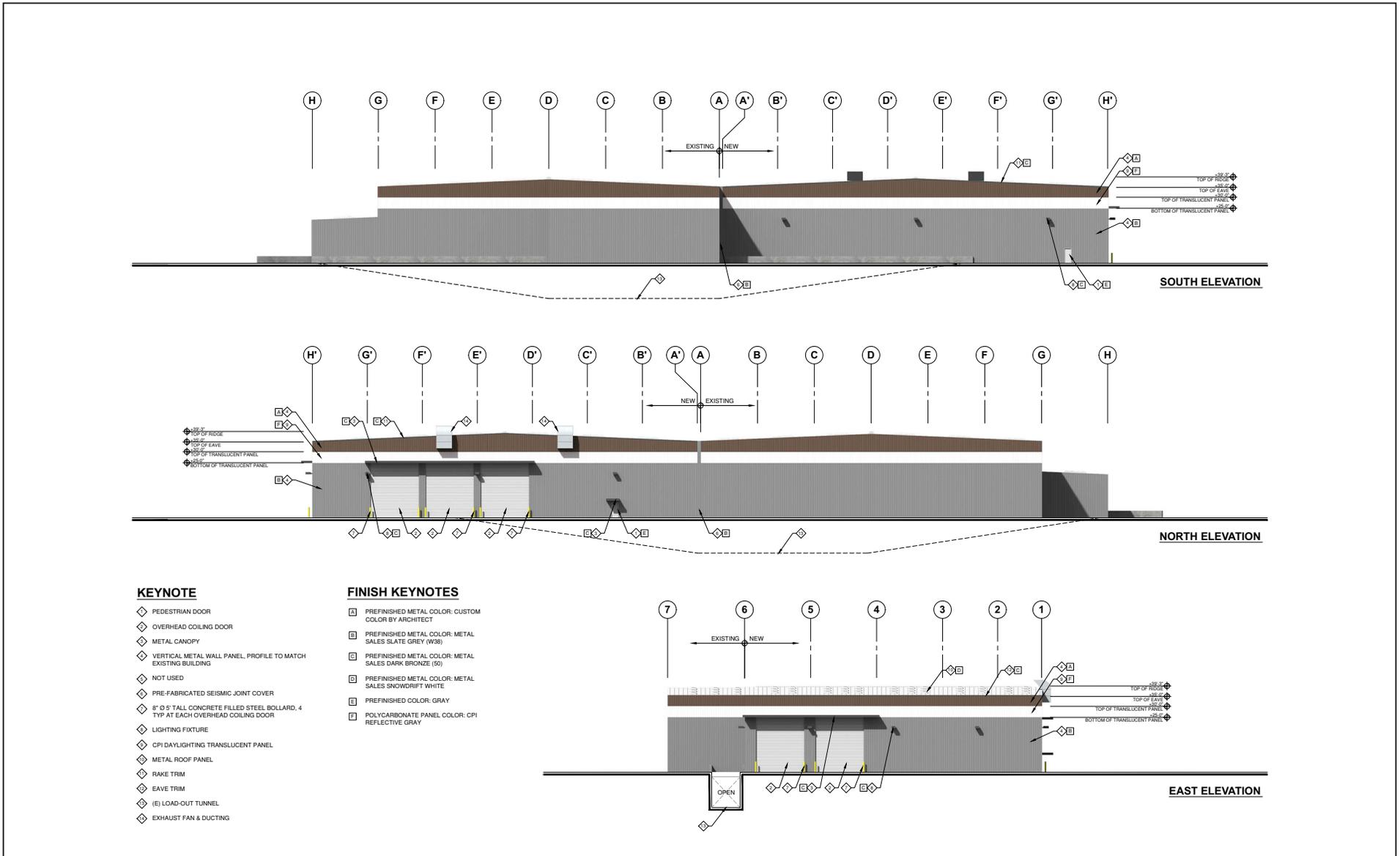
FIGURE 6



SOURCE: JRMA Architects Engineers

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CR&R Colton Facility Office/Maintenance Building  
& MRF Building Addition  
Elevations, Vehicle Maintenance and Administration Building



LSA

FIGURE 7

CR&R Colton Facility Office/Maintenance Building  
& MRF Building Addition  
Elevations, MRF Addition



LSA

FIGURE 8

*CR&R Colton Facility Office/Maintenance Building  
& MRF Building Addition*

SOURCE: JRMA Architects Engineers

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Conceptual Rendering, Vehicle Maintenance and Administration Building



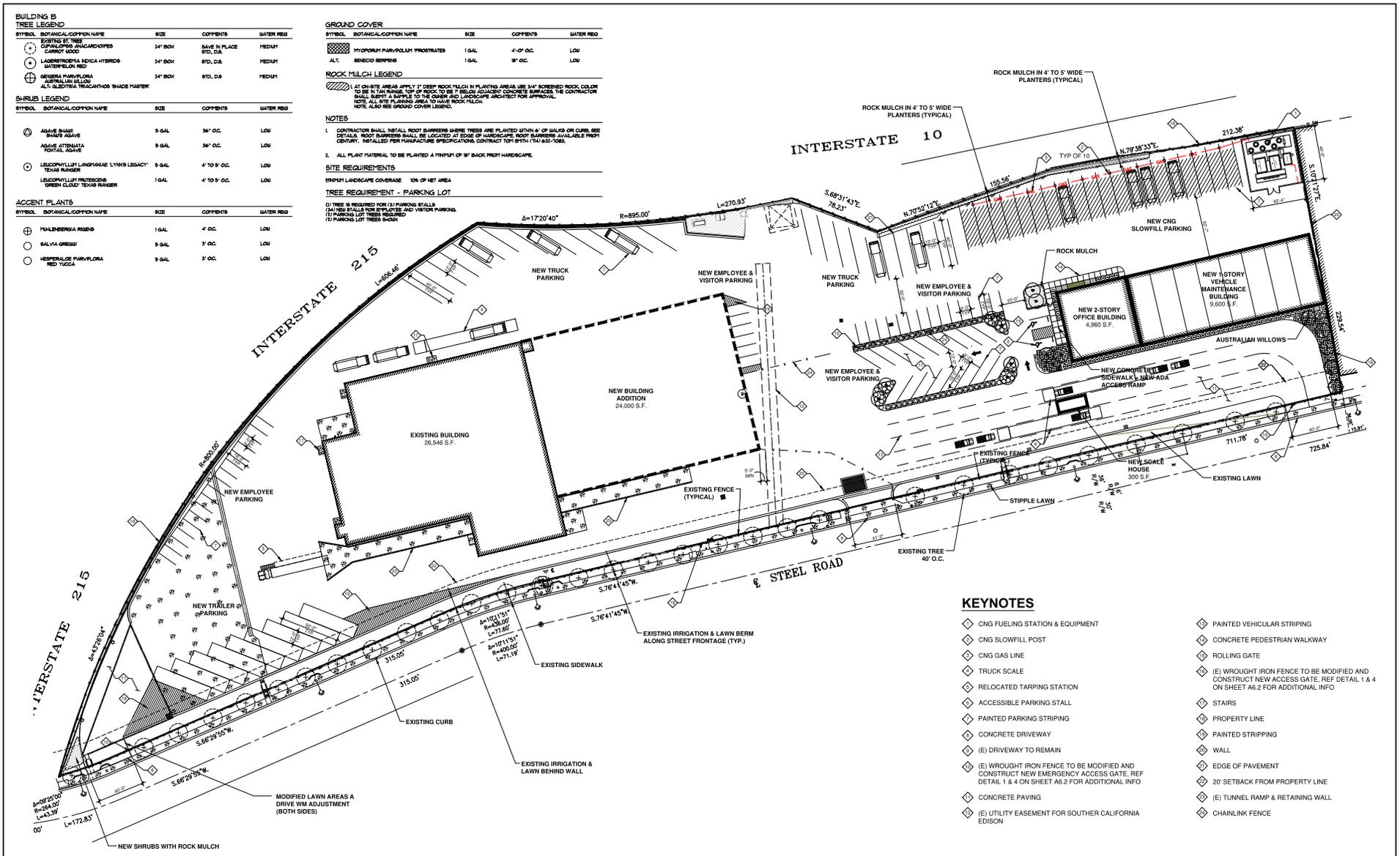
LSA

FIGURE 9

*CR&R Colton Facility Office/Maintenance Building  
& MRF Building Addition  
Conceptual Rendering, Overall Site Plan*

SOURCE: JRMA Architects Engineers

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**BUILDING B TREE LEGEND**

SYMBOL	BOTANICAL/COPYING NAME	SIZE	COMMENTS	WATER REQ.
⊕	BRUNNENDELIA CALIFORNICA	34" BOX	SAVE IN PLACE	MEDIUM
⊕	LAURENCEA NODICA HYBRIDS	34" BOX	STD. DB	MEDIUM
⊕	ALBERTA TRICANTHOS SHADE MASTER	34" BOX	STD. DB	MEDIUM

**SHRUB LEGEND**

SYMBOL	BOTANICAL/COPYING NAME	SIZE	COMMENTS	WATER REQ.
⊕	AGAVE SHADE MASTER	9 GAL	36" O.C.	LOW
⊕	AGAVE HYBRIDA	9 GAL	36" O.C.	LOW
⊕	LEUCOPHYLLA LANKANAE L'ANNE'S LEGACY	9 GAL	4" TO 9" O.C.	LOW
⊕	LEUCOPHYLLA WALTERSII	1 GAL	4" TO 9" O.C.	LOW

**ACCENT PLANTS**

SYMBOL	BOTANICAL/COPYING NAME	SIZE	COMMENTS	WATER REQ.
⊕	MULBERGIA ROBINI	1 GAL	4" O.C.	LOW
⊕	SALVIA GREGGI	9 GAL	3" O.C.	LOW
⊕	HEPHERALDE PARVIFLORA	9 GAL	3" O.C.	LOW

**GROUND COVER**

SYMBOL	BOTANICAL/COPYING NAME	SIZE	COMMENTS	WATER REQ.
⊕	HYPOPHYPH PARVIFLORA HYBRIDS	1 GAL	4" O.C.	LOW
⊕	BENEDIC BENEFEN	1 GAL	3" O.C.	LOW

**ROCK MULCH LEGEND**

AT ON-THE-SPOT AREAS APPLY 3" DEEP ROCK MULCH IN PLANTING AREAS USE 3/4" SCREENED ROCK COLOR TO BE IN TAN RANGE. TOP OF ROCK TO BE 1" BELOW ADJUSTED CONCRETE SURFACES. THE CONTRACTOR SHALL VERIFY A SAMPLE TO THE OWNER AND LANDSCAPE ARCHITECT FOR APPROVAL. NOTE: ALL SITE PLANNING AREAS TO HAVE ROCK MULCH. NOTE: ALSO SEE GROUND COVER LEGEND.

**NOTES**

- CONTRACTOR SHALL INSTALL ROOT BARRIERS WHERE TREES ARE PLANTED WITHIN 4" OF WALKS OR CURBS. SEE DETAILS. ROOT BARRIERS SHALL BE LOCATED AT EDGE OF HARDSCAPE. ROOT BARRIERS AVAILABLE FROM CENTURY. INSTALL PER MANUFACTURE SPECIFICATIONS. CONTACT TOTT BRYAN 714.833.7054.
- ALL PLANT MATERIAL TO BE PLANTED A MINIMUM OF 30' BACK FROM HARDSCAPE.

