

SECTION 1 INTRODUCTION

Independently reviewed, analyzed and exercised judgment in making the determination, by the Application Review Committee (ARC) on February 2, 2019, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

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

1. **Project Title:** US Auctions (DAP-001-566)
2. **Lead Agency Name:** City of Colton
Development Services Department
659 North La Cadena Drive
Colton, CA 92324
3. **Contact Person:** Mario Suarez, Planning Manager
Phone Number: 909-370-5523
4. **Project Location:** Northeast corner of 6th Street and Fogg Street, in the City of Colton
5. **Geographic Coordinates of Project Site:** 34° 03' 14.55" N; 117° 19' 41.70" W
6. **USGS Topographic Map:** San Bernardino South 7.5-minute USGS Topographic Quadrangle
7. **Public Land Survey System:** Township 1 South, Range 4 West, Section 29
8. **Assessor Parcel Number:** 0163-281-31
9. **General Plan Land Use Designation:** Light Industrial
10. **Overlay Zone Districts:** M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay
11. **Description of Project:**

US Auctions (Project Applicant) is requesting approval of a Conditional Use Permit (CUP), Architectural & Site Plan Review, and Sign Review, and has submitted a Development Application (DAP-001-566) to allow construction and operation of an automobile auction sales business on a vacant 7.1-acre parcel (APN 0163-281-31) in the City of Colton (see

Figure 1). The Project Site is located at the northeast corner of the of Sixth Street and Fogg Street, and approximately 0.85 miles south of the I-10 Freeway (see Figure 2).

The Proposed Project is an automotive auction sales business which includes an office, warehouse, parking lots, and automobile auction activities. On-site buildings would include a 5,550 square-foot two-story office, a 6,000 square-foot single-story warehouse/storage building, and an outdoor car storage yard. Site improvements will also include 33 paved parking spaces, lighting, landscaping, and a stormwater retention basin (see Figure 3).

There would be two full access driveways at Sixth Street. Normal office business hours of operation will be 8:00 AM to 5:00 PM Monday through Friday with up to 10 employees. Auction items (vehicles, trucks, etc.) will be delivered throughout the weeks prior to the once a month weekend auctions, with a maximum of 10 truck deliveries per week. Normally, there are two days of auction item inspection (Thursday and Friday), with the auctions being conducted on a Saturday between 7:00 AM and 4:00 PM. During inspection days there would be approximately 20 customers that visit the site. It is anticipated that on auction days, there would be up to 20 employees and 65 visiting customer vehicles per day.

This Initial Study addresses the potential impacts of the proposed automobile auction sales business project (“Proposed Project”), including all of the associated discretionary actions and approvals required to implement the Proposed Project, as well as all subsequent construction and operation activities.

12. Surrounding Land Uses and Setting:

	Zoning	Land Use Designations	Existing
PROJECT SITE	M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay	M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay	Vacant land;
NORTH	M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay	M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay	Residential Development; Industrial Development
EAST	M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay	M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay	Residential Development; Industrial Development; Vacant Land
SOUTH	M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay	M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay	Residential Development; Industrial Development;
WEST	M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay	M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay	Industrial Development; Vacant Land

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

- California Regional Water Quality Control Board, Santa Ana Region (RWQCB – Santa Ana Region, General Construction Permit, Stormwater Pollution Prevention Plan (SWPPP), and National Pollutant Discharge Elimination System (NPDES).

1.1 EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project, on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant
Impact

Less than Significant
with Mitigation

Less than Significant

No Impact

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

1. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

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

1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "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 checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & 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 checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Energy | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

1.3 ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study, the City of Colton Planning Commission finds:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project would have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Signature

Mario Suarez
Printed Name

Date

8-31-2020
For

SECTION 2 PROJECT DESCRIPTION

2.1 PURPOSE OF THIS DOCUMENT

The purpose of this Initial Study is to identify potential environmental impacts associated with the approval of a Conditional Use Permit to allow for an automobile auction sales business on the northeast corner of Sixth Street and Fogg Street in the City of Colton. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Colton is the Lead Agency in the preparation of this Initial Study. The City has primary responsibility for approval or denial of this project. The intended use of this Initial Study is to provide adequate environmental analysis related to project construction and operation activities of the Proposed Project.

2.2 PROJECT LOCATION

The Project Site is located in the southern portion of the City of Colton on the northeast corner of Sixth Street and Fogg Street. Figure 1, Regional Location Map, depicts the location of the Project Site in the context of its regional setting. Figure 2 shows the Project Site Vicinity Map, which consists of an approximately 7.1-acre site. The Project Site is located in the SW ¼ of Section 29, Township 1 South, Range 4 West on the San Bernardino South USGS 7.5-minute Quadrangle Map. Described as San Bernardino County Assessor Parcel: 0163-281-31.

2.3 PROJECT DESCRIPTION

US Auctions (Project Applicant) is requesting approval of a Conditional Use Permit (CUP) and Architectural & Site Plan Review, and Sign Review to allow construction and operation of an automobile auction sales business on vacant 7.1-acre property (APN 0163-281-31) in the City of Colton.

The Proposed Project is an automotive auction sales business which includes an office, warehouse, parking lots, and automobile auction activities. On-site buildings would include a 5,550 square-foot two-story office, a 6,000 square-foot single-story warehouse/storage building, and an outdoor car storage yard. Site improvements will also include 33 paved parking spaces, lighting, landscaping, and a stormwater retention basin (see Figure 3).

There would be two full access driveways at Sixth Street. Normal office business hours of operation will be 8:00 AM to 5:00 PM Monday through Friday with up to 10 employees. Auction items (vehicles, trucks, etc.) will be delivered throughout the weeks prior to the once a month weekend auctions, with a maximum of 10 truck deliveries per week. Normally, there are two days of auction item inspection (Thursday and Friday), with the auctions being conducted on a Saturday between 7:00 AM and 4:00 PM. During inspection days there would be approximately

20 customers that visit the site. It is anticipated that on auction days, there would be up to 20 employees and 65 visiting customer vehicles per day.

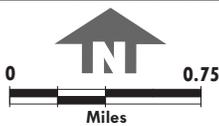
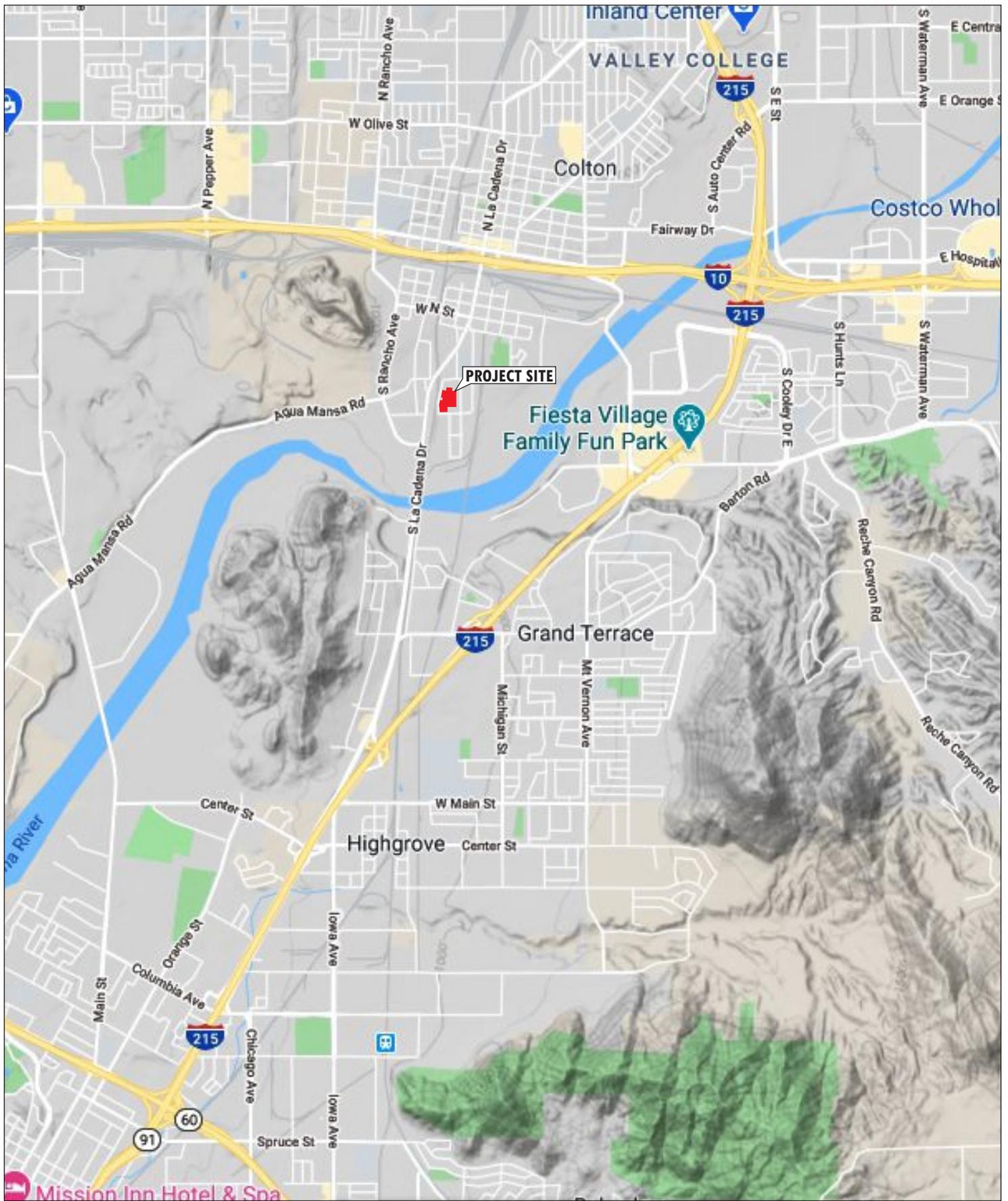
2.4 EXISTING CONDITIONS AND SURROUNDING LAND USES

The Project Site is located within the southern portion of the City. The Project Site occurs within the General Plan Land Use designation of M-1 (Light Industrial) with Sensitive Development Area (SDA) Overlay. According Chapter 18.26 of the Colton Ordinance Code, M-1 (Light Industrial) is a variety of fabrication, manufacturing, assembly, distribution, and warehouse uses and, to a lesser degree, supporting commercial and office uses. The designation is intended for uses that are compatible with those in nearby commercial and residential districts, and do not produce substantial environmental nuisances (noise, odor, dust/smoke, glare, etc.). Uses may include low-intensity packing, assembly, storage, and similar uses that do not adversely affect surrounding residential, office, educational or commercial land uses. Light Industrial developments should be visually attractive, reflect high-quality development standards, provide adequate buffering from less-intensive land uses, and have adequate access to major transportation routes. The SDA Overlay Zone is intended to mitigate the impacts of industrial uses near or adjacent to residential neighborhoods. The SDA Overlay Zone allows the Planning Commission to review proposed industrial uses and impose conditions of approval to ensure compatibility between industrial and residential uses.

The Project Site is bordered by a chain link fence on the north, south, west, and partially on the east boundary. A concrete foundation from previous development occurs the northwest portion of the Project Site. The Project Site and adjacent properties occur within the M-1 land use designation. Existing light industrial and residential developments are located on adjacent properties to the north, south, west and east.

2.5 INTENDED USE OF THIS DOCUMENT

This Initial Study addresses the potential impacts of the Proposed Project, as well as those of the associated discretionary actions and approvals required to implement the Proposed Project, and those of subsequent construction and operational activities.



Source: Lilburn Corporation, May, 2020.

LILBURN
CORPORATION

REGIONAL LOCATION

US Auctions
Colton, California

FIGURE 1



0 200
Feet

Source: Lilburn Corporation, May, 2020.