**SITE REQUIREMENTS**

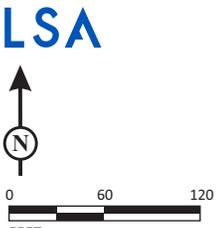
MINIMUM LANDSCAPE COVERAGE: 10% OF NET AREA

**TREE REQUIREMENT - PARKING LOT**

- TREES TO BE REQUIRED FOR (1) PARKING WALLS
- TO BE PLANTED FOR EMPLOYEE AND VISITOR PARKING
- PARKING LOT TREES REQUIRED
- PARKING LOT TREES SHOWN

**KEYNOTES**

- ◆ CNG FUELING STATION & EQUIPMENT
- ◆ CNG SLOWFILL POST
- ◆ CNG GAS LINE
- ◆ TRUCK SCALE
- ◆ RELOCATED TARPING STATION
- ◆ ACCESSIBLE PARKING STALL
- ◆ PAINTED PARKING STRIPING
- ◆ CONCRETE DRIVEWAY
- ◆ (E) DRIVEWAY TO REMAIN
- ◆ (E) WROUGHT IRON FENCE TO BE MODIFIED AND CONSTRUCT NEW EMERGENCY ACCESS GATE. REF DETAIL 1 & 4 ON SHEET A6.2 FOR ADDITIONAL INFO
- ◆ CONCRETE PAVING
- ◆ (E) UTILITY EASEMENT FOR SOUTHER CALIFORNIA EDISON
- ◆ PAINTED VEHICULAR STRIPING
- ◆ CONCRETE PEDESTRIAN WALKWAY
- ◆ ROLLING GATE
- ◆ (E) WROUGHT IRON FENCE TO BE MODIFIED AND CONSTRUCT NEW ACCESS GATE. REF DETAIL 1 & 4 ON SHEET A6.2 FOR ADDITIONAL INFO
- ◆ STAIRS
- ◆ PROPERTY LINE
- ◆ PAINTED STRIPING
- ◆ WALL
- ◆ EDGE OF PAVEMENT
- ◆ 20' SETBACK FROM PROPERTY LINE
- ◆ (E) TUNNEL RAMP & RETAINING WALL
- ◆ CHAINLINK FENCE



SOURCE: JRMA Architects Engineers

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FIGURE 10

CR&R Colton Facility Office/Maintenance Building & MRF Building Addition  
Preliminary Landscape Plan

## 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. These maps utilize data from the United States Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS) soil survey and current land use information using eight mapping categories, and they represent an inventory of agricultural resources within San Bernardino County. The maps are updated every two years using computer mapping system, aerial imagery, public review, and field reconnaissance. No agricultural operations are located on, adjacent to, or near the proposed project site. According to the FMMP, the proposed project site is designated as “Urban and Built-Up land” (land occupied by structures with a building density of at least 1 unit per 1.5 acres or approximately 6 structures to a 10-acre parcel).<sup>3</sup> As no Prime or Unique Farmlands or Farmland of Statewide Importance is located within or adjacent to the proposed project site, no conversion of such farmlands will occur. **No impact** related to this issue would occur and 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.<sup>4</sup> Additionally, the property is zoned Light Industrial and has a land use designation of IP Industrial Park. 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 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.

<sup>3</sup> *San Bernardino County Important Farmland 2016 (Sheet 2 of 2)*. State of California Department of Conservation, California Important Farmland Finder. <http://www.conservation.ca.gov/dlrp/fmmp/Pages/SanBernardino.aspx>, accessed August 1, 2019.

<sup>4</sup> 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](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/SanBernardino_so_15_16_WA.pdf), accessed August 1, 2019.

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

**No Impact.** The project site is designated as “Urban and Built-Up land” and is currently developed. No forest land exists on site. As discussed in response to Checklist Question IIc, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, **no impact** would occur and no mitigation is required.

*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 has a land use designation of Light Industrial 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.** An air quality impact assessment was prepared for the proposed project based on the project development characteristics (Appendix B). The analysis in the section of the Initial Study summarizes the findings in this study.

The Air Quality Management Plan (AQMP) for the South Coast Air Basin (Basin) sets forth a comprehensive program that will lead the Basin into compliance with federal and State air quality standards. Air quality in the Basin is regulated by the South Coast Air Quality Management District (SCAQMD). The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

Although the project includes a proposed General Plan Amendment to change the existing land use designation of the parcel from Light Industrial to Heavy Industrial, the existing operations of the on-site facility will not change due to project implementation and will continue with no changes going forward. Therefore, 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 California Environmental Quality Act (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 Table A, the project would result in short-term construction emissions that are below the CEQA significance emissions thresholds established by the SCAQMD. The project would not result in an increase in the frequency or severity

of any air quality standards violation and will not cause a new air quality standard violation. Therefore, the project would not conflict with or obstruct implementation of the applicable AQMP. Impacts would be **less than significant** and no mitigation is required.

**Table A: Short-Term Regional Construction Emissions**

Construction Phase	Total Regional Pollutant Emissions, lbs/day							
	VOC	NOx	CO	SOx	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>
Demolition	3.40	33.63	22.48	0.04	0.32	1.66	0.07	1.54
Site Preparation	4.17	42.48	22.32	0.04	7.25	2.20	3.93	2.02
Grading	2.51	26.44	16.73	0.03	2.56	1.27	1.34	1.17
Building Construction	2.24	19.98	17.76	0.03	0.23	1.12	0.06	1.05
Paving	1.33	12.97	15.27	0.02	0.17	0.68	0.04	0.62
Architectural Coating	18.63	1.54	1.94	0.00	0.03	0.09	0.01	0.09
<b>Peak Daily</b>	<b>18.63</b>	<b>42.48</b>	<b>22.48</b>	<b>0.04</b>	<b>9.45</b>		<b>5.95</b>	
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>		<b>55</b>	
<b>Emissions Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>		<b>No</b>	

Source: Table 1, CR&R MRF Construction Emissions Associated with the New Office/Maintenance Buildings and MRF Building Addition, LSA, August 2019.

Note: These estimates reflect control of fugitive dust required by SCAQMD Rule 403. The values shown are the maximum summer or winter daily emissions results from the California Emissions Estimator Model.

CO = carbon monoxide  
lbs/day = pounds per day  
NOx = nitrogen oxides

PM<sub>10</sub> = particulate matter less than 10 microns in size

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size  
SCAQMD = South Coast Air Quality Management District  
SOx = sulfur oxides  
VOC = volatile organic compounds

**b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under and applicable federal or State ambient air quality standard?**

**Less than Significant Impact.** No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the thresholds of significance based on the level above which a project’s individual emissions would result in a cumulatively considerable contribution to the Basin’s existing air quality conditions. Therefore, a project that exceeds the SCAQMD project-specific thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

Since the existing operations of the on-site facility will not change due to project implementation and will continue with no changes going forward, emissions from operation of the proposed project are not expected to change from baseline conditions. Therefore, only emissions from construction activities are quantified in this analysis. The SCAQMD’s *CEQA Air Quality Handbook* establishes suggested significance thresholds based on the volume of pollution emitted. According to the *Handbook*, any project in the Basin with daily emissions that exceed any of the following thresholds generally is considered as having individually and cumulatively significant air quality impacts:

- 75 lbs. per day of VOC (Volatile Organic Compounds);
- 100 lbs. per day of NO<sub>x</sub> (oxides of nitrogen);
- 550 lbs. per day of CO (carbon monoxide);
- 150 lbs. per day of PM<sub>10</sub> (particulate matter with a diameter of 10 microns or smaller);
- 55 lbs. per day of PM<sub>2.5</sub> (particulate matter with a diameter of 2.5 microns or smaller); and
- 150 lbs. per day of SO<sub>x</sub> (oxides of sulfur).

**Construction Emissions.** Impacts to air quality would occur during demolition, site preparation, and construction. Major sources of emissions include exhaust emissions from construction vehicles and equipment and fugitive dust generated by demolition activities, construction vehicles and equipment traveling over earthen surfaces, and soil disturbances from grading and site preparation. Demolition, grading, and construction activities would cause combustion emissions from utility engines, heavy-duty construction vehicles, haul trucks, and vehicles transporting the construction crew. Fugitive dust emissions are generally associated with demolition, land clearing, exposure of soils, and cut and fill operations.

Emissions during demolition, grading, and construction activities would vary as construction activity levels change. The use of construction equipment on site would result in localized exhaust emissions. Air pollutant emission sources during project construction would include:

- Exhaust gas and particulate emissions generated by construction equipment engines;
- Fugitive dust from soil disturbance during site preparation, grading, and excavation activities; and
- Volatile organic compounds that evaporate during site paving and architectural coating (e.g., painting of new structures).

The construction analysis includes estimating the construction equipment that would be used during each construction phase, the hours of use for that construction equipment, the quantities of earth and debris to be moved, and on-road vehicle trips (worker, soil hauling, and vendor trips). The proposed earthwork for the project assumes balanced cut-and-fill.

The duration of construction activity and associated construction equipment was based on the California Emissions Estimator Model (CalEEMod) version 2016.3.2 defaults for phasing. Table A identifies the maximum daily emissions associated with construction activities and indicates no criteria pollutant emission thresholds would be exceeded from construction of the proposed project.

The construction calculations prepared for the project assume that dust control measures (e.g., watering a minimum of three times daily) would be employed to reduce emissions of fugitive dust during site grading. Furthermore, all construction would need to comply with SCAQMD Rule 403 regarding the emission of fugitive dust. Adherence to Rule 403, including the implementation of Best Available Control Measures (BACMs), is a standard requirement for any construction activity occurring within the Basin. 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. These measures may include, but are not limited to:

- Water active sites at least three times daily (locations where grading is to occur will be thoroughly watered prior to earthmoving).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.

Emissions generated during project construction would not exceed SCAQMD thresholds for regional construction emissions.

**Operational Emissions.** As stated above, the existing operations of the on-site facility will not change due to project implementation and will continue with no changes going forward. Therefore, emissions from operation of the proposed project are not expected to change from baseline conditions and their quantities are not calculated as part of the project analysis.

The cumulative impacts analysis is based on projections in the regional AQMP. As detailed in response to Checklist Question III(a), 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. Therefore, the project would not conflict with or obstruct implementation of the applicable AQMP.

Without any exceedance in air quality emissions thresholds, the proposed project would not result in a cumulatively considerable contribution to significant air quality impacts. Long-term cumulative air quality impacts would be **less than significant**. No mitigation is required.

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

**Less than Significant Impact.** The SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003 and updated it in July 2008.<sup>5</sup> Localized significance thresholds (LSTs) represent the maximum emissions from a project site of up to 5 acres that are not expected to result in an exceedance of the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) for CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. For this project, the appropriate SRA is the Southwest San Bernardino Valley area (SRA 33). Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. The nearest sensitive receptors are residential uses located approximately 1,100 feet from the project site.

The LST screening table lookup methodology was created for projects up to 5 acres in size. Although the project site is 6.14 acres in size, there would not be any large-scale grading or other mass ground-disturbing activities, and not more than 5 acres would be disturbed in a single day. Therefore, the 5-acre LSTs are used for construction emissions. Table B indicates the on-site

<sup>5</sup> *Final Localized Significance Thresholds Methodology*. South Coast Air Quality Management District. June 2003, revised July 2008.

construction emissions would not exceed the LSTs for the nearest residences. Therefore, the construction of the project would not result in a locally significant air quality impact.

**Table B: Construction Localized Impact Analysis**

Emissions Sources	Pollutant Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum On-Site Emissions	42	22	9.2	5.9
LST (Threshold)	<b>253</b>	<b>1,461</b>	<b>12</b>	<b>7.3</b>
<b>Emissions Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Table 2, *CR&R MRF Construction Emissions Associated with the New Office/Maintenance Buildings and MRF Building Addition*, LSA, August 2019.

Note: Source Receptor Area 33 Southwest San Bernardino Valley, 5 acres.

CO = carbon monoxide

lbs/day = pounds per day

LST = local significance threshold

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

As stated previously, the existing operations of the on-site facility will not change due to project implementation and will continue with no changes going forward. Therefore, LST emissions from operation of the proposed project are not expected to change from baseline conditions, and their quantities are not calculated as part of the project analysis.

Since construction of the proposed project is not expected to exceed any LST thresholds, LST air quality impacts would be **less than significant**. No mitigation is required.

**d) *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

**Less than Significant Impact.** Project construction will generate limited odors over the short term, mainly from fumes emanating from gasoline and diesel powered construction equipment and temporary asphalt laying and paving activities. These odors would be temporary and are expected to be isolated to the immediate vicinity of the construction site.

SCAQMD Rule 402 regarding nuisances states: “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” Pursuant to SCAQMD Rule 403, 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. Additionally, Title 13, Section 2449(d)(D) of the California Code of Regulations requires operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) to limit vehicle idling to five minutes or less.

SCAQMD Rules 402 and 403, and Title 13, Section 2449(d)(D) of the California Code of Regulations require the project proponent to implement standard control measures to limit fugitive dust and construction equipment emissions. These temporary emissions are expected to be isolated to the

immediate vicinity of the construction site. Therefore, operation of fueled equipment would not adversely affect a substantial number of people.

The painting of buildings or the installation of asphalt surfaces may also create 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 is required for all construction projects in the City to reduce emissions and objectionable odors impacts.