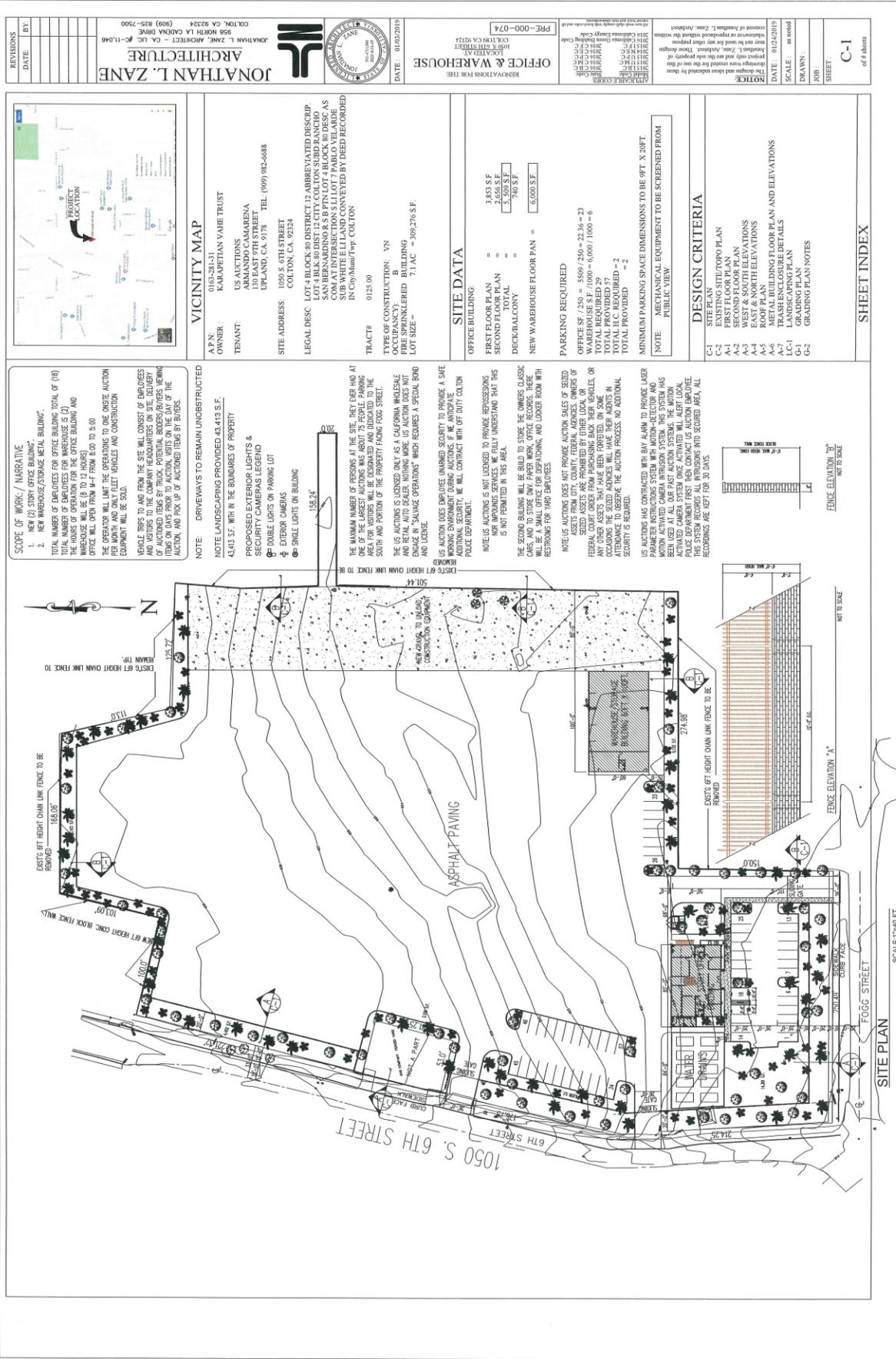
LILBURN
CORPORATION

PROJECT VICINITY

US Auctions
Colton, California

FIGURE 2

SITE PLAN
US Auctions
Colton, California
FIGURE 3



CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

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.?

On July 14, 2019, the City of Colton mailed notifications pursuant to AB52 to 11 tribes. The following table - *AB 52 Consultation Results*, shows a summary of comments and responses provided for the Project.

**Table 1
AB 52 Consultation**

Tribe	Comment Letter Received	Summary of Response	Conclusion
Agua Caliente Band of Cahuilla Indians	None	None	Concluded
Gabrieleno Band of Mission Indians - Kizh Nation	Yes	Within Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation	
Gabrieleno/Tongva Tribe	None	None	
Morongo Band of Mission Indians	None	None	Concluded
Quechan Tribe of the Fort Yuma Reservation	Yes	No comment on this project and defer to the more local Tribe(s).	Concluded
San Manuel Band of Mission Indians	Yes	Project Area has been greatly disturbed through past development	Concluded
Serrano Nation of Mission Indians	None	None	Concluded
Soboba Band of Luiseno Indians	None	None	Concluded

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code 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.

SECTION 3 ENVIRONMENTAL CHECKLIST FORM

I. AESTHETICS – Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant.** The City of Colton General Plan Environmental Impact Report (General Plan EIR) identifies the views of the San Gabriel and San Bernardino Mountains as backdrops for creating scenic vistas. The City of Colton’s General Plan (General Plan) states that “outstanding scenic vistas and visual features shall be preserved and protected through the use of view easements, height limitations, and a design review board”. The San Bernardino Mountains are located to the northeast of the Project Site and the San Gabriel Mountains are located to the northwest. The Proposed Project includes an automobile auction sales business with a two-story office, single-story warehouse/storage building, and an outdoor car storage yard. The proposed 29-foot high two-story office building would be comparable to nearby industrial building heights. The Proposed Project is consistent with the surrounding land uses and General Plan. The Proposed Project will have less than significant impacts on scenic vistas of the San Gabriel and San Bernardino Mountains. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **No Impact.** There are no significant scenic resources known to exist on the Project Site or in the immediate vicinity of the Project Site. The General Plan EIR identifies the nearest scenic resource to the Project Site as being the Santa Ana River and its surrounding natural areas, which are located 0.5-miles east of the Project. The General Plan EIR states that the planning area does not have any officially designated Scenic Highways or any highways that are considered eligible for Scenic Highway status. Sixth Street and Fogg Street are adjacent to the Project Site and are not considered scenic highways by either the City of Colton, the County of San Bernardino, or the State of California. The Project Site is vacant and does not have trees, rock outcroppings, or historic buildings. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- c) **No Impact.** The Project Site is currently vacant. The Proposed Project will include the development of a two-story office building, a single-story warehouse/storage building, and an outdoor car storage yard, which would be consistent with the City’s M-1 land use designation. The Proposed Project would not degrade the visual character or quality of the Site or its surroundings. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **Less than Significant.** The design and placement of the Proposed Project’s light fixtures would be reviewed for consistency with City of Colton standards and planning commission review for approval. Standards require shielding, diffusing, or indirect lighting to avoid glare. Development of the proposed automobile auction business is not anticipated to not generate a significant amount of light and glare when compared to the surrounding area which includes existing lighting from urban developments. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) No Impact. The Department of Conservation Division of Land Resources Protection Farmland Mapping and Monitoring Program: California Important Farmland Finder, identifies the Project Site as “Urban and Built-Up Land” (https://maps.conservation.ca.gov/dlrp/ciff/ accessed 11/18/2019). As stated on the interactive Important Farmland Finder map, urban and built-up land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a ten-acre parcel. Examples include residential, industrial, commercial, institutional, airports, golf courses and water control structures. No prime farmland, unique farmland, or farmland of statewide importance occurs at the Project Site or in its immediate vicinity. Development of the Project Site would therefore not convert farmland to a non-agricultural use. No impacts are identified or anticipated, and no mitigation measures are required.				
b) No Impact. The Project Site is not under a Williamson Act Contract. According to the General Plan EIR, San Bernardino County does not hold any Williamson Act contracts on properties within the city limits or within Colton’s Sphere of Influence (SOI). Future Williamson Act contracts are not anticipated because no agriculturally zoned land exists in the City and the farmed area within the SOI area is not currently under contract and consists of less than 100 acres, the minimum amount of contiguous land required to qualify for a Williamson Act contract. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.				
c) No Impact. Implementation of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production because the Project Site is within a predominantly urbanized area and these designations do not occur in the vicinity. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.				
d) No impact. The Project Site does not support forest land. Implementation of the Proposed Project would not convert forest land to non-forest use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.				
e) No impact. The Department of Conservation Division of Land Resources Protection Farmland Mapping and Monitoring Program: California Important Farmland Finder, identifies the Project Site as “Urban and Built-Up Land” (https://maps.conservation.ca.gov/dlrp/ciff/ accessed 11/18/2019). There will be no loss of farmland use as a result of the Proposed Project implementation. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.				

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant.** The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (AQMP 2016) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

The Proposed Project is located within the M-1 (Light Industrial) land use and zoning designation of the City of Colton’s General Plan. As demonstrated in Section 4.2.2A, Permitted Uses of the General Plan, construction and operation of the automobile auction sales business is an acceptable use within the M-1 land use and zoning designation. The emissions associated with the Proposed Project have therefore been accounted for in the AQMP and approval of the Proposed Project would not conflict with the AQMP. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) **Less than Significant.** The Proposed Project’s construction and operational emissions were screened using California Emissions Estimator Model (CalEEMod) version 2016.3.2 prepared by the SCAQMD (attached as Appendix A). CalEEMod was utilized to estimate the on-site and off-site construction emissions. The emissions incorporate Rule 402 and 403

by default as required during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), and particulates (PM₁₀ and PM_{2.5}). Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following parameters: site preparation, site grading (fine and mass grading), construction, paving, and architectural coating. Construction is anticipated to begin in late 2020 and be completed in early 2021. The resulting emissions generated by construction of the Proposed Project are shown in Table 1 and Table 2, which represent summer and winter construction emissions, respectively.

Table 1
Summer Construction Emissions
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	3.4	34.2	22.6	0.0	2.3	1.7
Site Preparation	4.2	42.5	22.2	0.0	10.5	6.5
Grading	2.5	26.4	16.7	0.0	4.4	2.7
Construction	2.6	22.7	22.6	0.0	2.7	1.4
Paving	2.0	12.0	15.2	0.0	0.8	0.6
Architectural Coating	9.8	1.6	2.8	0.0	0.4	0.8
Highest Value (lbs/day)	9.8	42.5	22.6	0.0	10.5	6.5
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Summer Emissions.

Phases do not overlap and represent the highest concentration.

Table 2
Winter Construction Emissions
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	3.4	34.5	22.6	0.0	2.3	1.7
Site Preparation	4.2	42.5	22.2	0.0	10.5	6.5
Grading	2.5	26.4	16.6	0.0	4.4	2.7
Construction	2.6	22.7	22.3	0.1	2.7	1.4
Paving	2.0	13.0	15.2	0.0	0.8	0.7
Architectural Coating	9.8	1.6	2.7	0.0	0.4	0.8
Highest Value (lbs/day)	9.8	42.5	22.6	0.1	10.5	6.5
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Winter Emissions.

Phases do not overlap and represent the highest concentration.

As shown in Table 1 and Table 2, construction emissions during either summer or winter seasonal conditions would not exceed SCAQMD thresholds. Therefore, impacts would be less than significant, and no mitigation measures would be required.

Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀ and PM_{2.5}).

The Project Proponent would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include, but not be limited to the following:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
 - (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (2x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.
 - (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
 - (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
 - (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_x and PM₁₀ levels in the area. Although the Proposed Project does not exceed SCAQMD thresholds during construction, the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.

4. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
5. All buildings on the Project Site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
6. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
7. The operator shall comply with all existing and future California Air Resources Board (CARB) and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Operational Emissions

The operational emissions were calculated using the Focused Traffic Analysis prepared by Gandini Associates, Inc. dated March 2020. The Focused Traffic Analysis determined that the Proposed Project would generate approximately 107 total daily trips. Emissions associated with the Proposed Project’s estimated total daily trips were modeled and are listed in Table 3 and Table 4, and represent summer and winter operational emissions, respectively.

Table 3
Summer Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Totals (lbs/day)	.6	2.6	2.7	0.0	0.9	0.2
SCAQMD Threshold	55	55	550	150	150	55
Significance	No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Summer Emissions.

Table 4
Winter Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Totals (lbs/day)	.6	2.7	2.6	0.0	0.9	0.2
SCAQMD Threshold	55	55	550	150	150	55
Significance	No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Summer Emissions.

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. Impacts are anticipated to be less than significant, and no mitigation measures would be required.

The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant.** The nearest sensitive receptors are residences adjacent to the Project Site boundaries as well as other residences to the south and north. As concluded in the analysis above potential air quality impacts related to operations would be less than significant. Additionally, the Proposed Project would not exceed any SCAQMD thresholds for criteria pollutants during construction (see Tables 1 and 2) or operations (see Tables 3 and 4). Therefore, construction and operation of the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- d) **Less than Significant.** The Proposed Project does not contain land uses typically associated with the emission of objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities; and the temporary storage of domestic solid waste (refuse) associated with the Proposed Project’s (long-term operational) uses (i.e., occasional clean-out of minor amounts of trash in vehicles/truck). Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the construction activity. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City of Colton’s solid waste regulations. The Project would be also required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Less than Significant with Mitigation. A general biological assessment dated May 4, 2020 was completed by Natural Resources Assessment, Inc (NRAI) (attached as Appendix B). As part of the biological assessment, NRAI conducted a background data search for information on plant and wildlife species known occurrences within the vicinity of the Project Site. The data review included biological text on general and specific biological resources, and resources considered to be sensitive by various wildlife agencies, local government agencies and interest groups. A field survey of the Project Site was conducted on March 24, 2020. The field survey included an evaluation of the surrounding habitats and a focused habitat assessment for species identified in the background data search.				

Vegetation

The plant community found on the Project Site consisted of ruderal grassland. The dominant species observed during the field survey included ripgut brome (*Bromus diandrus*), stinknet (*Acmispon glaber*), slender wild oats (*Avena barbata*), and fiddleneck (*Amsinckia menziesii*). Herbaceous species observed included Pomona milkvetch (*Astragalus pomonensis*), arroyo lupine (*Lupinus succulentus*) and Jimson weed (*Datura wrightii*). There are European olive (*Olea europea*) and palo verde (*Parkinsonia florida*) trees scattered on the Project Site. Shade Trees on adjacent properties.

Wildlife

During the field survey no amphibians were observed because of a lack of suitable habitat on Project Site. There is suitable habitat for some reptile species but no animals were observed during survey. Bird species observed included northern mockingbird (*Mimus polyglottos*), Say's phoebe (*Sayornis saya*). Birds seen in flight include common ravens (*Corvus corax*), white-throated swifts (*Aeronautes saxatalis*), and northern rough-winged swallows (*Stelgidopteryx serripennis*).

Sensitive Species

All sensitive species were considered as potentially present on the Project Site if its known geographical distribution encompassed all or part of the project area or if its distribution was near the site and its general habitat requirements were present. However, there is no habitat for sensitive plants, fish, amphibians, reptiles or mammals that were listed as potentially present in the vicinity of the property. Habitat identified for bird species is discussed below.

Birds

According to NRAI, the Project Site is suitable for foraging and/or nesting habitat for bird species such as the Sharp-shinned hawk (*Accipiter striatus*), Cooper's hawk (*Accipiter cooperii*), Golden eagle (*Aquila chrysaetos*), Ferruginous hawk (*Buteo regalis*), Merlin (*Falco columbarius*), American peregrine (*Falco peregrinus*), Prairie falcon (*Falco mexicanus*), Burrowing owl (*Athene cunicularia*), Nuttall's woodpecker (*Picoides nuttallii*), Loggerhead shrike (*Lanius ludovicianus*) and California Horned lark (*Eremophila alpestris*). Of the species identified by NRAI, the Nuttall's woodpecker and Burrowing owl were considered for having the most potential for impacts from the development of the Proposed Project.

Nuttall's Woodpecker

Nuttall's woodpecker is a small woodpecker that inhabits chaparral mixed with scrub oak; wooded canyons and streamside trees from the foothills to mid-elevation forests. In southern California, Nuttall's woodpecker has readily adapted to suburban and rural neighborhoods with suitable tree habitats that mimic its native woodlands. Nuttall's woodpecker can be found in southern California year-round, foraging in and around tall trees in both native and landscaped urban areas. It breeds from April 1 to July 20. This species is rated as a Bird Species of Concern of particular Bird Conservation Regions of the United States. Suitable foraging and nesting habitat for Nuttall's woodpecker occurs on site, and suitable nesting habitat in the landscaping in the surrounding neighborhood. Development of the Proposed Project may cause impacts to this species by potential disruption during the breeding season.

Burrowing Owl

The burrowing owl (*Athene cunicularia hypugea*) prefers large flat open areas for nesting and hunting. This species lives in burrows constructed by other ground-dwelling species in grassy or sparse shrubby habitat. Burrowing owls also take over other types of burrows, including manmade objects such as pipes. This species forages low over the ground surface for insect prey, and seldom flies very high in the air. As a result of coastal development, the burrowing owl is declining in coastal habitats. The Project Site has potentially suitable soils and plant cover for burrowing owl. However, no suitable burrows were found at the time of the field survey. The Project Site is subject to disturbance from nearby housing and people, as well as predatory pets such as cats that may roam the subject property and prey on burrowing owl. As a result, the quality of the habitat on site is marginal.

This conclusion was based on the disturbance of the Project Site, the surrounding land uses and the fact that primary component habitat elements for sensitive species are absent from the site. However, the Project Site and immediate surrounding areas, do contain habitat suitable for nesting birds. Suitable habitat exists on-site for ground nesting birds and the surrounding areas contain trees suitable for nesting. The State and/or Federally-listed, threatened, or endangered, or other species identified as potentially occurring on-site or the surrounding area, were not detected on the Project Site or buffer survey area. However, possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measure is:

- BIO-1: If start of construction occurs between February 1 and August 31, then a qualified biologist shall conduct a breeding bird survey no more than three days prior to the start of construction to determine if nesting is occurring on site. This survey can be conducted as part of the burrowing owl surveys.**
- BIO-2: If occupied nests are found, they shall not be disturbed unless the qualified biologist verifies through noninvasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are capable of independent survival.**
- BIO-3: If the biologist is not able to verify one of the above conditions, then no disturbance shall occur within a distance specified by the qualified biologist for each nest or nesting site. The qualified biologist will determine the appropriate distance, in consultation with the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFW).**

With implementation of the above mitigation measures which will be adopted as part of a Mitigation Monitoring and Reporting Program (MMRP), impacts will be less than significant.

- b) **No Impact.** According to NRAI, the Project Site does not support riparian habitat or a sensitive natural community. The Project Site is not identified in local plans, policies, and regulations of the CDFW or USFWS. Development of the Project Site as proposed would

not result in impacts to riparian vegetation or to a sensitive natural community because these resources do not occur on the Project Site or within the area of project impacts. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- c) **No Impact.** No wetlands occur on the Project Site or within the area of project impacts. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **No Impact.** The Project Site is primarily surrounded by existing residential, industrial and commercial developments. Wildlife movement corridors can be local or regional in scale; their functions may vary temporally and spatially based on conditions and species present. Wildlife corridors represent areas where wildlife movement is concentrated due to natural or anthropogenic constraints. Local corridors provide access to resources such as food, water, and shelter. Animals use these corridors, which are often hillsides or riparian areas, to move between different habitats. Regional corridors provide these functions and link two or more large habitat areas. They provide avenues for wildlife dispersal, migration, and contact between otherwise distinct populations. The Project Site is not located within a designated wildlife corridor or linkage. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
- e) **No Impact.** The Proposed Project is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat plan. The nearest conservation area is the West Valley Habitat Conservation Plan Area located approximately 0.75 miles north of the site. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a, b) **Less than Significant with Mitigation.** A Phase I Cultural Resources Investigation dated April 2020, was conducted for the Project Site by Mckenna et al (attached as Appendix C). Findings of the Cultural Resources Investigation are summarized herein.

A search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) located at the California State University, Fullerton, was completed on January 16, 2020. Research identified a fifty-five (55) cultural resources investigations within a one-mile radius of the Project Site; twenty-five (25) cultural resources have been recorded within one-mile of the Project Site. However, none of the cultural resources recorded were located within the Project Site.

Mckenna's research confirmed the Project Site was owned by Southern California Gas Company between the 1925 and 1966. Southern California Gas Company facility (including tanks, pumping facilities, storage, and other use areas) was an active facility. Southern California Gas Company closed their facility in 1966. Following the abandonment of the facility, all improvements were removed, and the only remaining component being the pump site along Sixth Street (not a part of Project Site).

McKenna et al. conducted a field survey of the Project Site. The field survey produced negative results for potential archaeological resources, and no buildings, structures, objects, sites, features, or artifacts of prehistoric or historical origin were encountered within or adjacent to the Project Site. While surveying these areas, McKenna et al. noted the presence of the foundation of the former Southern California Gas Company Facility and determined that the remains are not historically significant. No other prehistoric or historic era archaeological resources were identified

Based on the Mckenna's research, field investigation, and documentation, it was concluded that the Project Site is not archaeologically significant. Regarding the potential significance of tribal cultural resources and mitigation measures, refer to Section XVII. If cultural resources are encountered during ground-disturbing activities, possible significant adverse impacts may occur and the following mitigation measure is therefore required to reduce these impacts to a level below significant. The required mitigation measure is:

CR-1: If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall cease, and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) / 36 CFR 61, shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted.

With implementation of the above mitigation measure which will be adopted as part of a MMRP, impacts will be less than significant.

- c) **Less than Significant with Mitigation.** During the field survey conducted by Mckenna, no human remains were encountered. The discovery of human remains is always a

possibility during ground-disturbing activities. Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measure is:

CR-2: If, at any time, evidence of human remains (or potentially human remains) is uncovered, the San Bernardino County Coroner must be notified immediately, and permitted to examine the find in situ. If the remains are determined to be human and of Native American origin, the Coroner will notify the Native American Heritage Commission (NAHC) and the Commission will identify the Most Likely Descendent (MLD). In consultation between the MLD, City, and project proponent, the disposition of the remains will be determined. If the remains are determined to be of archaeological significance, but not of Native American origin, the proponent will be required to retain the services of a 36CFR61- qualified archaeologist to manage the treatment of the find. If the remains are determined to be of forensic significance, the Coroner will take possession of the remains and arrange to have the remains removed from the site. All expenses related to the management of Native American or archaeological remains will be borne by the property owner.

With implementation of the above mitigation measure which will be adopted as part of a MMRP, impacts will be less than significant.

VI. ENERGY

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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Would the project:

- | | |
|--|---|
| a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use 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 |

Building Energy Efficiency Standards

The California Energy Conservation and Development Commission (California Energy Commission) adopted Title 24, Part 6, of the California Code of Regulations; energy

Conservation Standards for new residential and nonresidential buildings in June 1977 and standards are updated every three years. Title 24 ensures building designs conserve energy. The requirements allow for the opportunities to incorporate updates of new energy efficiency technologies and methods into new developments. Currently, the California Energy Commission (CEC) Title 24 2016 Building Energy Efficiency Standards are in effect; however, the updated 2019 Building Energy Efficiency Standards will take effect on January 1, 2020. The 2019 Building Energy Efficiency Standards states that nonresidential buildings will use about 30 percent less energy compared to the 2016 standards due mainly to lighting upgrades.