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 existing operations of the on-site facility will not change due to project implementation and will continue with no changes going forward. Therefore, implementation of the proposed project is not expected to alter the existing on-site and off-site condition regarding objectionable odors. Therefore, impacts would be **less than significant**. 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?*

**No Impact.** The proposed project includes development of two new buildings and an addition to an existing building on a parcel that is currently developed with waste collection and recycling uses in an urbanized and industrialized portion of the City. Approximately 15 percent of the site is currently unpaved. Analysis under this threshold is based on the California Natural Diversity Data Base (CNDDB) record that was run for the proposed project (included in Appendix C) in August 2019. Throughout the southwestern portion of San Bernardino County, a number of listed species has been reported in the 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 occidentalis*) (WYC); the State listed as threatened tricolored blackbird (*Agelaius tricolor*) (TBB). Occurrences for the DSF and TBB occur within 0.50 mile of the proposed project site; however, the project site is occupied by a solid waste facility that has been in operation since 1999 and habitat for such species does not occur on the project site. Twenty (20) occurrences for DSF were reported approximately 1.25 miles northwest of the site, with the most current occurring in 2013. There is one occurrence of TBB that was reported approximately 1.03 miles southeast of the site near the Waterman Avenue/Barton Road intersection; however, this sighting occurred in April 1950. Due to the use of the site as a solid waste facility since 1999 and the lack of suitable habitat to maintain populations of endangered or threatened species, it is anticipated that implementation of the proposed project would not adversely affect species identified as a candidate, sensitive, or special status.

Critical habitat of the Santa Ana sucker (*Castostomus santaane*), southwestern willow flycatcher (*Empidonax trailli extimus*), and San Bernardino kangaroo rat (*Dipodomys merriami parvus*) occur

within the confines of the Santa Ana River approximately 0.31 mile north of the project site. Due to existing development on the site and the lack of natural habitat, as seen through aerial images, it can be confirmed that critical habitat of these species does not occur on the project site.

Implementation of the proposed project would not adversely affect either directly or indirectly through habitat modification candidate, sensitive, or special status species. A fully permitted and operating MRF is located on site. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant biological resource impacts. **No impact** would occur and no mitigation is warranted.

**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, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

**No Impact.** The project site does not contain riparian resources or land under the jurisdiction of State or federal resource agencies (i.e., California Department of Fish and Wildlife, United States Fish and Wildlife Service, or the U.S. Army Corps of Engineers). Open areas on the project site, the southwest corner and eastern portion of the site beyond the existing surface parking lot, are disturbed and occupied by exotic herbaceous and shrub species. A fully permitted and operating MRF is located on site. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant biological resource impacts. **No impact** would occur to riparian or other sensitive natural communities due to implementation of the proposed project. No mitigation is required.

**c) *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

**No Impact.** The project site is currently occupied with the existing CR&R Colton Facility, is topographically flat, and is not occupied by natural drainages or hydrological features. There are no State or federally protected wetlands (as defined by Section 404 or the Clean Water Act) on the project site and none would be affected through direct removal, filling, hydrological interruption, or other means. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant biological resource impacts. **No impact** would occur to State or federally protected wetlands and mitigation measures are not required.

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

**Less than Significant Impact with Mitigation Incorporated.** The 6.14-acre project site is located in an urbanized, industrial portion of the City and is not located in a wildlife corridor and does not contain nursery sites. The project site is occupied by ornamental trees along its southern boundary. Native and or ornamental trees are located in a vacant parcel adjacent to the project site's northwest boundary in Caltrans right-of-way (actively used by Caltrans for project staging and storage) and on vacant land (adjacent to the project site's northeastern boundary) between the project site and I-10/I-215 transition. Potential active nesting sites could occur in these trees.

Disturbing or destroying active nests could violate the Migratory Bird Treaty Act (MBTA). Implementation of the project will not require the removal of existing on-site trees; however, increased noise (from construction activities) and human presence during construction activities may cause birds to abandon nests or negatively affect nestlings. Typically, the California Department of Fish and Wildlife (CDFW) require construction activities within 100 feet (300 feet for raptors) of trees and shrubs to 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 Mitigation Measure (MM) is recommended to reduce potential impacts to nesting bird species.

### Mitigation Measure

**MM BIO-1** If 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 construction activities. The results of any such survey shall be submitted to the City of Colton for review and approval. 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 be maintained free of disturbance until the nesting cycle is complete. Active nests and their associated buffer zones shall be buffered, delineated on maps, and delivered to the City Development Services Department.

With implementation of **Mitigation Measure BIO-1** impacts would be **less than significant with mitigation incorporated**. As the proposed project will not alter the location, type, or capacity of existing on-site uses, the proposed project would not result in significant biological resource impacts.

*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 has an ordinance for protection of trees. The City of Colton Code of Ordinances, Section 12.20.041 Tree Protection Guidelines, requires the preservation of mature trees; however, based on the project site plans, implementation of the project does not include the removal of trees. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant biological resource impacts. **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 (HCP) for the Delhi Sands flower-loving fly. This plan covers an area of 416.3 acres and is bounded by San Bernardino Avenue to the north, Hermosa Avenue to the east, W. Valley Boulevard to the south, and a boundary line on the west stretching from W. Valley Boulevard north to N. Sycamore Avenue/E. San Bernardino Avenue intersection. A small portion also exists along E. Slover Avenue between the Kinder Morgan property and the E. Slover Avenue/S. Pepper Avenue intersection. This HCP area

is approximately 2.8 miles west of the project site. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant biological resource impacts to an adopted HCP. As such, 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 a historical resource pursuant to § 15064.5?*

**Less than Significant Impact.** According to Public Resources Code (PRC) §5020.1(q), a “substantial adverse change” to a historical resource, “means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.” A review of historic maps and orthophotography indicates the project site was mostly vacant through 1948 and, by 1959, the site was being used as a staging area for nearby roadway construction.<sup>6</sup> By 1978,<sup>7</sup> the project site was occupied by two storage buildings, and, by 1999, the site was occupied by the existing facility. Since the site has been occupied with the same facility for the past 20 years, none of the built environment currently on the project site is old enough (50 years or more) to be considered a historical resource. As such, implementation of the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant cultural resource impacts. Impacts would be **less than significant** and no mitigation would be required.

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

**Less than Significant with Mitigation Incorporated.** Implementation of the proposed project would require excavation and footing installment in the area of the existing building and other structure footprints. The deepest excavation to occur on the project site will be for the foundations of the buildings, which will not exceed a depth of 5 feet below ground level.

The City contacted the Native American Heritage Commission (NAHC) to determine if any sensitive archaeological resources are located on or near the project site. The NAHC responded that search results were “positive” and recommend contacting the San Manuel Band of Mission Indians (SMBMI) for further information. The SMBMI noted the site exists within a sensitive area of Serrano ancestral territory; however, due to the disturbed nature of the project, the SMBMI does not have concerns with development of the project. The tribe further stated it does not believe the project would have any impact to a nearby Sacred Lands File (SLF) site (September 6, 2019).

<sup>6</sup> 1948 and 1959 Aerial Photographs (United States Geological Survey 7.5-minute Quadrangle Map, *Ontario, CA*, T01S, R08W, San Bernardino Base Meridian). Nationwide Environmental Title Research, LLC. Photograph available at <https://historicaerials.com/viewer>, accessed August 7, 2019.

<sup>7</sup> 1978 Aerial Photographs (United States Geological Survey 7.5-minute Quadrangle Map, *Ontario, CA*, T01S, R08W, San Bernardino Base Meridian). Nationwide Environmental Title Research, LLC. Photograph available at <https://historicaerials.com/viewer>, accessed August 7, 2019.

Although the site has already been disturbed and has been occupied by the existing facility since 1999, there could be potential that an archaeological resource may be disturbed through implementation of the proposed project; therefore, the following mitigation has been identified:

**MM CUL-1** In the event cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of the Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffer area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department shall be contacted, as detailed in **Mitigation Measure TCR-1**, regarding any pre-contact and/or historic era finds.

After the archaeologist's assessment, the San Manuel Band of Mission Indians Cultural Resources Department shall be provided information on the nature of the find so the tribe may provide input with regard to the significance and treatment of the find. If determined significant, as defined by CEQA (amended 2015), and if avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan), the drafts of which shall be provided to the tribe for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

Implementation of **Mitigation Measure CUL-1** as well as those identified in Section XVIII of this Environmental Checklist would ensure that impacts to any historic or prehistoric resources encountered during from project construction is **less than significant with mitigation incorporated**.

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

**Less than Significant with Mitigation Incorporated.** The project site is currently occupied by the CR&R, Inc. Solid Waste Facility that has been in operation since 1999. No known human remains are present on the project site and there is no evidence (based on previous disturbance from development of the site in 1999) that human remains are located on site. During project development, the deepest excavation will be for building foundations and less than 5 feet in depth. In the unlikely event that human remains are encountered during project construction, the proper authorities (i.e., San Bernardino County Coroner) shall be notified and standard procedures for the respectful handling of human remains during construction activities will be followed. Construction contractors are required to adhere to California Code of Regulations (CCR) Section 15064.5(e), PRC Section 5097, and Section 7050.5 of the State's Health and Safety Code. In the event of an unanticipated discovery of a human burial, human bone or suspected human bone, or funerary objects associated with a human burial, the law requires all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. The construction contractor, Project Applicant, and the County Coroner are required to comply with the provisions of CCR Section 15064.5(e), PRC Section 5097.98, and Section 7050.5 of the State's Health and Safety Code. Compliance with these provisions and implementation of **Mitigation Measure CUL-2** would ensure that any potential impacts to unknown buried human remains would be **less than significant** by ensuring appropriate examination, treatment, and protection of human remains as required by State law.

**MM CUL-2** If human remains or funerary objects are encountered during any activity associated with the project, work in the immediate vicinity (within an 100-foot buffer) shall cease and the County Coroner shall be contacted pursuant to State of California Health and Safety Code Section 7050.5. Provisions of this Code shall be enforced for the duration of the project.

## VI. ENERGY

*a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

**Less than Significant Impact.** The project's consumption of energy during construction and operation was calculated via CalEEMod, as detailed in Appendix B. Construction activities associated with the proposed project are anticipated to last between 11 and 15 months. Construction would require energy for the manufacture and transportation of building materials, preparation of the site for demolition and grading activities, utility installation to the new buildings, paving, and building construction and architectural coating. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, energy usage on the project site during construction would be temporary.

The CalEEMod output for energy consumption incorporates project compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program regulations, which include implementation of standard control measures for equipment emissions and materials recycling. Adherence to these regulations, including the implementation of BACMs, is a standard requirement for any construction or ground disturbance activity occurring within the Basin.

BACMs include, but are not limited to, requirements that the Project Applicant utilize only low-sulfur fuel having a sulfur content of 15 parts per million by weight or less; ensuring off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; registering and labeling vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restricting the inclusion of older vehicles into fleets; and retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 50 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations. Through compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and the CalRecycle Green Building Program as a matter of regulatory policy, construction of the project would demand only the energy required and impacts from wasteful, inefficient, or unnecessary energy consumption would be less than significant.

During project operation, electricity and natural gas would be the main forms of energy consumed on the site. Electricity would be used for building heating and cooling, lighting, water heating, and to run equipment used for handling incoming solid waste. Natural gas would be used to refuel work vehicles on-site. Table C presents the estimated annual energy use of the proposed project. These estimates are based on buildout of the proposed project, which includes the 24,000 sf addition to the MRF Building, the 5,710 sf two-story Administrative Office Building, and the 9,970 sf Vehicle Maintenance Building. The existing 26,546 sf MRF Building will remain operationally unchanged and therefore is not included in the operational calculation for energy demand for the proposed project.

**Table C: Estimated Annual Energy Use of the Proposed Project**

Land Use	Electricity Use (kWh/year)	Natural Gas (Btu/year)
39,680 square feet Industrial Use (Solid Waste Facility)	402,752	1,289,200

Source: California Emissions Estimator Model (CalEEMod). Compiled by LSA in August 2019.  
kWh = kilowatt hour  
Btu = British thermal units

The proposed project would demand a total of 402,752 kilowatt hours (kWh) of electricity and 1,289,200 British thermal units (BTU) of natural gas on an annual basis. The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR), known as the California Building Code (CBC). The CBC is updated every three years, and the current 2016 CBC went into effect in January 2017. Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) in 2010 as part of the State’s efforts to reduce greenhouse gas (GHG) emissions and energy consumption from residential and nonresidential buildings. The City has adopted the CBC as part of Title 15 (Buildings and Construction) of the City Municipal Code pertaining to energy conservation standards in effect at the time of construction. The projected energy use of the project is representative of a worst-case scenario because the estimates do not account for energy efficiency measures that would be incorporated into the proposed project. The project would comply with the CALGreen Code requirements and Title 24 efficiency standards, which would further improve energy efficiency during operation. Electricity is provided in the State through a complex grid of power plants and transmission lines. In 2018, California’s in-state electric generation totaled 194,842 gigawatt-hours (GWh); the State’s total system electric generation, which includes imported electricity, totaled 285,488GWh.<sup>8</sup> Population growth is the primary source of increased energy consumption in the State; due to population projections, annual electricity use is anticipated to increase by approximately 1 percent per year through 2027.<sup>9</sup> The project’s net electricity usage would total approximately 0.0002 percent of electricity generated in the State in 2018, which would not represent a substantial demand on available electricity resources.