Senate Bill 350

Senate Bill (SB) 350 (de Leon) was signed into law in October 2015 and established new clean energy, clean air, and greenhouse gas reduction goals for 2030. SB 350 establishes periodic increases to the California Renewables Portfolio Standard (RPS) Program with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold annually to retail customers, by December 31, 2020. SB 350 specifically calls for the quantities of eligible renewable energy resources to be procured for all other compliance periods reflecting reasonable progress in each of the intervening years to ensure that the procurement of electricity products from eligible renewable energy resources achieves 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the goal of the California RPS Program to achieve at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

a) **Less than Significant.**

Electricity

South California Public Power Authority (SCPPA) provides electricity to the Proposed Project Site. Currently, the existing Project Site is vacant and does not use electricity. Therefore, development of the Proposed Project would cause a permanent increase in demand for electricity when compared to existing conditions. The CalEEMod model projected that the Proposed automobile auction sales business would consume 0.11 GWh annually. The increased demand is expected to be sufficiently served by the existing

SCPPA electrical facilities. According to the California Energy Commission: Electricity Consumption by Planning Area, industrial use consumed 91.11 GWh in the year 2018 (accessed 6/9/2020). The increase in electricity demand from the project would represent approximately 0.12 percent of the overall industrial consumption. Therefore, projected electrical demand would not significantly impact SCPPA's level of service.

The Proposed Project has been designed to comply with the 2019 Building Energy Efficiency Standards. The City would review and verify that the Proposed Project plans would be in compliance with the most current version of the Building and Energy Efficiency Standards. The Proposed Project would also be required to adhere to CALGreen, which establishes planning and design standards for sustainable developments, and energy efficiency. Adherence to these requirements would result in the Proposed Project being efficient in terms of energy consumption. The development of the Proposed Project is not anticipated to affect achievement of the 60 percent Renewable Portfolio Standard established in in the current SB 100 (refer to description above). The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation and no mitigation measures are recommended.

Natural Gas

The Project Site and surrounding area is within the service area of Southern California Gas Company (SoCalGas). The Project Site is currently vacant and has no demand on natural gas. Therefore, the development of the Proposed Project will create a permanent increase demand of natural gas. However, the existing SoCalGas facilities is expected to meet the increased demand of natural gas. The commercial demand of natural gas is anticipated to decrease from approximately 81 billion cubic feet (bcf) to 65 bcf between the years 2015 to 2035. According to the California Energy Commission, the County of San Bernardino consumed an approximate 268.61 Gigawatt hours (GWh) during the year 2018 (accessed 2/13/2020). The CalEEMod model projected that the Proposed automobile auction sales business would consume 0.11 GWh annually. The anticipated consumption of natural gas would account for 0.04 percent increase of use. Therefore, the natural gas demand from the Proposed Project would represent an insignificant percentage to the overall demand in SoCalGas' service area. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Fuel

During operations of the Proposed Project, the use of fuel would be generated by visitors' vehicle trips, trips for delivery of vehicles and other supplies, and employee vehicle trips. The Proposed Project is the development of an automobile auction sales business. The Proposed Project is not expected to result in a substantial demand for fuel that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. The fuel use related with vehicle trips produced by the Proposed Project

would not be considered inefficient, wasteful, or unnecessary. The Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

- b) **Less than Significant.** The Proposed Project would be required to adhere to the City of Colton’s Climate Action Plan and Title 24 order to help decrease energy consumption and GHG emissions, and to become a more sustainable community and to meet the goals of AB 32. The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32; therefore, the Project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by to 2020. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and therefore no impact would occur and no mitigation measures are recommended.

VI. GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
d) Be located on expansive soil, as defined in Table 181B of the California Building Code (2001) creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Less than Significant Impact.				
i) A Soils Investigation, dated January 10, 2020, was prepared for the Project Site by Soils Southwest, Inc (attached as Appendix D). The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone as identified in Figure S-2: Faults and Alquist-Priolo Zones of the City of Colton General Plan. The Project Site is 0.25-mile south in proximity to the San Jacinto Fault Zone line. Since active faults are not known to cross the Project Site, the potential for ground rupture is considered negligible. Additionally, light to moderate shaking at the site can be expected to occur during the lifetime of the Proposed Project; however, the Project Site is located outside any fault hazard zones. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				
ii) The Project Site is located in a seismically active region with the San Jacinto Fault located approximately 0.25 miles northwest of the Project Site. The San Jacinto Fault is considered to be the most significant fault to the hazard of seismic shaking and ground rupture. The Project Site is located in a region of generally high seismicity and can expect moderate to strong seismic ground shaking during the Project’s design life. Future construction of office and warehouse structures in accordance with applicable requirements of the Uniform Building Code will ensure potential impacts are reduced to the maximum extent possible. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				
iii) Liquefaction occurs when loose, unconsolidated, water-laden soils are subjected to shaking as a result of an earthquake, causing the soils to lose cohesion. The possibility of liquefaction occurring at a Project Site is dependent upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, and on the grain size, plasticity, relative density, and confining pressures of the soil at the Project Site. As shown on Figure S-3: Liquefaction Hazard Zones of the General Plan, the majority of the Project Site is outside the liquefaction susceptibility				

zones. The eastern portion of the Project Site is within the “Medium” zone. As shown on the Site Plan, there will be no structures developed on the eastern portion of the Project Site. Therefore, implementation of the Proposed Project would not expose people to adverse liquefaction hazards. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- iv) The Project Site is not located within a designated area of landslide susceptibility as shown in the Figure S-4: Landslide Hazard Zones of the General Plan. The Project Site and immediate vicinity are generally flat with no prominent geologic features. Therefore, no impacts are identified, and no mitigation measures are recommended.
- b) **Less than Significant.** During the development of the Project Site, which would include disturbance of approximately 7.1 acres, project-related dust may be generated due to the operation of machinery on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs approved by the SWRCB would ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- c) **Less than Significant.** A site visit performed by Lilburn Corporation in November 2019 found the Project Site to be relatively level with no prominent geologic features occurring on or within the vicinity of the Project Site. Additionally, review of Colton General Plan: Figure S-4 “Landslide Hazard Zones” showed that the Project Site is not located in an area likely to become unstable as a result of on- or off-site landslide. Accordingly, the Project Site is located within an area with no potential for landslides, and development on the subject property would not be exposed to risk of landslide.

Liquefaction is a phenomenon in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength due to ground shaking. As shown on Figure S-3: Liquefaction Hazard Zones of the General Plan, the majority of the Project Site is outside the liquefaction susceptibility zones. The eastern portion of the Project Site is within the “Medium” zone. As shown on the Site Plan, there will be no structures developed on the eastern portion of the Project Site. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Ground subsidence is a process characterized by downward displacement of surface material caused by natural phenomena such as a removal of underground fluids, natural consolidation, or dissolution of underground minerals, or by man-made phenomena such as underground mining. According to the General Plan, most subsidence in California is generally a more drawn-out process that takes place over a longer period. This is particularly hazardous for buildings and municipal infrastructure, as shifting may cause

structures to crack or may compromise their integrity. Colton's location in the Upper Santa Ana Valley groundwater basin makes it susceptible to subsidence. Between 1933 and 1960, North Colton experienced approximately 2.5 inches of subsidence while South Colton experienced approximately one inch over the same period. Although recent reports indicate that subsidence has slowed substantially, it still poses a risk to the city. According to the Soils Investigation, the presence of upper loose and compressible soils encountered at the Project Site have potential for ground settlement due to strong seismically induced ground shaking should be considered for the Proposed Project.

As a mandatory condition of project approval, the Proposed Project will be developed in conformance with the International Building Code, the California Building Standards Code, and the Buildings and Construction requirements of the City of Colton's Municipal Code because the Project Site is located in an area that may incur impacts related to ground subsidence and lateral spreading. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** Expansive soils (shrink-swell) are fine grained clay soils generally found in historical floodplains and lakes. Expansive soils are subject to swelling and shrinkage in relation to the amount of moisture present in the soil. The Soils Investigation states soils found onsite consist of sandy silty and gravelly which are considered "very low" in expansion potential. According to the United States Department of Agriculture (USDA): Web Survey, the Project Site predominately consist of Tujunga gravelly loamy sand (accessed 4/28/2020). The USDA states that Tujunga gravelly loamy sand is characterized as excessively draining, and negligible to low runoff. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- e) **No Impact.** Sewer service is available to the Project Site and the future structures would be connected to the existing system. No septic tanks or alternative wastewater disposal systems would be installed at the Project Site. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- f) **Less Than Significant with Mitigation.** The Project Site does not occur in an area identified in the City of Colton's General Plan as having the potential to yield paleontological resources.

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Paleontological sites generally occur as small outcroppings visible on the surface or sites encountered during grading. Generally, it is geologic formations that contain fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation.

A paleontological overview was obtained by McKenna et al. from the Natural History Museum of Los Angeles County and is presented in Appendix C of the Phase I Cultural Resources Study. The overview states that the Project Site is dominated by surficial sediments composed of younger and older alluvial Quaternary Alluvium, derived broadly as alluvial fan deposits from the San Gabriel Mountains to the north and possibly including

wind deposited sands. While fossil specimens are not associated with the younger Quaternary deposits, the older deposits have been known to yield specimens. The project area is considered to be relatively sensitive for buried paleontological specimens, as the older alluvium in this area has been documented as being quite shallow. Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measure is:

GEO-1: Earthmoving activities deeper than 8 feet below the current surface such as grading of the Project Site shall be monitored if paleontological resources are discovered. This monitoring program shall be conducted until it is determined the monitoring is no longer required (e.g. once the final depth is delineated and prior to any formal construction activities). The program shall be conducted in a manner consistent with the protocols and guidelines of the San Bernardino County Museum, Redlands, and all identified fossil specimens must be professionally recovered, analyzed, report, and curated.

VII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) **Less than Significant.** Emissions associated with the construction and operation of the Proposed Project were estimated using the CalEEMod version 2016.3.2 (attached as Appendix A). Construction is anticipated to begin in Fall of 2020 and be completed in early 2021. Other parameters which are used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilized the CalEEMod defaults. The operational mobile source emissions were calculated using the Focused Traffic Analysis dated May 2020, prepared by Ganddini Group Inc. The Focused Traffic Analysis determined that the Proposed Project would generate approximately 107 total daily trips. The anticipated total daily trips were used in the CalEEMod Version 2016.3.2 model to estimate the operational mobile source emissions.

Many gases make up the group of pollutants which contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO2), Methane (CH4), and Nitrous oxide (N2O). The City of Colton adopted a Climate Action Plan (CAP) in May 2016. The CAP presents the

greenhouse gas (GHG) inventories, identifies the effectiveness of California initiatives to reduce the GHG emissions, and identifies local measures that were selected by the City to reduce GHG emissions under the City’s jurisdictional control to achieve the City’s identified GHG reduction target. Additionally, the City participated in the San Bernardino County Regional GHG Reduction Plan (March 2014) (GHG Plan) and used the technical information within the County’s GHG Plan in the development of the CAP. The CAP, prepared in accordance with SCAQMD, recognizes an annual GHG threshold of 3,000 MTCO₂e per year to identify projects that are considered to be less than significant regarding GHG impacts. As such, the modeled emissions anticipated from the Proposed Project compared to the CAP threshold are shown below in Table 5.

Table 5
Project-Related Greenhouse Gas Emissions
(Metric Tons Per Year)

Source	CO ₂	CH ₄	N ₂ O
Area Sources	0.0	0.0	0.0
Energy Usage	11.4	0.0	0.0
Mobile Sources	166.1	0.0	0.0
Waste	2.5	0.1	0.0
Water	0.7	0.1	0.0
Construction ¹	649.2	0.1	0.1
Total MTCO₂e	830.3		
SCAQMD Threshold	3,000		
Significant	No		

Source: CalEEMod.2016.3.2 Annual Emissions.

As shown in Table 5, GHG emissions associated with construction and operation of the Proposed Project are not anticipated to exceed the County’s GHG emissions threshold. Therefore, the Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment. Additionally, the Proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Potentially Significant Impact Less than Significant with Mitigation Less than Significant No Impact

Would the project:

- a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>a, b) Less than Significant. Hazardous or toxic materials transported in association with construction of the Project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. Post-construction activities would include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. With implementation of Best Management Practices (BMPs) and compliance with all applicable regulations, the potential for impacts from the use of hazardous materials would be minimized to the extent feasible. No significant impacts are identified or are anticipated, and no mitigation measures are required.</p>				

- c) **Less than Significant.** The proposed automobile auction sales business occurs within 0.25-mile of San Salvador Preschool and Woodrow Wilson Elementary School. However, the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. No significant impacts are identified or are anticipated, and no mitigation measures are required.
- d) **Less than Significant.** A Final Closure Report for the Former Fogg Street Manufacture Gas Plant dated February 17, 2006 was completed by Parsons. According to the report, the Project Site was owned by Southern California Gas Company and operated as a manufactured gas plant between 1912 and 1955. Several site investigations were completed for the former Fogg Street Manufacture Gas Plant including a Preliminary Endangerment Assessment (PEA) Report prepared by Tetra Tech in 1991 and Supplemental Site Investigations (SSI) prepared by Parsons in 2003. A Health Risk Assessment (HRA) was also completed for the former Fogg Street Manufacture Gas Plant in 2004 by IRIS Environmental. A Removal Action Workplan (RAW) was prepared by Parsons in 2004 based on the findings of the PEA, SSI and HRA. The approach used for the remedial activities is consistent with the approach that has been used to close other manufacture gas plants under the administration of the Department of Toxic Substances Control. The compounds at Project Site that were targeted for remedial actions were carcinogenic polycyclic aromatic hydrocarbons (CPAHs), petroleum hydrocarbons and lead. Other Chemicals that can be identified at similar sites are volatile organic compounds (VOCs), 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 2-methylnaphthalene, naphthalene, and acenaphthene. Metals such as arsenic and cyanide were found in relative low concentration at the site. However, all compounds and metals were collected and removed concurrently. The report concluded that the remediation activities conducted in October 2004 and August 2005 were successful in achieving the remedial action goals and would protect all future land use.

Additionally, the Project Site was not listed as, or found near a hazardous materials site as compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system (accessed June 8, 2020). Therefore, the Proposed Project would not create a significant hazard to the public or the environment. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- e) **No Impact.** The Project Site is not located within an airport land use plan. The nearest airport is the San Bernardino International Airport which is located approximately 4.4-mile east of the Project Site. Therefore, implementation of the Proposed Project would not result in a safety hazard related to airport land uses for people residing or working in the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- f) **No Impact.** The Project Site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City. Post construction activities at the site would not interfere with an adopted emergency

response or evacuation plan. Access provided via Sixth Street would be maintained for ingress/egress at all times. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- g) **No Impact.** As shown in Figure S-8: Wildfire Hazard Zone of the City of Colton General Plan, the Project Site is not identified in an area of wildland fire risks. The Project Site is located in a largely developed area and no wildlands are located on or adjacent to the Project Site. The Proposed Project would not expose people or structures to significant risk or loss, injury, or death involving wildland fires. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

IX. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;				
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv) impede or redirect flood flows?				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or substantial groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less than Significant.** The Proposed Project would disturb approximately 7.1 acres and is therefore subject to the National Pollution Discharge Elimination System (NPDES) permit requirements. The State of California is authorized to administer various aspects of the NPDES.

Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activities that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The purpose of the SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct, and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction.

The NPDES also requires a Water Quality Management Plan (WQMP). A Preliminary WQMP dated January 2020 prepared for the Proposed Project by NM Civil Engineering, Inc (attached as Appendix E). has been submitted for review and approval by the City of Colton. The WQMP was prepared to meet NPDES Area Wide Stormwater Program requirements.

Mandatory compliance with the Proposed Project's WQMP as approved by the City of Colton, in addition to compliance with NPDES Permit requirements, would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Therefore, implementation of the Proposed Project would not violate any water quality standards or waste discharge requirements. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **No Impact.** The 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP) provides a supply reliability analysis for all agencies within the San Bernardino Valley Municipal Water District boundaries, including the City of Colton. The Urban Water Management Plan Act provides that UWMPs evaluate whether water supplies will be sufficient to meet demands during specific hydrologic year types. As stated in the 2015 UWMP, the region obtains local water supply from groundwater pumped from the San Bernardino Basin Area, the Rialto-Colton sub basin, and the Riverside North sub basin.

According to the 2015 UWMP, during a multiple dry-year period, the total water supply for the region is projected to be 354,333 acre-feet (AF) by 2040, while the total multiple dry-year period water demand is projected to be 280,072 AF in the same year, resulting in a surplus of 74,261 AF. Therefore, region's supplies are sufficient to meet demand within the district's service area. Furthermore, the Proposed Project is an acceptable use within the M-1 (Light Industrial) land use designation and therefore would result in the requirement of water supply that has been anticipated by the General Plan and evaluated in the 2015 UWMP. There are no groundwater recharge facilities in the area; the Proposed Project would not substantially decrease groundwater supplies or interfere substantially

with groundwater recharge such that the project may impede substantial groundwater management of the basin. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) i) **Less than Significant.** As stated in Section VII(b), during development of the Project Site, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes demolition, clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial erosion or siltation on- or off-site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- ii, iii) **Less than Significant.** As described in the Water Quality Management Plan dated January 2020 prepared by NM Civil Engineering, Inc., post-development flows will be conveyed to a detention/water quality basin located on the southwest corner of the Project Site.

Post-development runoff is estimated using Low Impact Development Best Management Practices (LID BMP) which is anticipated to generate approximately 20,203 cubic-feet per second (CFS) runoff rate during a storm event and the Drainage Area's Design Capture Volume (DCV) is 24,240 cubic-feet (CF). Therefore, the WQMP is designed to achieve greater than 100% on-site retention of the DCV with implementation of LID BMPs. As such, runoff from impervious surfaces from the northeast of Project Site will flow southwest where it would be captured and allow for groundwater recharge.

The Project Site is not in the vicinity of any groundwater recharge facilities and the Proposed Project does not include groundwater wells that would impact the production rate of any nearby pre-existing wells. The Proposed Project is not expected to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Additionally, there are no streams or rivers located on or adjacent to the Project Site. With adherence to the WQMP, the Proposed Project is not anticipated to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

iv) According to the WQMP pre-development conditions, drainage in the area generally flows to the southeast. Under post-development conditions, flows from the site will be directed to one infiltration trench located on the southwest portion of the Project Site. As

concluded in the study, all surface flow will be contained within the proposed infiltration trench. Therefore, no increase in flows would result with implementation of the Proposed Project. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- d) **No Impact.** The Project Site is identified to be outside of the 100- and 500-year floodplain in Figure S-5: Flood Hazard Zones of the General Plan. The Federal Emergency Management Agency Flood Insurance Rate Map Panel (Map Number 06071C8679J) identifies the Project Site within flood Zone X (accessed 11/19/2019). Zone X is defined as areas of 0.2% annual chance flood; areas of one-percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square-mile; and areas protected by levees from one percent annual chance flood. The Proposed Project is the construction and development of an automobile auction sales business which includes two buildings, outdoor vehicle storage, landscaping and a infiltration trench that will meet water quality and hydrology requirements standards of the City of Colton as conditions of approval.

According to the City of Colton's Local Hazards Plan there are no dams within the City. However, the Project Site is located in a Seven Oaks Dam Inundation area as identified by Figure S-6: Dam Inundation Zone of the General Plan. Seven Oaks Dam only impounds water during flood events, dam failure would likely only create a substantial hazard during or shortly after a flood. The Local Hazards Plan state that there is some risk of Seven Oaks Dam experiencing a failure, but the risk is likely very low. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards at the site. The Project Site and vicinity is within relatively flat terrain and there are no nearby hillsides that would result in mudflows. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- e) **No Impact.** The Proposed Project would not 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. All necessary drainage improvements both on- and off- site will be required as conditions of approval for the construction of the Proposed Project so that downstream properties are not negatively impacted by any increases or changes in volume, velocity, or direction of storm water flows originating from or altered by the Project Site. According to the WQMP, the implementation of the infiltration trench will capture all on-site water runoff. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

X. LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a, b) Less Than Significant. The Proposed Project is located in southern portion of the City. The Project Site occurs within the M-1 (Light Industrial) land use designation and Sensitive Development Area (SDA) Overlay. According to the General Plan, the designation supports a variety of fabrication, manufacturing, assembly, distribution, and warehouse uses and, to a lesser degree, supporting commercial and office uses. The M-1 designation is intended for uses that are compatible with those in nearby commercial and residential districts, and do not produce substantial environmental nuisances (noise, odor, dust/smoke, glare, etc.). Uses may include low-intensity packing, assembly, storage, and similar uses that do not adversely affect surrounding residential, office, educational or commercial land uses. M-1 developments should be visually attractive, reflect high-quality development standards, provide adequate buffering from less-intensive land uses, and have adequate access to major transportation routes. The SDA Overlay is intended to mitigate the impacts of industrial uses near or adjacent to residential neighborhoods. The SDA Overlay allows the Planning Commission to review proposed industrial uses and impose conditions of approval to ensure compatibility between industrial and residential uses. The surrounding land uses to the north, south, east and west are M-1 with non-conforming residential dwelling units. The Proposed Project would be consistent with the General Plan and would not divide an existing community, not conflict with local land use policies, regulations, or with existing zoning. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.</p>				

XI. MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

delineated on a local general plan, specific plan or other land use plan?

- a, b) **Less than Significant.** As shown in the California Department of Conservation Division of Mines and Geology; Mineral Land Classification of a Part of Southwestern San Bernardino County: The San Bernardino Valley Area, California, the Project Site occurs in an area identified as Mineral Resource Zone-3 (MRZ-3). Areas identified as MRZ-3 include areas mineral deposits are likely to exist; however, the significance of the deposit is undetermined. The Project Site occurs in area designated for Industrial Light (M-3) use. The proposed use for the Project Site would be consist with the General Plan and under the existing land use designation, would not be permitted for mining. Similarly, adjacent uses and current zoning in the surrounding area would not be consistent with mining activity. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are proposed.

XII. NOISE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project result in:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant.** A Noise Impact Analysis dated June 2020 was completed for the Proposed Project by Urban Crossroads (attached as Appendix F). Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level (L_{eq}) and the Community Noise Equivalent Level (CNEL). Both are based on the A-weighted decibel (dBA) which approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. The L_{eq} is defined as the total sound energy of time-varying noise over a sample period. The CNEL is defined as time-varying noise over a 24-hour period with a

weighted factor of 5 dBA applied to the hourly L_{eq} for noise occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA applied to events occurring between (10:00 p.m. and 7:00 a.m. defined as sleeping hours). The State of California's Office of Noise Control has established standards and guidelines for acceptable community noise levels based on the CNEL and day-night average sound level (L_{dn}) rating scales. The purpose of these standards and guidelines is to provide a framework for setting local standards for human exposure to noise.

Ambient Noise

To analyze noise impacts, ambient noise was measured in four different receiver locations (locations R1-R4 shown on Figure 4). The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site.

Location R1 represents the noise levels north of the Project site on Congress Street near existing single-family residence located at 250 West Congress Street approximately 185 feet north of the Project Site. The noise levels at this location consist primarily of traffic noise from Congress Street and train noise on the AT & SF Railroad. The noise level measurements collected show an overall 24-hour exterior noise level of 62.6 dBA CNEL. The energy logarithmic average daytime noise level was calculated at 56.4 dBA L_{eq} with an average nighttime noise level of 55.6 dBA L_{eq} .