<sup>8</sup> *Total System Electric Generation, California Energy Commission.* [https://ww2.energy.ca.gov/almanac/electricity\\_data/total\\_system\\_power.html](https://ww2.energy.ca.gov/almanac/electricity_data/total_system_power.html), accessed August 7, 2019.

<sup>9</sup> *Table ES-1. California Energy Demand 2018–2030 Revised Forecast.* California Energy Commission. [https://efiling.energy.ca.gov/URLRedirectPage.aspx?TN=TN222287\\_20180120T141708\\_The\\_California\\_Energy\\_Demand\\_20182030\\_Revised\\_Forecast.pdf](https://efiling.energy.ca.gov/URLRedirectPage.aspx?TN=TN222287_20180120T141708_The_California_Energy_Demand_20182030_Revised_Forecast.pdf), accessed August 7, 2019.

CR&R's operates an anaerobic digester (AD) facility in Perris that is generating Renewable Natural Gas (RNG) from municipal waste. RNG has lower emissions and is therefore a lower carbon alternative fuel. Once generated in Perris, the RNG enters the regional natural gas distribution system.

The project includes installation of a new CNG station on site and will enable CR&R's San Bernardino fleet operation to expand its adoption of natural gas fueling to fully transition to RNG. Ultimately, as CR&R's Perris facility is expanded, by 2020, it will be able to provide RNG for CR&R's entire fleet of over 650 vehicles by 2020. Therefore, implementation of the proposed project would not result in a substantial increase in transportation-related energy uses.

Construction and operation of the proposed project would not result in a potentially significant environmental impact due to a wasteful, inefficient, or unnecessary consumption of energy resources. Consumption of energy resources as a result of implementation of the proposed project would be comparable to other industrial (solid waste facilities) in the City. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant energy impacts. Impacts would be **less than significant** and no mitigation is required.

**b) *Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?***

**Less than Significant Impact.** The proposed project will implement City General Plan policies, Municipal Code regulations, and Title 24 requirements related to renewable energy and energy efficiency. Prior to final building permit approval, the City will review the design of the project to ensure that energy efficient standards consistent with the General Plan, Municipal Code, and Title 24 are being implemented. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant energy impacts. Therefore, implementation of the proposed project will not conflict with or obstruct State or local plans for renewable energy or energy efficiency. Impacts would be **less than significant** and no mitigation is required.

## **VII. 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 with Mitigation Incorporated:** The project site is 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 Fault (San Bernardino Valley Segment), a trace of which is located approximately 40 feet east of the site's eastern property line. The San Bernardino Segment of the San Andreas Fault is located approximately eight miles east

of the site. No faulting has been identified in the site-specific geotechnical investigation,<sup>10</sup> yet, due to proximity of faults to the project site, the following mitigation measure has been identified:

### **Mitigation Measure**

**MM 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 or subsequent studies approved by the City. This measure shall be implemented to the satisfaction of the City Engineer.

Development of the proposed structures and facilities to the design specification detailed in the site-specific geotechnical report will ensure impacts related to fault rupture are reduced to a **less than significant** level.

#### **(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. The maximum probable earthquake on the San Jacinto and San Andreas Faults is estimated to magnitude 6.7 and 7.4 (Richter), respectively. The design and construction of buildings and facilities to the design specifications identified in a site-specific geotechnical investigation (as required under **Mitigation Measure GEO-1**) would ensure seismic ground shaking impact are reduced to a **less than significant** level.

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

**Less than Significant with Mitigation Incorporated.** Liquefaction occurs primarily in saturated, loose, fine-to-medium-grained alluvial soils in areas where the groundwater table is within 50 feet of the surface. Shaking suddenly causes soils to lose strength and behave as a liquid. Liquefaction-related effects include loss of bearing strength, lateral spreading, and flow failures or slumping.

While historic groundwater levels have occurred within 10 feet of current ground level, past site-specific geotechnical site investigations found groundwater at a depth in excess of 30 feet below surface grade with a zone of materials potentially susceptible to localized liquefaction identified at a depth between 8 to 12 feet below ground level. The design and construction of buildings and facilities to the design specifications identified in a site-specific geotechnical investigation (as required under **Mitigation Measure GEO-1**) would ensure liquefaction related impacts are reduced to a **less than significant** level.

#### **(iv) Landslides?**

**No Impact.** The project site is within a relatively flat area and is not adjacent to or near any geographical feature that would be susceptible to landslides. Therefore, no potential for landslide hazards exists. **No impact** would occur and no mitigation is required.

<sup>10</sup> Geologic Fault Study and Geotechnical Study, AGRA Earth and Environmental, January 2000.

**b) *Result in substantial soil erosion or the loss of topsoil?***

**Less than Significant Impact.** Approximately 85 percent of the site is currently covered with impermeable surface. The proposed project would require the removal of paved surfaces and landscaped vegetation, and the excavation and movement of on-site soils, all of which could result in runoff, erosion, or loss of topsoil from wind. In order to address the potential for loss of topsoil, the project is required to implement Best Management Practices (BMPs) during the construction phase that would reduce erosion in accordance with National Pollutant Discharge Elimination System (NPDES) regulations. These BMPs would be selected as part of the Storm Water Pollution Prevention Plan (SWPPP) required to address erosion and discharge impacts associated with the proposed on-site demolition and grading.

Construction BMPs include measures to protect exposed soils such as covering stockpiled soils, use of straw bales and silt fences to minimize off-site sedimentation, and revegetating/paving areas disturbed during construction as soon as possible. In addition, ultimate buildout of the project site would cover its surface with asphalt, concrete, and landscaping materials; therefore, soil erosion would be minimal during operation. Compliance with applicable BMPs would ensure that the proposed project would have a **less than significant impact** related to soil erosion or loss of topsoil. No mitigation is required.

**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?***

For a discussion of potential liquefaction and landslide-related impacts, please refer to the responses to Checklist Questions VIIa(iii) and (iv).

**Less than Significant Impact with Mitigation Incorporated.** Lateral spread generally occurs on gentle slopes and that have rapid fluid-like flow movement, like water; which may occur once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the seismic inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). The project site is generally level and is subject to a significant risk from lateral spreading. An increase in surface water infiltration (such as from irrigation) or a rise in the groundwater table, combined with the weight of a building or structure, may initiate settlement, causing foundations and walls to crack. Ground subsidence is typically a gradual settling or sinking of the ground surface with little or no horizontal movement, although fissures (cracks and separations) can result from lowering of the ground surface. Ground subsidence may also occur in response to earthquake movements, which can cause abrupt elevation changes of several feet or cause densification of low-density granular soils. The project does not include the withdrawal of groundwater or other fluid. Seismically induced settlement of up to 0.3 inch may occur during the maximum probable earthquake on the San Jacinto Fault.

As required by **Mitigation Measure GEO-1**, development of the proposed structures and facilities to the design specification detailed in the site-specific geotechnical report will reduce potential impacts resulting from geologic/seismic conditions are reduced to a **less than significant** level; therefore, no additional mitigation is required.

*d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code , creating direct or indirect risks to life or property?*

**Less than Significant Impact.** On-site soils were found to have a very low to low potential for expansion. The design and construction of structures to the design standards identified in a site-specific geotechnical investigation would ensure a **less than significant impact** related to this issue would occur. No mitigation is required specifically for impacts related to expansive soils.

*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?*

**No Impact.** The existing facility is connected to the City's sewer system. It is anticipated the new construction will tie into existing wastewater connections. As the project will not increase permitted use or capacity of the site, there is no need to increase wastewater capacity, new connections, or alternative wastewater disposal systems. **No impact** would occur; therefore, no mitigation is warranted.

*f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Less than Significant Impact.** The site has been previously extensively developed and disturbed. Soil stratigraphy in past geotechnical borings consisted of a non-engineered fill layer of varying thickness overlying medium dense to dense younger alluvium consisting of silty sand and sandy silt with zone of high plastic clay over very dense older alluvium of similar composition. There is no evidence that paleontological resources have been identified on site. Ground disturbance will be limited to within five feet of existing surface grade. Due to the condition and type of past on-site disturbance and the relative limited nature of soil disturbance, potential impacts related to any previously undetected paleontological resource are **less than significant**. No mitigation is required.

## VIII. 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 an assessment of greenhouse gas (GHG) emission impacts based on the project development characteristics (Appendix B). This analysis examines the short-term construction impacts of the proposed project as it relates to GHGs. The operations at the site will remain the same; therefore, no long-term operational changes in GHG emissions are expected.

During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs (e.g., carbon dioxide [CO<sub>2</sub>], methane [CH<sub>4</sub>], and nitrous oxide [N<sub>2</sub>O]). GHG emissions associated with the project would occur over the short-term from construction activities and would consist primarily of emissions from equipment exhaust.

*Calculation of Greenhouse Gas Emissions:* The project's GHG emissions during construction are estimated by using the CalEEMod 2016.3.2 computer model developed and maintained by the

SCAQMD. As Table D shows, construction of the proposed project would generate a total of 413.36 metric tons (MT) of carbon dioxide equivalent (CO<sub>2</sub>e).

**Table D: Construction Greenhouse Gas Emissions**

Construction Phase		Total Regional Pollutant Emissions (MT/yr)			
		CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
2020	Demolition	36.53	<0.01	0	36.77
	Site Preparation	17.56	<0.01	0	17.70
	Grading	27.47	<0.01	0	27.68
	Building Construction	250.86	0.06	0	252.23
2021	Building Construction	54.30	0.01	0	54.60
	Paving	21.39	<0.01	0	21.55
	Architectural Coating	2.83	<0.01	0	2.83
Total Construction Emissions		<b>410.93</b>	<b>0.10</b>	<b>0</b>	<b>413.36</b>

Source: Table 3, *CR&R MRF Construction Emissions Associated with the New Office/Maintenance Buildings and MRF Building Addition*, LSA, August 2019.

CH<sub>4</sub> = methane

CO<sub>2</sub> = carbon dioxide

CO<sub>2</sub>e = carbon dioxide equivalent

MT/yr = metric tons per year

N<sub>2</sub>O = nitrous oxide

The resultant GHG emission of 413.36 metric tons of CO<sub>2</sub>e is below the SCAQMD Interim Tier 3/ Option 2 GHG Significance Threshold of 3,000 metric tons for non-industrial projects. Accordingly, the proposed project would not impede or interfere with achieving the State’s emissions reduction objectives in AB 32 (and SB 32). Therefore, the project’s impacts related to GHG emissions would remain **less than significant**. No mitigation is required.

**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 Impact.** 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 provide 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<sub>2</sub>e 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<sub>2</sub>e 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.

As discussed in response to Checklist Question VIII(a) above, the project will emit approximately, 413.36 metric tons of CO<sub>2</sub>e, which is under the 3,000 MT CO<sub>2</sub>e per year threshold identified in the City's CAP. The project will also implement energy reduction measures from the CAP such as Title 24. Therefore, the project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts will be **less than significant** and no mitigation is required.

## IX. HAZARDS AND HAZARDOUS MATERIALS

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

**Less than Significant Impact.** The project site is currently occupied by an existing waste facility and recycling facility. The goal of the on-site facility is to stop any problem or hazardous load before it is dumped. No hazardous wastes are intentionally accepted or stored at the site, including batteries, oil, paint, liquid wastes, sludge, and special wastes. On-site employees are trained in hazardous waste identification and a load-checking program has been implemented at the facility to prevent illegal intake and dumping of hazardous materials. In the event that hazardous waste is found, the material is returned to the originator. If the originator of the hazardous waste/materials cannot be identified, the material is placed in a temporary hazardous waste storage location for proper handling and disposal at off-site designated facilities. Once the proposed project is completed, these same operational features will continue to be implemented at the project site as operations at the facility will not change.