Location R2 represents the noise levels east of the Project Site on Jefferson Lane near an existing single-family residence located at 991 South Jefferson Lane approximately 94 east of Project Site. The ambient noise levels at this location accounts for traffic noise on Jefferson Lane. The noise level measurements collected show an overall 24-hour exterior noise level of 60.3 dBA CNEL. The energy logarithmic average daytime noise level was calculated at 56.7 dBA L_{eq} with an average nighttime noise level of 52.8 dBA L_{eq} .

Location R3 represents the noise levels south of the Project Site on Fogg Street near an existing single-family residence located at 261 Fogg Street appropriately 50 feet south of Project Site. The 24-hour CNEL indicates that the overall exterior noise level is 64.6 dBA CNEL. The energy logarithmic average daytime noise level was calculated at 58.4 dBA L_{eq} with an average nighttime noise level of 57.7 dBA L_{eq} . Background traffic noise from Fogg Street and the AT & SF Railroad represents the primary source of noise at this location.

Location R4 represents the existing noise sensitive receiver (a single-family residence) located at 960 6th Street, approximately 20 feet north of the Project Site. The noise level measurements collected show an overall 24-hour exterior noise level of 72.3 dBA CNEL. The energy logarithmic average daytime noise level was calculated at 63.6 dBA L_{eq} with an average nighttime noise level of 65.9 dBA L_{eq} . The noise levels at this location consist primarily of traffic noise from 6th Street and trains on the AT & SF Railroad.



Source: Noise Impact Analysis by Urban Crossroads 06/16/2020 this is from page 24 (Exhibit 5-A)

RECEIVER LOCATIONS

US Auctions
Colton, California

FIGURE 4

Construction Noise

To analyze noise impacts originating from the construction of the Proposed Project, noise from construction activities are typically limited to the hours of operation established under a City's Municipal Code. The City of Colton General Plan and Municipal Codes do not identify specific construction noise level thresholds, therefore the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual hourly average 80 dBA Leq was used as reasonable criteria for construction noise assessment. As determined by the Noise Impact Analysis, the Project-related short-term construction noise levels are expected to range from 68.8 to 76.5 dBA Leq and will satisfy the daytime 80 dBA Leq exterior noise level threshold identified by the FTA at all receiver locations. The noise impacts associated with Project construction would be under the FTA threshold and considered less than significant at all receiver locations. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are proposed.

Operational Noise

Operational noise analysis was based on measures taken at the existing US Auctions facility located at 1687 South Bon View Avenue in the City of Ontario and a review of the proposed site plan. The onsite Project-related noise sources are expected to include auction activity, receiving area activity, gate activity, roof-top air conditioning units and trash enclosures. The existing operational noise levels at the Ontario facility range between 51.8 to 62.9 dBA Leq. Based on noise measures at the Ontario facility and similar activities proposed at the Project Site, the Noise Impact Analysis determined that the Project-related operational noise levels will satisfy the 65 dBA Leq daytime exterior noise level standards at all the off-site noise-sensitive receiver locations. Therefore, Project operational noise levels at all receiver locations, will result in less than significant noise impacts.

Off-Site Transportation Noise

Traffic generated by the operation of the Proposed Project will influence the traffic noise levels in the surrounding off-site areas. According to the May 7, 2020 U.S. Auctions Project Focused Traffic Analysis prepared by Ganddini Group, typical Project operations are expected to generate a total of 107 vehicle trips per day. During auctions, the Project is forecasted to generate approximately 170 daily trips. According to the Traffic Analysis, five truck trips are expected per day during typical weekday operations. With general business hours between 8:00 AM to 5:00 PM, Monday through Friday, five truck trips over a nine-hour period equates to one truck trip every hour and 48 minutes. The expected Project traffic represents an incremental increase to the existing roadway volumes, which would generate a barely perceptible noise level increase of three (3) dBA CNEL at nearby sensitive land uses adjacent to study area roadways, since a doubling of the existing traffic volumes would be required to generate a three (3) dBA CNEL increase. Due to the low traffic volumes generated by the Project, the off-site traffic noise levels generated by the Project are considered less than significant.

The Noise Impact Analysis concluded that the Proposed Project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, no significant adverse impacts have been identified or are anticipated and no mitigation measures are required.

- b) **Less than Significant.** Ground-borne vibration and ground-borne noise could originate from earth movement during the construction phase of the Proposed Project as well as from the operation and maintenance of the facility. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion.

The City of Colton does not identify specific vibration level limits and instead relies on the FTA methodology. The FTA Transit Noise and Vibration Impact Assessment methodology provides guidelines for the maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 90 vibration velocity decibels (VdB) for industrial (workshop) use, 84 VdB for office use and 78 VdB for daytime residential uses and 72 VdB for nighttime uses in buildings where people normally sleep. At distances ranging from 60 to 185 feet from Project construction activities, construction vibration levels are estimated to range from 60.9 to 75.6 VdB and will remain below the FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria for daytime residential use of 78 VdB at all receiver locations. Furthermore, the ground-borne vibration due to construction would be temporary. Therefore, the Project-related vibration impacts are considered less than significant during the construction activities at the Project Site. Operation of the Proposed automobile auction sales business is not anticipated to generation ground-borne vibrations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **No Impact.** The Project Site is not located within an airport land use plan. The nearest airport is the San Bernardino International Airport which is located approximately 4.4-mile east of the Project Site. No impacts are identified or anticipated, and no mitigation measures are required.

XIII. POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) No Impact. The Project Site is currently vacant and therefore, development of the Project would not displace any people or housing. The Proposed Project includes the construction and operation of an automobile auction sales business. No housing is proposed. The Project Site is served by an existing public roadway system and utility infrastructure exists to serve the Proposed Project. As such, implementation of the Proposed Project would not result in significant direct or indirect growth in the area. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.				
b) No Impact. The Project Site is vacant and does not have residential uses on-site. No housing would be displaced as a result of the Project. Therefore, no impacts are identified or anticipated and no mitigation measures are required.				

XIV. PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant**

Fire Protection

According to the General Plan EIR, the City of Colton Fire Department provides fire suppression and emergency medical services to the City of Colton. The Colton Fire Department is staffed by 32 uniformed personnel including the Fire Chief, Battalion Chiefs, Fire Captains, Engineers, and Firefighter/Paramedics. Emergency medical service is provided by the Emergency Medical Services (EMS) division staffed by 17 paramedics and nine emergency medical technicians (EMTs). American Medical Response (AMR) provides ambulance service to the City of Colton. The closest station to the Project Site is the City of Colton Fire Station 213 located on 1100 La Cadena approximately 0.25-mile southwest of the Project Site. The proposed use is consistent with the General Plan and is a conditionally permitted use within the SDA Overlay. Implementation of the Proposed Project would not create an increase in demand of fire services as development of the Project Site with a Light Industrial use was anticipated during preparation of the General Plan. In addition, developer impact fees are collected at the time of building permit issuance. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Police Protection

The City of Colton Police Department provides law enforcement services to the Project Site and surrounding area. According to the General Plan EIR, the 18 square-miles that make up the City of Colton and its SOI is served by the Colton Police Department. The Police Department headquarters is in the City’s civic center located at 650 North La Cadena Drive. Approximately 106 “headquartered” staff include patrol officers, detectives, traffic officers, and administrative personnel. The Colton Police Department also provides service from a number of substations; substation services include code enforcement, property and evidence, and vehicle impound. The Department is staffed by 75 sworn officers and 44 non-sworn support staff equating to a ratio of 1.46 sworn officers for every 1,000 residents. The Department is equipped with 27 patrol vehicles, armored rescue vehicle, mobile command post, tactical equipment, off-road enforcement vehicles, traffic enforcement vehicles, and two police canines. The proposed use is consistent with the General Plan and is a conditionally permitted use within the SDA Overlay . Implementation of the Proposed Project would not create an increase in demand of police services. In addition, developer impact fees are collected at the time of building permit issuance. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Schools

The Colton Joint Unified School District (CJUSD) includes the vicinity of the Project Site. The CJUSD is located in the inland empire within the County of San Bernardino and serves the communities of Colton, Bloomington, and Grand Terrace (<https://www.colton.k12.ca.us/Page/3583> accessed 7/7/2020). The District consists of 28 schools; 18 TK-6 Elementary Schools, four (4) Middle Schools (grades 7-8), three (3) comprehensive high schools, two (2) alternative high schools, and one (1) preschool. The District serves over 23,000 students.

Construction and operation of new school facilities are funded through school impact fees assessed on new developments that occur within the school district. The Proposed Project is not anticipated to increase population growth within the area, and therefore would not generate new students. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Parks

The City of Colton provides a Facilities Map on their website which shows that there are currently has 12 parks and 9 recreation centers. According to the General Plan EIR, the City of Colton currently does not meet its goal of providing parkland at five acres per 1,000 persons. As the population in the planning area grows, additional parkland will need to be provided in order to maintain the existing ratio of 2.07 acres of parkland and joint-use facilities per 1,000 persons and begin approaching the City's goal. However, the Proposed Project would not induce residential development and would not significantly increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of any facilities would result. Collection of developer impact fees would ensure impacts to recreational facilities are reduced to a less than significant level. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Other Public Facilities

The Proposed Project is not expected to have a significant impact on other public facilities/services, such as libraries, community recreation centers, and/or the animal shelter. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

XV. RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a, b) Less than Significant. The City currently has 12 parks and 9 recreation centers. According to the General Plan EIR, the City of Colton currently does not meet its goal of providing parkland at five acres per 1,000 persons. As the population in the planning area grows, additional parkland will need to be provided in order to maintain the existing ratio of 2.07 acres of parkland and joint-use facilities per 1,000 persons and begin approaching the City’s goal. However, the Proposed Project would not induce residential development and would not significantly increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of any facilities would result. Collection of developer impact fees would ensure impacts to recreational facilities are reduced to a less than significant level. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				

XVI. TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 Subdivision (b)(1)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Background

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. Agencies may currently opt-in to applying the updated CEQA guidelines for VMT analysis and implementation is required State-wide by July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California, December 2018) [“Technical Advisory”] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT. At publishing of this report, many jurisdictions are currently in the process of developing updated procedures for VMT analysis, however, few have fully implemented the new metric.

VMT Assessment and Screening

The City of Colton has not established VMT analysis guidelines at this time; therefore, the project-related VMT impact has been assessed based on guidance from the County of San Bernardino Transportation Impact Study Guidelines (July 2019).

The County of San Bernardino guidelines state that certain projects which serve the local community and have the potential to reduce VMT (and thus may be presumed to have a less than significant VMT impact) should not be required to complete a VMT assessment. The Proposed Project is not among these types of projects, and therefore a VMT analysis was conducted for a Focused Traffic Analysis and is summarized herein.

- a, b) **Less than Significant with Mitigation.** A Focused Traffic Analysis dated May 2020 was prepared for the Proposed Project by Ganddini Group Inc., (see Appendix G) to assess the potential circulation impacts associated with the proposed automobile auction sales business.

The project proposes to construct an automobile auction sales business which includes an office, warehouse, parking lots, and automobile auction activities. The project is proposing two full access driveways at Sixth Street. Normal office business hours of operation will be 8:00 AM to 5:00 PM Monday through Friday with up to 10 employees. Auction items (vehicles, trucks, etc.) will be delivered throughout the weeks prior to the once a month weekend auctions, with a maximum of 10 truck deliveries per week. Normally, there are two days of auction item inspection (Thursday and Friday), with the auctions being conducted on a Saturday between 7:00 AM and 4:00 PM. During inspection days there would be approximately 20 customers that visit the site. It is anticipated that on auction days, there would be up to 20 employees and 65 visiting customer vehicles per day.

On auction day, the largest recorded crowd at the existing US Auctions' Ontario facility was estimated at 75 individuals with between 50-65 customer vehicles on-site. The maximum number of people at the Proposed Project is anticipated to be no more than 75 individuals during auction day. Pick-up and delivery of auction items is anticipated to occur during the weekday following auction day.

The Proposed Project is forecast to generate approximately 107 daily vehicle trips during typical weekday operations, including 12 vehicle trips during the AM peak hour and 12 vehicle trips during the PM peak hour.

Regional access to the Project Site is provided by the I-10 Freeway located approximately 0.85 miles north of the project site, and the I-215 Freeway located approximately 1.6 miles east of the Project Site. Key roadways providing local circulation include La Cadena Drive, Sixth Street, Seventh Street, Eighth Street, Jefferson Lane, Fogg Street, M Street, Maple Street, and Congress Street. The Project Site is not currently served by OmniTrans on Sixth Street. However, the project vicinity is served by OmniTrans Route 19 along La Cadena Drive, O Street, Eleventh Street, and M Street north of the Project Site. There are transit stops for this route along all four of these roadways approximately 0.5 miles north of the Project Site.

There are no bicycle facilities on the roadways directly adjacent to the Project Site. La Cadena Drive south of Congress Street is Class II bikeway and La Cadena Drive north of Congress Street is a Class III bikeway. M Street north of the Project Site is a Class II bikeway planned as a Class III bikeway.

There are currently no sidewalks on 6th Street or Fogg Street along the project frontage. Only five (5) truck trips are expected per day during typical weekday operations of the Proposed Project and auction events would be scheduled to occur once per month. Therefore, the potential for conflict between project truck trips and bicycle, pedestrian, and transit within the study area is anticipated to be less than significant.

VMT Analysis

As noted in the State's Technical Advisory, CEQA Guidelines § 15301, subdivision (e)(2) provides a categorical exemption for existing facilities, including additions to existing

structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

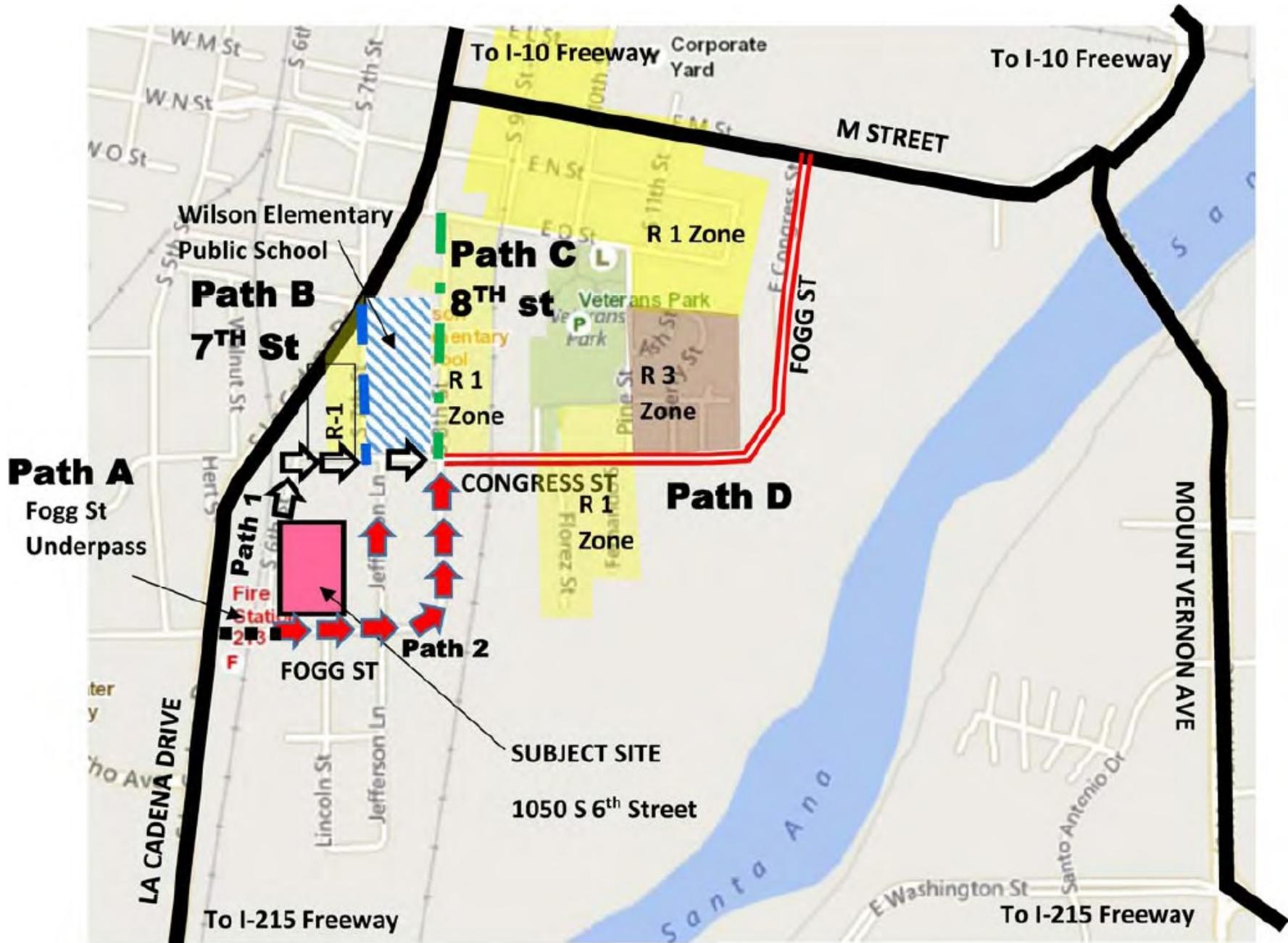
The typical operation of the Proposed Project is forecast to generate 107 daily vehicle trips. Therefore, the proposed project can be presumed to result in a less than significant VMT impact based on State/County of San Bernardino guidance because it is forecast to generate fewer than 110 daily vehicle trips. The project VMT impact on auction day is negligible as it only occurs one per month and would not have a substantial effect on VMT.

Truck Paths

As stated above, regional access to the Project Site is provided by the I-10 Freeway located approximately 0.85 miles north of the Project Site, and the I-215 Freeway located approximately 1.6 miles east of the Project Site. Access to the Project Site would require commercial trucks to drive through streets with nearby sensitive receptors such as schools, parks, and single-family residences. However, the Focused Traffic Analysis identifies several alternative truck paths and routes to ensure that the truck traffic would generate a less than significant impact to nearby sensitive receptors. As shown on the following Figure 5: Alternative Truck Paths from Project Site to Truck Routes, Ganddini identified the alternative truck paths from the Project Site to City of Colton truck routes. This figure shows possible truck circulation paths to La Cadena Drive and M Street. Alternative Path 1 or 2 to Alternative Path D appears to be the most feasible option based on truck restrictions. This truck path to M Street along Congress Street and Fogg Street would pass about a dozen single-family residential dwelling units with driveway frontage. All other potential paths would either pass by additional single-family residences or are not feasible for truck traffic. The 40+ foot curb-to-curb width along Congress Street and Fogg Street to M Street, as well as several vacant parcels on both sides of the roadway, indicates that this path would be the least impactful truck path for trucks to reach the truck routes on M Street and La Cadena Drive. This path would also avoid Wilson Elementary School and Veterans Park.

Only five (5) truck trips are expected per day during typical weekday operations. With normal business hours being between 8:00 AM to 5:00 PM, Monday to Friday, five (5) truck trips over a nine-hour time frame equates to one truck trip every one hour and 48 minutes. Therefore, potential conflict between project truck trips and bicycle, pedestrian, and transit within the study area is forecast to be nominal.

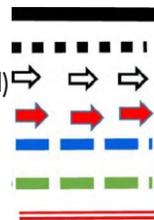
Pedestrian activity will primarily occur along sidewalks and intersection crossings. Congress Street from the project site area eastbound to Pine Street has crosswalks on both sides of the street. Sidewalks on the south side of Congress Street terminate at Pine Street since the land is vacant and undeveloped from Pine Street eastbound along Congress Street



Source: Focused Traffic Analysis by Ganddini Group 05/07/2020 this is from page 23 (Figure 14)

LEGEND

- City Designated Truck Routes-La Cadena Dr & M St
- Alternate Path A. Fogg St to La Cadena ((trucks to be prohibited)
- Alternative Path 1. Site to Congress via 6th St (inaccessible if 6th st blocked)
- Alternative Path 2. Site to Congress via Fogg
- Alternate Path B. 7th St/Congress to La Cadena (trucks to be prohibited)
- Alternate Path C. 8th St/Congress to La Cadena (trucks to be prohibited)
- Alternate Path D. 8th/Congress to M St/Mt Vernon



ALTERNATIVE TRUCK PATHS FROM PROJECT SITE TO TRUCK ROUTES

US Auctions
Colton, California

FIGURE 5

to Fogg Street, northbound to M Street. Sidewalks on the north side of Congress Street terminate east of Cedar Street at the last developed single-family residence since the land is vacant and undeveloped from this single-family residence eastbound on Congress Street to Fogg Street, northbound to M Street except for a facility on Fogg Street that provides sidewalks along its property frontage. Due to limited sidewalk availability on Fogg Street combined with no pedestrian attractions, pedestrians are expected to primarily utilize existing sidewalks on Pine Street, 11th Street, and 8th Street, to traverse between M Street and Congress Street. Thus, minimal truck and pedestrian conflict is anticipated to occur. M Street and La Cadena Drive are classified bicycle routes on the City of Colton General Plan Bicycle Plan.

No on-street bicycle facilities exist in the project vicinity to/from those roadways. The same aforementioned reasons for pedestrian travel exist for bicycle travel on Fogg Street, as previously identified. Thus, minimal truck and bicycle conflict is anticipated to occur. Transit routes exist along La Cadena Drive north of O Street, O Street between La Cadena Drive and 11th Street, 11th Street between O Street and M Street, and M Street (including a bus stop on the corner of Fogg Street and M Street). Access to these transit stops by nearby residents would not conflict with the proposed truck route along Congress Street to Fogg Street to M Street. Thus, minimal truck and transit conflict is anticipated to occur.

The Proposed Project will not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes, pedestrian facilities and CEQA Guidelines Section 15064.3 Subdivision (b)(1). However, the Project Site occurs within the M-1 (Light Industrial) land use designation and Sensitive Development Area (SDA) Overlay, which include surrounding adjacent uses of residential and industrial.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measure is:

TRAN-1: Project trucks will be restricted to use Alternative Path 1 or 2 to Alternative Path D (Congress Street – Fogg Street) as it would be the least impactful truck path for trucks to reach the truck routes on M Street and La Cadena Drive. This path would also avoid Wilson Elementary School and Veterans Park.

With implementation of the above mitigation measure which will be adopted as part of a MMRP and a Condition of Approval, impacts will be less than significant.

- c, d) **No Impact.** The Proposed Project would not create substantial hazards due to a design feature or incompatible uses. The Site Plan shows access to the Project Site via a two 26-foot wide all access driveway along the Sixth Street frontage. Discretionary actions for the Proposed Project by the City of Colton includes review and approval of a Conditional Use Permit. As proposed, the Project would not substantially increase hazards due to a design feature or incompatible uses and would not result in inadequate emergency access.

Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

XVII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is?				
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 section 5020.1(k), or?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Less Than Significant. California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.				