Demolition of the existing buildings on the project site during construction is not anticipated to expose construction staff to asbestos or lead-based paint. The buildings being demolished were originally constructed in 1999 when asbestos or lead-based paint was not used in construction. During construction activities, construction equipment on site could develop leaks that could expose construction crew to hazardous materials (e.g., oil, gas, and diesel fuel); however, such leaks would quickly be contained and cleaned up through existing procedures for handling hazardous materials by employees of the solid waste facility.

The proposed project will develop an area on the northeast portion of the site that will allow filling of work vehicles with CNG. Natural gas will be supplied to the site through existing infrastructure and will be compressed and stored in a small structure on the northeast corner of the site. The CNG will then be served through piping to slowfill dispensers in a surface parking area on the northeast portion of the site. Prior to issuance of building permits, the City of Colton and the Colton Fire Department will review the plans for the CNG slowfill area to ensure all applicable safety standards are implemented in its design. Additionally, as a condition of approval, the Project Applicant will need to ensure that a CNG Material Safety Data Sheet is permanently located on the site in the event of a CNG accident or release. Finally, as part of the facility employee training, all employees on site will be trained in emergency procedures in the event CNG is released. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts due to hazards and hazardous materials. With implementation of the standard plan check by the City, and conditions of approval, implementation of the proposed project related to this topic would be **less than significant**. No mitigation measures are warranted.

**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.** Please refer to the discussion provided under Section IX(a). Implementation of the proposed project, including the GPA and ZC request, would not create a significant hazard to the public or the environment through upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be **less than significant** and no mitigation is warranted.

**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 within one-quarter mile of an existing or proposed school. The site is located in an area of the City that is dominated by industrial uses and transportation facilities (I-10 and I-215, and an active rail line). Implementation of the proposed project would not result in hazardous emissions being released within one-quarter mile of an existing or proposed school. **No impact** would occur and no mitigation is warranted.

**d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

**No Impact.** Per review of the California Department of Toxic Substance Control (DTSC) EnviroStor website,<sup>11</sup> the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. The proposed project would include excavations for foundations up to a maximum depth of 5 feet below ground on a site. Such excavations are not anticipated to release hazardous materials. The proposed project would not be developed in an area that is on a list of hazardous materials sites and therefore would not create a significant hazard to the public or the environment due to occupying such a site. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts due to hazards and hazardous materials. **No impact** 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 or excessive noise for people residing or working in the project area?***

**Less than Significant Impact.** The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport is the San Bernardino International Airport (SBD) at the Former Norton Air Force Base, approximately 3 miles northeast of the project site. Current flights at SBD include charter, corporate, and general aviation users. The passenger terminal at the airport was recently upgraded to allow for future scheduled passenger service. Per the San Bernardino International Airport Aviation Director, the ultimate 65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) noise contour for the airport does not

<sup>11</sup> California Department of Toxic Substance Control, EnviroStor website, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=2059+E+Steel+Road+Colton%2C+CA>, accessed August 7, 2019.

encroach into the City of Colton;<sup>12</sup> as such, excessive noise from the airport would not affect employees at the project site. Implementation of the proposed project would not result in a safety hazard or excessive noise from airport use for people working (during construction and operation) on the project site. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts due to airport safety hazards or excessive noise. Impacts would be **less than significant** and no mitigation is required.

*f) 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 accessible via E. Steel Road, which connects to S. Hunts Lane. Additionally the site is accessible via S. Hunts Lane from E. Oliver Holmes Road to E. Steel Road. Construction vehicles are anticipated to access the site via these roads once and will be stored on the site for the duration of construction activities. Construction activities related to the proposed project would not include improvements to local roads in the City of Colton or within the project vicinity. Improvements to internal circulation and access (a new truck driveway on the southeast portion of the site and a new gated emergency access driveway on the southwest portion of the site) would occur. Once operational, the proposed project would continue to operate in the same manner as is occurring on the site under existing conditions. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts to an emergency response plan or emergency evacuation plan. Impacts would be **less than significant** and no mitigation would be required.

*g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

**Less than Significant Impact.** Residents and businesses within the City of Colton can be exposed to urban fire hazards and wildland fire hazards. As described below under Section XX, the Project site is not located in a State Responsibility Area (SRA) or Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (VHFHSZ). An SRA and LRA VHFHSZ is located within 1.2 miles south of the project site; however, urbanized development occupies land between these areas and the project site. Based on the distance from these areas and the fire protection services available near the project site, it is estimated that the proposed project would not be directly or indirectly affected by wildland fires. In the event of a fire emergency on the project site, the Colton Fire Department (Fire Station 214 located at 1151 South Meadow Lane, approximately 1.9 miles [driving distance] from the project site) would provide fire protection services. Additionally, once the proposed project is completed, the facility on site (similar to existing conditions) will have first responder equipment (e.g., fire extinguishers and fire sprinklers) to fight a fire until the Colton Fire Department arrives on scene. The proposed project is not expected to expose people or structures to a significant risk of loss, injury, or death involving wildfires; as such, impacts would be **less than significant** and no mitigation is required.

<sup>12</sup> City of Colton, General Plan Update, Environmental Impact Report, prepared by Hogle-Ireland, May 2013, Volume I, Chapter 4.12 Noise, Pg. 4.12-27.

**X. HYDROLOGY AND WATER QUALITY**

**a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?***

**No Impact.** The existing facility on the project site is operating under a General Industrial Storm Water Permit from the State Water Resources Control Board (SWRCB) because the site is an industrial point-source for storm water runoff. As the project site exceeds one acre, the applicant is required to obtain coverage under an NPDES Construction Permit, which includes the submittal of an Notice of Intent (NOI) application to the SWRCB, the receipt of a Waste Discharge Identification Number from the SWRCB, and the preparation of an Storm Water Pollution Prevention Plan (SWPPP) for construction discharges. An SWPPP is a written document that describes the construction operator’s activities to comply with the requirements in the NPDES permit. The SWPPP is intended to facilitate a process whereby the operator evaluates potential pollutant sources at the site and selects and implements Best Management Practices (BMPs) designed to prevent or control discharge of pollutants in storm water runoff. During project demolition and construction, the construction contractor would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, 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. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the Regional Water Quality Control Board (RWQCB).

An NPDES permit would generally specify an acceptable level of a pollutant or pollutant parameter in a discharge (for example, a certain level of bacteria). The permittee may choose which technologies to use to achieve that level. Some permits, however, do contain certain generic BMPs. Table E lists BMPs for runoff control, sediment control, erosion control, and housekeeping that may be used during construction of the proposed project.

**Table E: General Best Management Practices**

<b>Runoff Control</b>	<b>Sediment Control</b>	<b>Erosion Control</b>	<b>Good Housekeeping</b>
<ul style="list-style-type: none"> <li>• Minimize clearing</li> <li>• Preserve natural vegetation</li> <li>• Stabilize drainage ways</li> </ul>	<ul style="list-style-type: none"> <li>• Install perimeter controls</li> <li>• Install sediment trapping devices</li> <li>• Inlet protection</li> </ul>	<ul style="list-style-type: none"> <li>• Stabilize expose soils</li> <li>• Protect steep slopes</li> <li>• Complete construction in phases</li> </ul>	<ul style="list-style-type: none"> <li>• Create waste collection area</li> <li>• Put lids on containers</li> <li>• Clean up spills immediately.</li> </ul>

Source: *National Menu of Stormwater Best Management Practices*. United States Environmental Protection Agency. <https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater#edu> (accessed August 9, 2019). More detailed Best Management Practices are available at this web site.

Implementation of the NPDES permits ensures that the State’s mandatory standards for the maintenance of clean water and the federal minimums are met. Through implementation of the BMPs detailed in an SWPPP and periodic inspections by RWQCB staff, water quality impacts during project construction would be **less than significant**.

The proposed project includes the replacement of the existing bioretention area with an underground infiltration gallery on the west side of the site. In the newly resurfaced portions of the

site, v-drains will be installed to facilitate storm water drainage into the existing infrastructure. The proposed project will be required to implement BMPs as approved in the Final WQMP that will ensure that water quality standards or waste discharge requirements are not exceeded.

No mitigation is required; however, compliance with the provisions of the NPDES permit and incorporation of the Final WQMP Low Impact Development (LID) BMPs are regulatory requirements that apply to all development projects. These requirements are detailed below as **Standard Conditions HYD-1** through **HYD-3** to be included in the conditions of approval for this project.

### Standard Conditions

**SC HYD-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 National Pollutant Discharge Elimination System (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 of Colton for coverage under the NPDES General Construction Permit. The NOI shall address the potential for an extended and discontinuous construction period based on private funding availability of the applicant. This measure shall be implemented to the satisfaction of the Director of the City Engineering Division of the Public Works Department or designee.

**SC HYD-2** Prior to the issuance of a demolition permit, the Project Applicant shall submit to the City of Colton a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP 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 demolition 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 both the demolition and construction phases to ensure National Pollutant Discharge Elimination System (NPDES) compliance and that additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP shall address the potential for an extended and discontinuous construction period based on private funding availability of the applicant. The SWPPP shall be kept on site for the entire duration of project construction and shall be available to the local RWQCB for inspection at any time. 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 shall be made when necessary as required by the SWPPP.
- Materials that have the potential to contribute to non-visible pollutants to storm water must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.

- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the site. Stockpiles 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 will provide equivalent or superior treatment either on or off site.

This measure shall be implemented to the satisfaction of the Director of the City Engineering Division of the Public Works Department or designee.

**SC HYD-3** Prior to issuance of a grading permit, the Project Applicant shall submit to the City a Final Water Quality Management Plan (WQMP) and show evidence that Low Impact Development (LID) Best Management Practices (BMPs) described in the final Plan are written into the development plans submitted to the City of review and approval. Periodic maintenance of LID BMPs during project operation shall be in accordance with the schedule outlined in the Final WQMP. This measure shall be implemented to the satisfaction of the Director of the City Engineering Division of the Public Works Department or designee.

Adherence to **Standard Conditions HYD-1** through **HYD-3** and the requirements included in the NPDES permit, SWPPP, and Final WQMP would ensure potential water quality impacts remain **less than significant**. No mitigation is required.

*b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

**No Impact.** The project site currently receives potable and non-potable water from the City of Colton Water Department. The City's water supply consists entirely of groundwater extracted from the San Bernardino Basin Area (Bunker Hill Basin portion), the Rialto-Colton Basin, and the Riverside Basin (Riverside North Basin portion). As described below in Section XIX(b), the City of Colton will supply enough water to meet the demands of the City through 2040. This supply includes the water demand of the existing use on the project site. Construction activities occurring on the site to implement the proposed project may slightly increase the amount of water demanded compared to existing conditions; however, such demand would be temporary and is accounted for in the City's water supply. Once the proposed project is completed, the operations at the facility will not change when compared to existing conditions. As such, implementation of the project would not demand more water than is already demanded under existing conditions. As the proposed project will not alter the location, type, or capacity of existing on-site uses and would not result in significant impacts on groundwater supplies or recharge ability, **no impact** would occur and mitigation measures are not warranted.

*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 or through the addition of impervious surfaces, in a manner which would:*

*(i) Result in a substantial erosion or siltation on or off site?*

**Less than Significant Impact.** Construction would disturb paved surfaces and expose on-site soils to temporary erosion and siltation potential. Pursuant to **Standard Condition HYD-2**, the Project Applicant will submit to the City of Colton an SWPPP prior to issuance of demolition permits. The SWPPP will include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire demolition and construction period. In addition, the SWPPP will emphasize structural and nonstructural BMPs to control sediment and non-visible discharges from the site. The SWPPP will include inspection forms for routine monitoring of the site during construction phases to ensure NPDES compliance and that additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP will address the potential for an extended and discontinuous construction period based on applicant funding availability. Upon completion of construction, the project site would be paved and ornamental vegetation would be installed, which would prevent erosion and siltation of sediments. With implementation of **Standard Condition HYD-2**, the project would not result in substantial erosion or siltation on or off site. Impacts would be **less than significant** and no mitigation is required.

*(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?*

**Less than Significant Impact.** A preliminary Water Quality Management Plan (WQMP) that has been prepared for the project indicates that surface water runoff would not increase substantially due to project implementation. Pursuant to **Standard Condition HYD-3**, the LID BMPs that will be specified in the Final WQMP will be implemented to treat the project's design capture volume and remove debris from storm water runoff per the City's standards. Periodic maintenance of any required BMPs during project operation will be in accordance with the schedule outlined in the Final WQMP. With implementation of **Standard Conditions HYD-2** and **HYD-3**, impacts related to substantial alteration of the existing drainage pattern of the site or area or substantial increase in the rate or amount of surface runoff in a manner that would result in on-site or off-site flooding would be **less than significant**. No mitigation is warranted.

*(iii) Create or contribute to 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.** The proposed project will replace the existing on-site bioretention area with an underground infiltration gallery in the west corner of the site. The project site is currently divided into three drainage areas. For Drainage Area 1 (DA1), 198,060 sf, storm water runoff flows west to the bioretention area. In DA2, 24,735 sf, storm water runoff flows southwest to a subsurface infiltration system. In DA3, 30,355 sf, storm water currently infiltrates, or during heavy drain events may flow, into DA2. Once the proposed project is completed, the site will be split into two drainage areas. In the new DA1 (237,059 square feet) storm water will infiltrate into the new underground infiltration system replacing the bioretention area. Storm water from the new DA2

(33,465 square feet) will flow southwest to the inlet drain connected to the subsurface infiltration area. Runoff from the area previously designated DA3 will be incorporated into the new DA1 and DA2 to infiltrate into the subsequent subsurface infiltration areas. All storm water on site will be directed to underground infiltration basins designed to capture runoff from an 85<sup>th</sup> percentile storm or greater. The amount of storm water drainage expected from the site once the project is complete will not exceed the amount of drainage currently occurring on site, nor will it exceed capacity of off-site storm water drainage systems. With implementation of **Standard Conditions HYD-2** and **HYD-3**, impacts related to exceeding capacity of existing or planned storm water infrastructure would be **less than significant**. No mitigation is warranted.

*(iv) Impede or redirect flood flows?*

**Less than Significant Impact.** No streams or rivers exist on site and therefore implementation of the project would not alter stream/river courses. The proposed project would include concrete and asphalt paving on the eastern side of the site on a portion that is currently not impervious. However, implementation of the project and the addition of impervious surfaces on the eastern side of the site would not impede or redirect flood flows. Flows would travel from higher areas of the site to lower areas and be collected in on-site infiltration features. As such, implementation of the proposed project would not impede or redirect flood flows and would result in a **less than significant impact**. No mitigation measures are warranted.

*d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

**No Impact.** The proposed project is located approximately 45 miles east of the Pacific Ocean; as such, the site would not be susceptible to release of pollutants from a tsunami. No lakes or bodies of water are on or near the project site; therefore, the site would not be susceptible to release of pollutants due to inundation by a seiche. Review of Federal Emergency Management Agency (FEMA) Panel 06071C8691J (effective 9/2/2016) indicates that the Project site is in Zone X Area of Minimal Flood Hazard; as such, the site would not be located in a flood hazard area susceptible to release of pollutants due to site inundation. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts associated with flooding hazards. **No impact** would occur and mitigation measures are not warranted.

*e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

**Less than Significant Impact.** Please refer to discussions under Sections X(a) through X(c).

## **XI. LAND USE AND PLANNING**

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

**No Impact.** The proposed project would be developed on a parcel that is currently occupied by the CR&R, Inc. Solid Waste Facility, which has been in operation since 1999. The project consists of development of an addition to an existing on-site building, development of new buildings on site, and surface parking lot/internal circulation improvements. The General Plan Land Use Designation and Zoning Designation for the project site, under existing conditions, is Light Industrial and M-1

Light Industrial, respectively. To accommodate and be consistent with City land use and zoning regulations, the Project Applicant is requesting a General Plan Land Use Amendment to Heavy Industrial and a rezoning request to M-2 Heavy Industrial. The I-215/I-10 interchange is located to the north of the site; a storage facility is located east of the site; industrial uses and vacant land are south of the site; and I-215 is to the west of the site. The proposed project would not introduce linear features such as highways or transit lines that would divide an established community. As the proposed project will not alter the location, type, or capacity of existing on-site uses, the proposed GPA and ZC would not result in significant land use and planning impacts. **No impact** would occur and no mitigation is required.

**b) *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

**Less than Significant Impact.** The project proposes the adoption of a GPA to change the existing land use designation from Light Industrial to Heavy Industrial and a Zone Change to change the existing zoning designation from M-1 Light Industrial to M-2 Heavy Industrial. The Project Applicant is requesting these changes in order to comply with the allowable uses on the site, property development standards, maximum building intensity, and maximum building height of the M-2 Heavy Industrial zoning designation. As the proposed project will not alter the location, type, or capacity of existing on-site uses, the proposed GPA and ZC would not result in significant land use and planning impacts. Compliance with the land use and zoning designations will reduce potential impacts to applicable land use plans, policies, or regulations that could result from project implementation. Impacts would be **less than significant** and no mitigation is required.

## **XII. MINERAL RESOURCES**

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

**No Impact.** The project site is currently occupied by an industrial use and implementation of the project would include a building addition, development of two new buildings, a GPA and ZC. The United States Geological Survey (USGS), Mineral Resource Data System website<sup>13</sup> and the City of Colton General Plan EIR<sup>14</sup> was accessed, and data indicated that the project site is not in a mineral resource zone. Furthermore, implementation of the proposed project would not require deep excavations that could result in the loss of a known or unknown mineral resource that would be a value to residents of the region and/or State. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant mineral resource impacts. **No impact** would occur and no mitigation measures are required.

<sup>13</sup> United States Geological Survey, Mineral Resources Data System website. <https://mrdata.usgs.gov/mrds/geo-inventory.php>, accessed August 6, 2019.

<sup>14</sup> City of Colton, General Plan Update, Environmental Impact Report, prepared by Hogle-Ireland, May 2013, Volume I, Chapter 4.11 Mineral Resources, Exhibit 4.11-1 Mineral Resources, Pg. 4.11-9.

**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 discussed in response to Checklist Question XII (a), the project site is not located on a delineated locally important mineral resource recovery site. Implementation of the project would not require excavations deep enough to result in the loss of known or unknown mineral resources. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant mineral resource impacts. **No impact** would occur and no mitigation measures are required.

### **XIII. NOISE**

**a) *Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

**Less than Significant Impact.** The proposed project is located in an industrial portion of the City, just south of the existing I-10/I-215 interchange and is an area that has a high existing ambient noise level. A residential neighborhood is located approximately 800 feet south of the project site. The City conducted a community noise survey in May 2012 to establish a baseline ambient noise level for non-transportation generators throughout the City.<sup>15</sup> Three industrial areas in the City were evaluated to determine the existing ambient noise level of the area:

- Bakery product factory, 354 North Wildrose Avenue (Light Industrial); 66.0 a-weighted decibels equivalent continuous sound level (dBA L<sub>eq</sub>) existing ambient noise level.
- Business Park, 600 East Cooley Street (Industrial Park); 55.3 dBA L<sub>eq</sub> existing ambient noise level.
- Aggregate crushing and auto repair, 446 West Fogg Street (Heavy Industrial); 66.1 dBA L<sub>eq</sub> existing ambient noise level.

Based on the community noise survey, ambient noise levels at industrial uses range between 55.3 to 66.1 dBA L<sub>eq</sub> in the City.

Noise levels at the existing on-site facility are minimized by the enclosure of operations within the existing buildings. External noise impact from on-site equipment and vehicles is also minimized by the installation of silencers or mufflers on equipment intake and exhaust openings. Additionally, the facility operator complies with the site development standards related to noise, pursuant to the City's Zoning Code. As such, average noise levels at the existing facility do not exceed 70 dBA L<sub>eq</sub> when measured from the property line.<sup>16</sup>

**Construction-Related (Short-Term) Noise Impacts:** 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

<sup>15</sup> City of Colton, General Plan Update, Environmental Impact Report, prepared by Hogle-Ireland, May 2013, Volume I, Chapter 4.11 Mineral Resources, Exhibit 4.11-1 Mineral Resources, Pg. 4.11-9.

<sup>16</sup> City of Colton Community Development Department, *Initial Study/Checklist in Support of a Mitigated Negative Declaration for the Inland Regional Material Recovery Facility*, March 2003, page 16.

levels on roadways in the project area. There will be a relatively high single-event noise exposure potential at 87 dBA maximum instantaneous noise level ( $L_{max}$ ) with trucks passing at 50 feet from receptors along roadway segments leading to the project site. When compared to existing traffic volumes on streets in the project vicinity, the projected construction traffic will be minimal and its associated short-term noise level change will not be perceptible (especially at sensitive receptors). Therefore, short-term, construction-related worker commutes and equipment transport noise impacts would not be significant.

Short-term noise impacts would be associated with demolition, site preparation, 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. The maximum noise level generated by each type of construction equipment that will be used on site are as follows: 85 dBA  $L_{max}$  at 50 feet from the excavator; 85 dBA  $L_{max}$  at 50 feet from the bulldozer; and 84 dBA  $L_{max}$  at 50 feet from trucks (water trucks and pickup trucks). 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 90.6 dBA  $L_{max}$  (i.e., 85 dBA + 85 dBA + 84 dBA + 84 dBA = 90.6 dBA  $L_{max}$ ) 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; however, the land uses adjacent to and around the project site are not occupied by sensitive receptors. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling distance from the source (i.e., 90.6 dBA at 50 feet, 84.6 dBA at 100 feet, 78.6 dBA at 200 feet, 72.6 dBA at 400 feet, and 66.6 dBA at 800 feet). Due to distance from the construction activity, noise would be attenuated by 24 dBA to 66.6 dBA  $L_{max}$  at the closest sensitive receptors. Intervening buildings, acting to block the line-of-sight transmission of noise would further reduce noise to 61.6 dBA  $L_{max}$  or lower at the nearest off-site sensitive receptors. This range of noise levels would be similar to or lower than the ambient noise level at the neighborhood, 800 feet south of the project site. 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 project construction would comply with the construction hours specified in the Colton Municipal Code, short-term construction-related noise impacts would be **less than significant**. No mitigation measures are warranted.

*Operational (Long-Term) Traffic Noise and Stationary Noise Impacts:* No changes in the existing operation of the on-site facility will occur once the project is completed. The same number of employees will work on the site and the same amount of solid waste deliveries will continue to occur. As such, implementation of the proposed project would not generate an increase in daily traffic volume accessing the project site. Project-related increase in vehicle trips would not occur and the existing and future average daily traffic (ADT) on roadway segments in the project vicinity would not be affected by the project. Therefore, project-related traffic would not generate a significant noise impact at off-site land uses in the project area. **No impact** would occur and no mitigation is warranted.

Existing on-site activities (solid waste truck delivery, solid waste packaging, parking lot activity, etc.) would remain unchanged after project implementation. As such, an increase in stationary noise impacts generated by project implementation would not occur. **No impact** would occur and no mitigation is warranted.

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

**No 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 construction traffic is therefore not expected to generate perceptible vibration.

The closest sensitive structures to the project site are residences 800 feet south of the project site, and at an elevation 10 feet higher than the project site. None of the construction or activity expected on site would result in a vibration level greater than 0.12 in/sec at these closest sensitive structures; therefore, **no impact** related to construction vibration would occur and no mitigation is required.

**c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

**No Impact.** The proposed project is not located within the vicinity of a private airstrip or an airport land use plan or within two miles of a public airport. The nearest airport is the San Bernardino International Airport (SBD) at the Former Norton Air Force Base, approximately 3 miles northeast of the project site. Current flights at SBD include charter, corporate, and general aviation users. The passenger terminal at the airport was recently upgraded to allow for future scheduled passenger service. Per the San Bernardino International Airport Aviation Director, the ultimate 65 dBA CNEL noise contour for the airport does not encroach into the City of Colton;<sup>17</sup> as such, excessive noise from the airport would not affect employees at the project site. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts related to this topic. **No impact** would occur and no mitigation measures are required.

<sup>17</sup> City of Colton, General Plan Update, Environmental Impact Report, prepared by Hogle-Ireland, May 2013, Volume I, Chapter 4.12 Noise, Pg. 4.12-27.

#### XIV. POPULATION AND HOUSING

- a) Would the project induce substantial unplanned 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)?*

**No Impact.** The proposed project includes the development of an addition to an existing on-site building, development of a two-story office building, and a one-story vehicle maintenance building. The business currently occupying the site will remain operational and development of the proposed project would not increase the number of employees currently on site. The proposed project does not include the development of new housing. The existing off-site circulation system and infrastructure system will not be improved, as both will continue to accommodate the business on site once the proposed project is complete. Internal circulation (drive lanes, employee/visitor parking, and truck parking and maneuvering areas) will be improved to accommodate the new layout of the site. Based on these improvements, implementation of the proposed project would not directly or indirectly induce substantial unplanned growth in the City of Colton. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant population and housing impacts. **No impact** would occur and no mitigation measures are required.