According to McKenna’s Phase I Cultural Resources Investigation, the Native American Heritage Commission had no data in their files to indicate the presence of any sacred or religious sits in the vicinity of the project area. McKenna sent letters to local Native

American representatives identifying the project and referring those wishing government-to-government consultation to the City of Colton Planning Department. Mckenna received two responses via email from Native American representatives. An email dated June 9, 2020 sent by the Agua Caliente Band of Cahuilla Indians states that their records check of the Tribal Historic Preservation Office's cultural registry revealed that the Project Site is not located within the Tribes Traditional Use Area. An email dated May 5, 2020 sent by the San Manuel Band of Mission Indians states that the Project Area is moderately sensitive, as it is located north and east of the Serrano Village of Jurupet. However, the Project area has been greatly disturbed though past development.

On July 14, 2019 following determination of a complete Project Application, the City of Colton contacted representatives of the following tribes: Agua Caliente Band of Cahuilla Indians, Gabrieleno Band of Mission Indian, Gabrieleno/Tongva San Gabriel Band of Mission Indian, Morongo Band of Mission Indians, Quechan Tribe of the Fort Yuma Reservation, San Manuel Band of Mission Indians, Serrano Nation of Mission Indians and Soba Band of Luis Indians. The City of Colton received two responses via email from the two Native American tribes. The Quechan Tribe of the Fort Yuma Reservation email dated July 15, 2020 states that they do not wish to comment on the Proposed Project and to defer to more local tribes. The Gabrieleno Band of Mission Indians – Kizh Nation email dated July 15, 2020 states the project location is within their Ancestral Tribal territory and required consultation.

The City of Colton and the Gabrieleno Band of Mission Indians – Kizh Nation conducted consultation on August 27, 2020. Additional confidential information was provided to the City as a result of consultation and is maintained by the City for any applicable agency review. Mitigation measures provided by the Gabrieleno Band of Mission Indians – Kizh Nation res are incorporated into this Initial Study to reduce potential impacts to a less than significant level in the event that tribal cultural resources are encountered during ground disturbance. The following mitigation measures TCR-1 through TCR-6 shall be implemented for this project to reduce impacts to a level of less than significant.

TCR-1: Retain a Native American Monitor/Consultant: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site

monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects: Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.

TCR-3: Resource Assessment & Continuation of Work Protocol: Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of

100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

TCR-4: Kizh-Gabrieleno Procedures for burials and funerary remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

TCR-5: Treatment Measures: Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does

NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

TCR-6: Professional Standards: Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's shall be taken. The Native American monitor must be approved by the Gabrieleno Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California.

With implementation of the above mitigation measures which will be adopted as part of a MMRP, impacts will be less than significant.

XVIII. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
project's projected demand in addition to the provider's existing commitments?				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less Than Significant.** The Proposed Project would be served by the City Colton's existing water system. Colton's existing potable water system facilities consist of 15 wells, 5 main booster pumping plants, 9 water storage reservoirs, 2 pressure reducing facilities, and over 120 miles of water transmission and distribution pipelines. The Project Proponent will pay all connection and meter fees to City of Colton and adhere to City of Colton's requirements for ensuring that the appropriate connections are made to the existing main. The City of Colton's existing water system facilities are capable of meeting the Proposed Project's minimal water demand for landscaping and office use and no facility expansion would be required.

The Project Site is within the City of Colton's Publicly Owned Treatment Works wastewater treatment plan (POTW) service area. According to the City of Colton's 2015 Sewer System Management Plan, the City is responsible for the maintenance of approximately 114 miles of sewer line. The POTW has an average daily flow of 5.4 MGD and facility design capacity of 10.4 MGD. The Proposed Project would connect to the existing sewer system lines to the south of the Project Site.

An on-site storm drain collection system is proposed and is described in the Project's Preliminary Water Quality Management Plan and Section X c. of this Initial Study. The design anticipates flows would be conveyed to an onsite retention trench. The Proposed Project is not anticipated to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion, siltation, or flooding on- or off-site.

Southern California Public Power Authority (SCPPA) provides electrical service to the project area. The Proposed Project will receive electrical power through connection to existing power lines along the western frontage the Project Site and adjacent to Sixth Street. Southern California Gas company provides natural gas service to the vicinity and the Proposed Project Site. Therefore, the Proposed Project will receive natural gas from Southern California Gas Company through connection to the existing line along the western frontage and adjacent to Sixth Street. Spectrum provides telecommunication services to the vicinity of the area; existing lines are located along the western frontage

adjacent to Sixth Street. Industrial development of the Proposed Site has been included in the utility providers' plans and therefore all utilities necessary to serve the project are of sufficient capacity and no expansion would be required.

The Proposed Project would be serviced by Spectrum, Frontier and Frontier Spanish. Telecommunication services to the area will be via above ground connections from existing telephone lines and therefore the Proposed Project will connect to existing telecommunication infrastructure along Sixth Street, west of the Project Site.

Industrial development of the Proposed Site has been included in the utility and service providers' plans. The Proposed Project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) **No Impact.** The 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP) provides a supply reliability analysis for all agencies within the San Bernardino Valley Municipal Water District boundaries, including the City of Colton. The Urban Water Management Plan Act provides that UWMPs evaluate whether water supplies will be sufficient to meet demands during specific hydrologic year types. As stated in the 2015 UWMP, the region obtains local water supply from groundwater pumped from the San Bernardino Basin Area, the Rialto-Colton sub basin, and the Riverside North sub basin.

According to the 2015 UWMP, during a multiple dry-year period, the total water supply for the region is projected to be 354,333 acre-feet (AF) by 2040, while the total multiple dry-year period water demand is projected to be 280,072 AF in the same year, resulting in a surplus of 74,261 AF. Therefore, region's supplies are sufficient to meet demand within the district's service area. Furthermore, the Proposed Project is an acceptable use within the M-1 (Light Industrial) land use designation and therefore would result in the requirement of water supply that has been anticipated by the General Plan and evaluated in the 2015 UWMP. There are no groundwater recharge facilities in the area; the Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **No Impact.** The Project Site is within the service area of the City of Colton's Publicly Owned Treatment Works wastewater treatment plan (POTW). According to the City of Colton's 2015 Sewer System Management Plan, the City is responsible for the maintenance of approximately 114 miles of sewer line. The POTW has an average daily flow of 5.4 MGD and facility design capacity of 10.4 MGD. The Proposed Project would connect to the existing sewer system lines at the southern frontage of the Project Site. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d, e) **Less than Significant.** CR&R provides solid waste services to the project area. The majority of the City of Colton’s solid waste is sent to the Mid-Valley Sanitary Landfill in Rialto and the San Timoteo Sanitary Landfill in Redlands. According to CalRecycle, the Mid-Valley Sanitary Landfill has a remaining capacity of 61 million cubic yards with the maximum permitted throughput of 7,500 tons per day. Mid-Valley Sanitary Landfill is located approximately eight miles northwest of the Project Site. While the San Timoteo Sanitary Landfill has a remaining capacity of 12 million cubic yards with a maximum permitted throughput of 2,000 tons per day and is located approximately 11 miles southeast. Construction debris would also be recycled and/or transported to either landfills. The temporary generation of construction debris would not permanently affect the long-term landfill capacity. Additionally, the Proposed Project would comply with all federal, state, and local statutes and regulations related to solid waste, including the Solid Waste Reuse and Recycling Access Act of 1991. The Act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

XX. WILDFIRE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The Project Site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. Furthermore, does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City of Colton. The Proposed Project would not impair an adopted emergency response plan or emergency evacuation plan; therefore, no impacts are identified or are anticipated, and no mitigation measures are required.
- b) **No Impact.** According to the January 2020 Soils Investigation, the site topography is relatively level and construction of the Proposed Project would include minimal grading. The Project Site is located within a predominantly developed region with no wildlands are located on or adjacent to the Project Site. Typically, wildland fire hazards are of concern where development is adjacent to wildland areas. As shown in Figure S-8 “Wildfire Hazard Zone” of the General Plan, the Project Site is not identified in an area associated with risk of wildland fire. Therefore, the Proposed Project is not anticipated to exacerbate wildfire risks, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.
- c) **No Impact.** The Project Site is located on the northwest corner of Sixth Street and Fogg Street. As shown in Figure S-8 “Wildfire Hazard Zone” of the General Plan, the Project Site is not identified in an area associated with risk of wildland fire. Proposed off-site and on-site improvements include two easterly site access (driveways) as well as installation of curb, gutter, sidewalk, along the Sixth Street. As stated in Section XIX(a), the Proposed Project will connect to existing utilities and service system infrastructure. The expansion of the Proposed Project will not require the development of new utilities and service system infrastructure. No impacts are identified or are anticipated, and no mitigation measures are required.
- d) **No Impact.** According to the January 2020 Soils Investigation, the site topography is relatively level. The Project Site is not located within an area susceptible to landslides as shown Figure S-4 of the City of Colton’s General Plan. The Project Site and immediate vicinity are relatively flat with no prominent geologic features. Additionally, as shown in Figure S-8 “Wildfire Hazard Zone” of the General Plan, the Project Site is not identified in an area associated with risk of wildland fire.

The Project Site is located within in the 500-year and 100-year flood plains, as identified in Figure S-5: Flood Hazard Zones of the General Plan. As conditions of approval the development of the Proposed Project shall adhere to “Floodplain Management Regulations” of City’s Municipal Code to ensure potential flood hazards are reduced to a minimal.

No impacts are identified or anticipated, and no mitigation measures are required.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant with Mitigation.** A general biological assessment dated May 4, 2020 completed by Natural Resources Assessment, Inc (NRAI). As part of the biological assessment, NRAI conducted a background data search for information on plant and wildlife species known occurrences within the vicinity of the project. The Project Site and the surrounding land uses and the fact that primary component habitat elements for sensitive species are absent from the site. However, the Project Site and immediate surrounding areas do contain habitat suitable for nesting birds. Suitable habitat exists on-site for ground nesting birds and the surrounding areas contain trees suitable for nesting. The State and/or Federally listed threatened or endangered, or other species identified as potentially occurring on-site or the surrounding area, were not detected on the Project Site or buffer survey area. However, to reduce potential impacts to Burrowing owl, Nuttall’s woodpecker or nesting birds, the Proposed Project shall adhere to mitigation measures BIO-1 through BIO-3 to be adopted in the MMRP.

A Phase I Cultural Resources Investigation dated April 2020 was conducted for the Project Site by Mckenna et al. Research identified a minimum of fifty-five (55) cultural resources investigations within a one-mile radius of the Project Site. A minimum of twenty-five 25 cultural resources have been recorded within one-mile of the Project Site. However, none of the cultural resources recorded were located within the Project Site. No other prehistoric or historic era archaeological resources were identified. During the field survey conducted by Mckenna, no human remains were encountered. However, in the event of an

unanticipated find, mitigation measure CR-1 through CR-2, to be adopted in the MMRP shall be implemented to avoid potential impacts.

Therefore, possible significant adverse impacts have been identified or anticipated. Mitigation Measures BIO-1 through BIO-2 and CR-1 through CR-2, are required as a condition of project approval to reduce these impacts to a level below significant; no additional mitigation is warranted.

- b) **Less than Significant.** Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

- (a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

The Proposed Project is consistent with the General Plan land use patterns and applicable regional plans and would not result in development that would be substantially greater in intensity than what was planned for in the General Plan. The potential cumulative environmental effects of the Proposed Project would fall within the impacts identified in the City's General Plan EIR. This includes cumulative air quality/GHG, noise, traffic, water and cultural impacts. No cumulative impact greater than that identified in the General Plan EIR would result from construction of the Proposed Project. As demonstrated in this Initial Study, construction emissions during both summer and winter seasonal conditions would not exceed SCAQMD thresholds. Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀ and PM_{2.5}).

Impacts associated with the Proposed Project would not be considered individually adverse or unfavorable. A less than significant impact is identified.

- c) **Less the Significant.** The incorporation of design measures, City of Colton policies, standards, and guidelines and proposed mitigation measures would ensure that the Proposed Project would have no substantial adverse effects on human beings, either directly or indirectly on an individual or cumulative basis.

SECTION 4 REFERENCES

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