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

**No Impact.** The project site is currently occupied by CR&R, Inc. Solid Waste Facility, which has been in operation on the site since 1999 (20 years). There are no residential uses on the site; as such, implementation of the proposed project would not displace housing or people. Implementation of the project would not necessitate the construction of replacement housing. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant population and housing impacts. **No impact** would occur and no mitigation measures are required.

#### XV. PUBLIC SERVICES

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

- (i) Fire Protection?*

**Less than Significant Impact.** The Colton Fire Department provides fire protection and emergency medical services to the project site. Fire Station 214, located at 1151 South Meadow Lane, approximately 1.9 miles (driving distance) from the project site, is the closest fire station. This station is staffed by a captain, engineer, and firefighter/paramedic and is equipped with one fire engine and one brush engine. The Colton Fire Department responds to over 5,000 calls per year and has an average response time of 5.56 minutes for all call types.<sup>18</sup> Based on the distance from Fire

<sup>18</sup> City of Colton, General Plan Update, Environmental Impact Report, prepared by Hogle-Ireland, May 2013, Volume I, Chapter 4.14 Public Services, Pg. 4.14-1.

Station 214, the estimated fire response time to the project site would be approximately five minutes.

Development of the proposed project may incrementally increase the demand for fire protection services compared to existing conditions due to on-site development of more buildings. However, the proposed project would not introduce more employees than are currently on site; therefore, calls for service are expected to remain consistent with existing calls for service. The City will require the Project Applicant to coordinate directly with the Colton Fire Department to ensure the project design and construction meets the fire protection requirements this site and area. These include, but are not limited to, adequate vehicle access, adequate fire flow, the proper use of fire-resistant construction methods, and a sufficient number of on-site fire hydrants and stand pipes.

The City of Colton also collects fire service and development fees from all development projects within the City. The applicant of the proposed project would be required to pay the applicable development impact fees (DIFs) as a condition of project approval, 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 of such stations, and providing additional staff as needed to serve the City of Colton. Furthermore, the proposed project will be constructed in accordance with current CBC design and development standards related to fire protection. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts related to fire protection service or require the expansion of existing fire protection facilities; therefore, impacts would be **less than significant** and no mitigation is required.

#### **(ii) Police Protection?**

**Less than Significant Impact.** The Colton Police Department provides law enforcement service to the project site. The Police Department headquarters, located at 650 North La Cadena Drive, is approximately 3.1 miles from the project site. The City of Colton monitors police staffing levels as part of the annual budgeting process to ensure that adequate law enforcement services can continue even after new development projects are approved and constructed in the City. The Colton Police Department is staffed by 75 sworn officers and 44 non-sworn support staff, which equates to a ratio of 1.46 sworn officers for every 1,000 residents.<sup>19</sup>

Development of the proposed project may incrementally increase the demand for law enforcement services compared to existing conditions due to on-site development of more buildings. However, the proposed project would not introduce more employees than are currently on site; therefore, calls for law enforcement service are expected to remain consistent with existing conditions. The applicant of the proposed project would be required to pay the applicable DIFs as a condition of project approval, which would go toward City services, including law enforcement services. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts related to law enforcement protection service or require the expansion of existing police facilities; therefore, impacts would be **less than significant** and mitigation is required.

<sup>19</sup> City of Colton, General Plan Update, Environmental Impact Report, prepared by Hogle-Ireland, May 2013, Volume I, Chapter 4.14 Public Services, Pg. 4.14-2.

**(iii) Schools?**

**No Impact.** The proposed project does not include the development of housing; therefore, an increase in the number of school-age students to the existing City population would not occur. The proposed project, as a condition of project approval, would pay all applicable local school district impact fees. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts to schools. Therefore, development of the proposed project would have **no impact** on schools. No mitigation is required.

**(iv) Parks?**

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

**(v) Other Public Facilities?**

**Less than Significant Impact.** Implementation of the proposed project does not include residential development and will not increase the local population. The proposed project will not increase the number of employees currently working at the facility occupying the site. It is reasonable to conclude that payment of required fees, taxes, and other payments by the owners of the proposed project would offset any incremental increase in demand for governmental services and public facilities. Implementation of the proposed project would not require construction of new or expansion of existing governmental facilities. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts on other public facilities. Impacts would be **less than significant** and no mitigation is required.

## **XVI. RECREATION**

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

**Less than Significant Impact.** The proposed project includes the development of 15,680 sf of new buildings, a 24,000 sf addition to an existing on-site building, and surface parking lot and internal circulation improvements. The proposed project will not generate an increase in existing employees on the site, nor would it generate residents living in the City. The closest park to the proposed project is the 2.23-acre Rich Dauer Pine Park, approximately 1.21 miles (driving distance) from the site. Once the project is complete, employees will still have access to this park; however, anticipated use of the park due to project implementation will not increase beyond its usage under existing conditions. The Project Applicant will be required to pay applicable development fees to offset the impact to parks and recreation; therefore, the development of the proposed project would not create a significant increase in the use of existing neighborhood or regional parks or other recreational facilities. As the proposed project will not alter the location, type, or capacity of existing on-site uses, or increase employees, it would not result in significant impacts to recreation services. Impacts would be **less than significant** and no mitigation measures are required.

**b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**Less than Significant Impact.** The proposed project does not include the development of recreational facilities, nor does it include the development of residential units whose occupants would use nearby recreational facilities. Implementation of the proposed project would not increase the number of employees working at the facility on site. Once the project is complete, employees will still have access to this park; however, anticipated use of the park due to project implementation will not increase beyond its usage under existing conditions. The Project Applicant will be required to pay applicable development fees to offset the impact to recreational facilities. Implementation of the project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. As the proposed project will not alter the location, type, or capacity of existing on-site uses, or increase employees, it would not result in significant impacts to recreation services. Impacts would be **less than significant** and no mitigation measures are required.

## **XVII. TRANSPORTATION**

**a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

**No Impact.** The proposed project does not include any improvements to off-site circulation systems such that there would be conflict with a program, plan, ordinance, or policy addressing the City's circulation infrastructure. The proposed project would include development of a new truck driveway on the southeastern boundary of the site as well as an emergency driveway on the southwest boundary that will be gated. These new driveways will be developed to comply with design standards of the City and Colton Fire Department for ingress/egress onto and off of the project site. Implementation of the proposed project will not generate an increase in vehicle trips as the operation of the facility on site will remain unchanged and the number of employees associated with the facility on site will remain the same as under existing conditions. As the proposed project will not alter the location, type, or capacity of existing on-site uses, or increase employees, it would not conflict with programs, plans, ordinances, or policies addressing the off-site circulation system. **No impact** would occur and mitigation measures are not warranted.

**b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b)?**

**No Impact.** Implementation of the proposed project would not generate a change in the total daily vehicle trips or vehicle miles traveled (VMT) as operations at the on-site facility will continue to operate unchanged compared to existing conditions. *CEQA Guidelines* Section 15064.3, subdivision (b) establishes "vehicle miles traveled" criteria in lieu of level of service (LOS) for analyzing transportation impacts and was signed into law as Senate Bill (SB) 743 in 2013. Regulatory changes to the *CEQA Guidelines* that implement SB 743 were approved by the Office of Planning and Research on December 28, 2018. However, lead agencies have until July 1, 2020, which is the statewide implementation date, to opt-in the use of the new VMT metric. In cases where lead agencies use LOS for analyzing transportation impacts, they may continue to do so until July 1, 2020. As the City's General Plan and General Plan Update Environmental Impact Report (EIR) identifies

intersection thresholds of significance in accordance with LOS, *CEQA Guidelines* Section 15064.3, subdivision (b) does not apply to the proposed project. For these reasons, **no impact** would occur and no mitigation is required.

**c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

**No Impact.** The proposed project includes the development of two new buildings and the addition to an existing building on a site that is currently occupied by the CR&R, Inc. Solid Waste Facility. Internal circulation will be improved; however, the project does not include improvements to the surrounding off-site circulation systems. The proposed project is located in a portion of the City that is dominated by industrial uses; as such, implementation of the proposed project would not introduce incompatible uses into the area. Furthermore, as part of the project, the applicant will be requesting a GPA and ZC on the site to change the existing land use designation from Light Industrial to Heavy Industrial and zoning designation from M-1 Light Industrial to M-2 Heavy Industrial to ensure that the use continues to be compatible. **No impact** would occur and no mitigation measures are warranted.

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

**No Impact.** The project site is currently accessible by emergency responders via E. Steel Road and an existing driveway leading onto the site. Implementation of the proposed project would include the addition of a truck driveway along the southeast boundary of the site, retention of the existing driveway in the middle of the site's southern boundary, and development of a gated emergency driveway on the southwest boundary of the site. City staff and the City Fire Department will review and approve final site plans and will ensure that all driveways are designed to be accessible by emergency vehicles. As such, emergency access to the site would be improved (compared to existing access) with implementation of the project. **No impact** would occur and no mitigation measures are warranted.

## **XVIII. TRIBAL CULTURAL RESOURCES**

**a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:***

**(i) *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 § 5020.1(k).***

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

a local government pursuant to a local ordinance or resolution. The project site is currently occupied by operational solid waste and materials recovery facility and is neither listed nor eligible for listing on a local or State historic resource register.

An SLF search was conducted through the NAHC. The NAHC responded that the search of the SLF indicated "... results were positive" and requested contact with the SMBMI. The SMBMI noted that while the site exists within a sensitive area of Serrano ancestral territory, due to the disturbed nature of the project, the SMBMI does not have concerns with development of the project. The tribe further stated it does not believe the project would have any impact to a nearby SLF site.

In the absence of an identified resource listed eligible for listing in a local or State historic resource register or identified tribal resource, no significant impact will occur; therefore, no mitigation is required.

*(ii) 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

**Less than Significant Impact with Mitigation.** SB 18 requires the City to consult with California Native American tribes for the purpose of preserving specified places, features, and objects prior to the adoption or amendment of a General Plan or Specific Plan. This bill requires the planning agency to refer to the California Native American tribes specified by the NAHC and to provide them with opportunities for involvement. AB 52 requires the City to evaluate a project's potential impact to tribal cultural resources.

An SLF search was conducted through the NAHC. The NAHC responded that the search of the SLF indicated "... results were positive." SB 18 notification "was provided to the following tribal entities:

- San Manuel Band of Mission Indians;
- Serrano Nation of Mission Indians; and
- Morongo Band of Mission Indians.

Additionally, pursuant to AB 52, the City initiated contract and requested consultation from the following tribal governments:

- Augustine Band of Cahuilla Mission Indians;
- Agua Caliente Band of Cahuilla Indians;
- Cabazon Band of Mission Indians;
- Cahuilla Band of Indians;
- Los Coyotes Band of Mission Indians;
- Morongo Band of Mission Indians;

- Ramona Band of Cahuilla Mission Indians;
- San Fernando Band of Mission Indians;
- San Manuel Band of Mission Indians;
- Santa Rosa Band of Mission Indians;
- Serrano Nation of Mission Indians;
- Soboda Band of Luiseño Indians; and
- Torres-Martinez Desert Cahuilla Indians.

The Aqua Caliente Band of Cahuilla Indians (ACBCI) responded that this project is not located within the Tribe's Traditional Use Area, deferred to other tribes in the area, and concluded consultation efforts (July 19, 2019). The Cabazon Band of Mission Indians stated "... there is no presence of Native American resources that may be impacted" by the proposed project (September 11, 2019).

The SMBMI noted the site exists within a sensitive area of Serrano ancestral territory; however, due to the disturbed nature of the project, the SMBMI does not have concerns with development of the project. The tribe further stated it does not believe the project would have any impact to a nearby SLF site (as reported by the NAHC) (September 6, 2019). The SMBMI requested the City include the following mitigation in project documents:

**MM TCR-1** The San Manuel Band of Mission Indians Cultural Resources Department shall be contacted, as detailed in **Mitigation Measure CUL-1**, of any pre-contact and/or historic era cultural resources discovered during project implementation. Information regarding the nature of the find shall be provided so the Tribe can provide input with regard to the significance and treatment of the find. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan (Plan) shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. Should SMBMI elect to place a monitor on site, this Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project.

**MM TCR-2** Any and all archaeological/cultural documents created as a part of the project (e.g., isolate records, site records, survey reports, and testing reports) shall be supplied to the applicant and Lead Agency for dissemination to the SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

Implementation of the measures identified by the SMBMI will ensure potential impacts related to the inadvertent discovery of any cultural material are reduced to a less than significant level.

## XIX. UTILITIES AND SERVICE SYSTEMS

- a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

**No Impact.** The proposed project will be developed on a parcel that is currently occupied by the CR&R, Inc. Solid Waste Facility. The proposed project consists of the development of two new buildings and an addition to the existing MRF building. The project site is currently served by adequate utilities and the relocation or construction of new utilities is not required. Any new drainage features/improvements associated with the proposed project will be reviewed and approved by the City during 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 the Regional Water Quality Control Board (RWQCB) standards. Project-related drainage features would be designed, installed, and maintained per Public Works Department standards and the Water Quality Management Plan (WQMP) that has already been prepared and approved for the existing facility.

Any proposed improvements to drainage, electric power, natural gas, and telecommunications facilities would be installed simultaneously during project construction activities. Interconnection to the existing utilities serving the site would not result in substantial disturbance of existing roadways and utilities outside of the project site. There would be no significant environmental effects specifically related to the installation of on-site utility interconnections to the proposed project. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in any impacts to utility services. **No impact** related to the construction or relocation of utilities would occur; therefore, no mitigation is required.

- b) *Would there be sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

**No Impact.** The City of Colton Water Department provides potable and non-potable water to the project site. The City's existing potable water system facilities consist of 15 wells, 5 main booster pumping plans, 9 water storage reservoirs, 2 pressure reducing facilities, and over 120 miles of water transmission and distribution pipelines.<sup>20</sup> Table F shows the City's water supply and demand for years up until 2040 during normal and single dry years. Table G shows the City's water demand and supply during multiple dry years up until 2040.

Tables F and G identify that the City will have a surplus of water available through the year 2040 under normal year, single dry year, and multi dry year scenarios.

<sup>20</sup> Water Systems Consulting Inc., 2015 San Bernardino Valley Regional Urban Water Management Plan, June 2016, Section 13.1, pg. 13-1.

**Table F: Colton Normal Year/Single Dry Year Water Supply and Demand**

Totals	2020	2025	2030	2035	2040
<b>Normal Year (Acre Feet)</b>					
Supply Totals	12,608	13,000	13,770	14,853	14,853
Demand Totals	10,458	11,301	11,978	12,698	13,462
<b>Difference</b>	<b>2,150</b>	<b>1,669</b>	<b>1,792</b>	<b>2,155</b>	<b>1,391</b>
<b>Single Dry Year (Acre Feet)</b>					
Supply Totals	12,608	13,000	13,770	14,853	14,853
Demand Totals	11,504	12,431	13,176	13,968	14,808
<b>Difference</b>	<b>1,104</b>	<b>569</b>	<b>594</b>	<b>885</b>	<b>45</b>

Source: Water Systems Consulting, Inc., 2015 San Bernardino Valley Regional Urban Water Management Plan, June 2016, Section 13.8, Tables 13-20 and 13-21, pg. 13-24.

**Table G: Colton Multi Dry Year Water Supply and Demand**

Yes	Totals	2020	2025	2030	2035	2040
First Year	Supply Totals	12,608	13,000	13,370	14,853	14,853
	Demand Totals	11,504	12,431	13,176	13,968	14,808
	<b>Difference</b>	<b>1,104</b>	<b>569</b>	<b>885</b>	<b>885</b>	<b>45</b>
Second Year	Supply Totals	12,608	13,000	13,770	14,853	14,853
	Demand Totals	11,504	12,431	13,176	13,968	14,808
	<b>Difference</b>	<b>1,104</b>	<b>569</b>	<b>594</b>	<b>885</b>	<b>45</b>
Third Year	Supply Totals	12,608	13,000	13,770	14,853	14,853
	Demand Totals	11,504	12,431	13,176	13,968	14,808
	<b>Difference</b>	<b>1,104</b>	<b>569</b>	<b>594</b>	<b>885</b>	<b>45</b>

Source: Water Systems Consulting, Inc., 2015 San Bernardino Valley Regional Urban Water Management Plan, June 2016, Section 13.8, Table 13-22, pg. 13-25.

The project site is currently occupied by the CR&R, Inc. Solid Waste Facility, which has been in operation for the past 20 years (since 1999). The water has been supplied to the project site by the City since operations began. Implementation of the proposed project will include development of two new buildings on site, and an addition to the existing MRF Building. Once the project is completed, the operational aspects of the site will not change compared to existing conditions. Specifically, the number of employees on the project site will remain the same, compared to existing conditions, once the project is completed. Since water demand is based on a per capita measurement, implementation of the proposed project would not increase the demand for water from the City of Colton. As the proposed project will not alter the location, type, or capacity of existing on-site uses, or increase employees, it would not result in any impact to existing and future water supplies. **No impact** would occur; therefore, no mitigation is required.

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

**No Impact.** The City of Colton owns and operates a wastewater treatment plant located at 1201 South Rancho Avenue located approximately 4.6 miles west 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 City's CWRF has a current operating capacity of 8 mgd and an ultimate design capacity of 10.4 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.

The Design Guidelines for Water and Sewer Facilities prepared by the Water Agencies' Standards provides a wastewater treatment demand factor of 2,000 gallons per day (gpd) per gross acre for industrial uses. Based on this factor (and a site size of 6.14 gross acres), the existing facility on the project site is generating 12,200 gallons of wastewater per day. Implementation of the proposed project includes development of two new buildings and an addition to the existing MRF building onsite. The proposed project will not change the industrial use of the project site; therefore, wastewater generation due to project implementation would not increase compared to existing conditions. The wastewater treatment facility serving the project site would continue to be able to accommodate the wastewater generated by the proposed project. As the proposed project will not alter the location, type, or capacity of existing on-site uses, or increase employees, **no impact** to wastewater facilities would occur and no mitigation measures are warranted.

**d) *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

**No Impact.** The project site is occupied by an existing solid waste facility that accepts municipal solid waste, comingled/source separated recyclables, green and wood materials, and construction/demolition materials. As of 2017, the facility on site intakes a maximum of 1,950 tons per day of solid waste, which is composed of the following: 1,600 tons per day of Municipal/Commercial Solid Waste; 125 tons per day of comingled/source separated recyclables; 175 tons per day of green and wood materials; and 50 tons per day of construction and demolition materials.

The proposed project is anticipated to generate waste during demolition of the on-site buildings. Existing on-site operations will be able to accommodate and process waste/debris generated during demolition activity and construction activities. Once the project is complete, the facility will generate and process the same amount of solid waste material as occurring under existing conditions as operations will not change. Implementation of the proposed project would not itself generate solid waste in excess or State or local standards or in excess of the capacity of the on-site facility. As the proposed project will not alter the location, type, or capacity of existing on-site uses, **no impact** related to solid waste facilities would occur. No mitigation is warranted.

**e) *Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?***

**No Impact.** The proposed project would be required to comply with applicable local, State and federal provisions pursuant to the reduction and/or recycling of construction waste. As the proposed project will not alter the location, type, or capacity of existing on-site uses, no change in

waste generated on site would occur. **No project impact** with regard to statutes/regulations related to the reduction of solid waste would occur; therefore, no mitigation is required.

## XX. WILDFIRE

*a) If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The project site is not located in a State Responsibility Area (SRA)<sup>21</sup> or a Very High Fire Hazard Severity Zone (VHFHSZ)<sup>22</sup>; however, an SRA is located approximately 1.2 miles and a VHFHSZ is located approximately 0.89 miles south of the project site. The project site is currently occupied by CR&R, Inc. Solid Waste Facility, which has been in operation on the site since 1999 (20 years). Implementation of the proposed project would include an addition to an existing building on site, development of two new buildings on site, and improvements to surface parking and internal circulation. According to the project site plans, the existing driveway along E. Steel Road, providing access to the site will be improved, a new driveway allowing access to the project site will be developed at the southeast corner of the site, and a new gated driveway for emergency access will be developed along the southwest portion of the site. None of the design plans will include development that would substantially impair City adopted emergency response plans or emergency evacuation plans. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts from wildfires. **No impact** would occur with implementation of the proposed project and no mitigation is required.

*b) If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

**Less than Significant Impact.** As described under response to Checklist Question XX(a), the project site is not located in an SRA or on land classified as VHFHSZ; however, the project site is relatively close to such areas. The site is topographically flat and, based on weather conditions, can be exposed to offshore (Santa Ana Winds) or onshore winds, similar to other urbanized portions of the City. If wildfires occur nearby, there is potential for smoke to drift into the City and increase pollutant concentrations for the employees of the project site. Such conditions will most likely be temporary as fires that produce the smoke are controlled and extinguished. Due to the location of the proposed project site in a heavily urbanized area, the exposure of employees on the site to uncontrolled spread of a wildfire is low. The City of Colton (and San Bernardino County providing mutual aid) has systems in place to protect employees and residents in the event that wildfires are burning outside of the City limits and spreading toward the City.

Implementation of the proposed project will not exacerbate wildfire risks, exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. As

<sup>21</sup> California Department of Forestry and Fire Protection, State Responsibility Area Viewer.. <https://bofodata.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/>, accessed August 6, 2019.

<sup>22</sup> Cal Fire, Fire Hazard Severity Zones Maps, Local Responsibility Area, City of Colton, <https://osfm.fire.ca.gov/media/5941/colton.pdf> accessed on August 6, 2019.

the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts from wildfires. Direct, indirect, and cumulative impacts will be **less than significant** with implementation of the proposed project. No mitigation will be required.

*c) If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

**No Impact.** The project site is currently occupied by CR&R, Inc. Solid Waste Facility, which has been in operation on the site since 1999 (20 years). The proposed project includes the development of 15,680 sf of new buildings, a 24,000 sf addition to an existing on-site building, and surface parking lot and internal circulation improvements. The project site plan does not include the installation of infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities. A high-powered transmission line does cross the project site; however, relocation of this line will not be required. Utilities to serve the project site already exist and development of the proposed project will connect to the existing utilities.

Prior to the issuance of final building permit, the City will review final site plans for the proposed project to ensure that design features will not exacerbate fire risk. As the proposed project will not alter the location, type, or capacity of existing on-site uses, it would not result in significant impacts related to the installation or maintenance of infrastructure that will exacerbate fire risk; as such, **no impact** would occur and no mitigation is required.

*d) If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

**No Impact.** The proposed project is located on a site that is topographically flat (maximum elevation changes on the site of about 15 feet) and is surrounded by land that is topographically flat. Urban uses surround the proposed project site. The closest elevated terrain is hills located south of the site (approximately one mile from the project site). Employees would not be exposed to significant risks from downslope flooding, landslides or drainage changes due to wildland fires. As the proposed project will not alter the location, type, or capacity of existing on-site uses, **no impact** related to this issue would occur. No mitigation is required.

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

- a) *Does the project have the potential to substantially 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?*

**Less than Significant Impact with Mitigation Incorporated.** Implementation of the project is not anticipated to adversely affect sensitive natural communities or special-status animals, but the project would have the potential to result in impacts nesting birds and previously undiscovered cultural resources and/or human remains. With implementation of Mitigation Measure BIO-1, compliance with City General Plan policies, application of standard conditions (including Standard Condition CUL-1), and application of standard BMPs during construction, development of the project would not: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, the project's impacts would be **less than significant with mitigation incorporated** and no additional environmental effects would occur with implementation of the project or the accompanying GPA and ZC.

- 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.)*

**Less than Significant Impact.** The impacts of the project would be individually limited and not cumulatively considerable. The project includes a General Plan Amendment, Zoning Change, demolition, development of two new on-site buildings, an addition to an existing building, surface paving improvements, and improvements to the storm water drainage system. All environmental impacts that could occur as a result of the project would be reduced to a less than significant level with implementation of the mitigation measures recommended throughout this Initial Study. When viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the project would not cumulatively contribute to impacts. Impacts would be **less than significant**.

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

**Less than Significant Impact.** The purpose of the proposed project is to improve the site with new buildings to accommodate the existing facility currently in operation. As described in this environmental document, implementation of the project would result in temporary air quality, biology, cultural, hazards and hazardous materials, and tribal cultural resource impacts during the construction period. Implementation of the mitigation measures identified in this Initial Study, compliance with City General Plan policies, application of standard conditions, and application of

standard BMPs during construction would ensure that the project would not result in environmental impacts that would cause substantial direct or indirect adverse impacts on humans. Impacts would be **less than significant**.

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**APPENDIX A:**  
**PROJECT PLANS**

**APPENDIX B:**  
**AIR QUALITY MODELING**