ADMINISTRATIVE DRAFT

Initial Study and Mitigated Negative Declaration

LA QUINTA INN & SUITES PROJECT

April 2021

Lead Agency:

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

Prepared by:

3838 Camino Del Rio North
Suite 370
San Diego, California 92108

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DRAFT MITIGATED NEGATIVE DECLARATION
LA QUINTA INN & SUITES PROJECT

Lead Agency:	City of Colton
Project Proponent:	City of Colton 650 North La Cadena Drive Colton, California 92324
Project Location:	The Project site is located on an approximately 1.21-acre (52,673-square-feet [sq. ft.]) parcel in San Bernardino County at 1395 East Washington Street, Colton, California 92324. The Project site is composed of one parcel (Assessor's Parcel Number [APN] 0276-361-21-0-000) within the General Commercial (C-2) zone. The Project site is within the U.S. Geological Survey 7.5-minute San Bernardino South topographic quadrangle. The Project location and vicinity is depicted in Figure 1.
Existing General Plan Designation	General Commercial
Existing Zoning	C-2 (General Commercial)

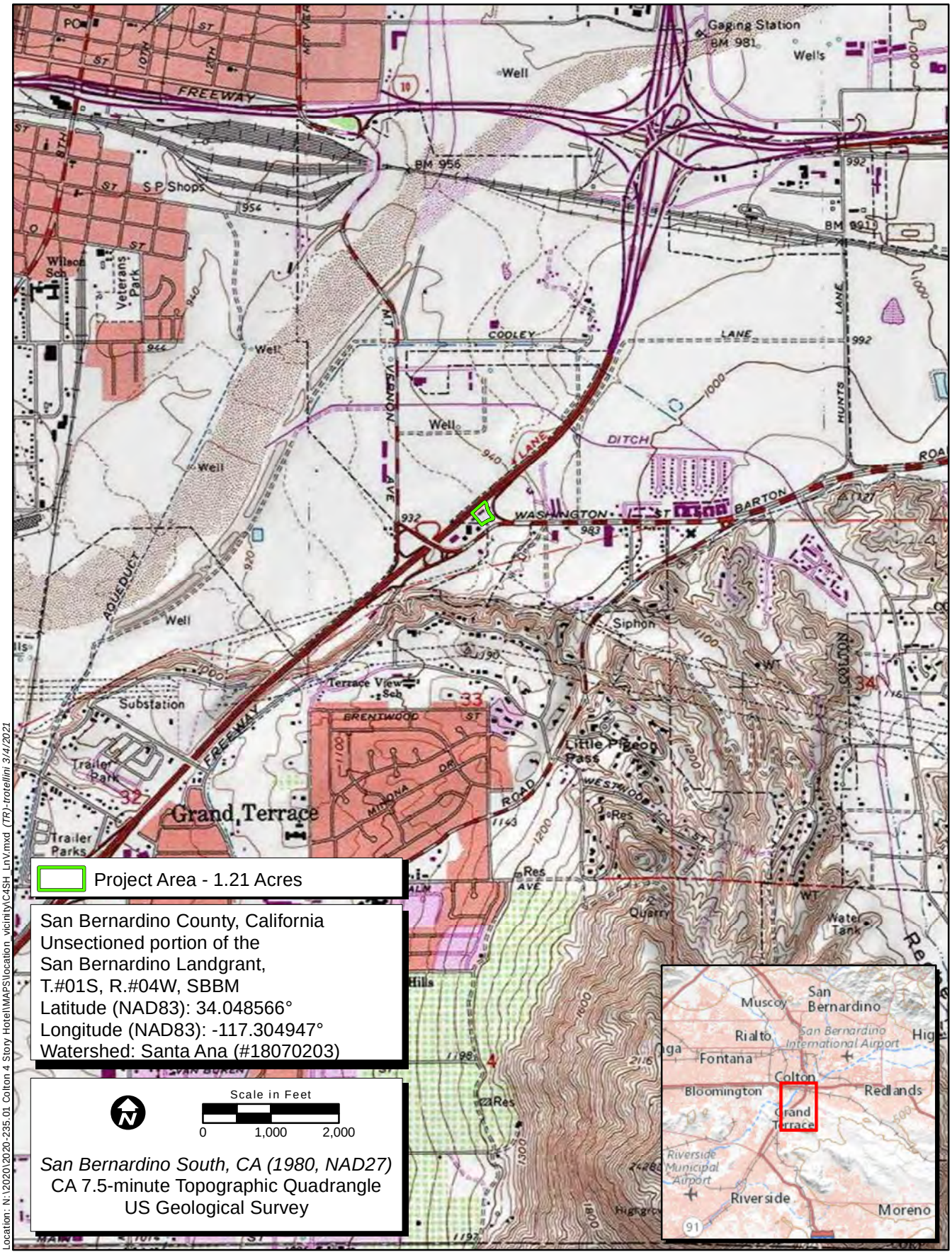
Project Description:

The Project consists of the construction and operation of an approximately 42,331 sq. ft. of commercial hotel space within one four-story structure, reconfiguration of the surface parking area, and associated site improvements. The site is currently developed with an asphalt-paved parking lot containing planters and curbs and the foundation remnants of an abandoned restaurant on the northwestern edge of the property abutting Interstate-215 (I-215). All remaining structures and foundations on the site will be demolished and replaced with the proposed hotel and associated site improvements. The Project Site Plan is depicted in Figure 2 and Project Elevations are depicted in Figure 3.

Proposed Finding:

Based on the information contained in the attached Initial Study, the City of Colton finds that there would not be a significant effect to the environment because the mitigation measures described herein would be incorporated as part of the proposed Project.

Public Review Period: May 6, 2021 through May 26, 2021

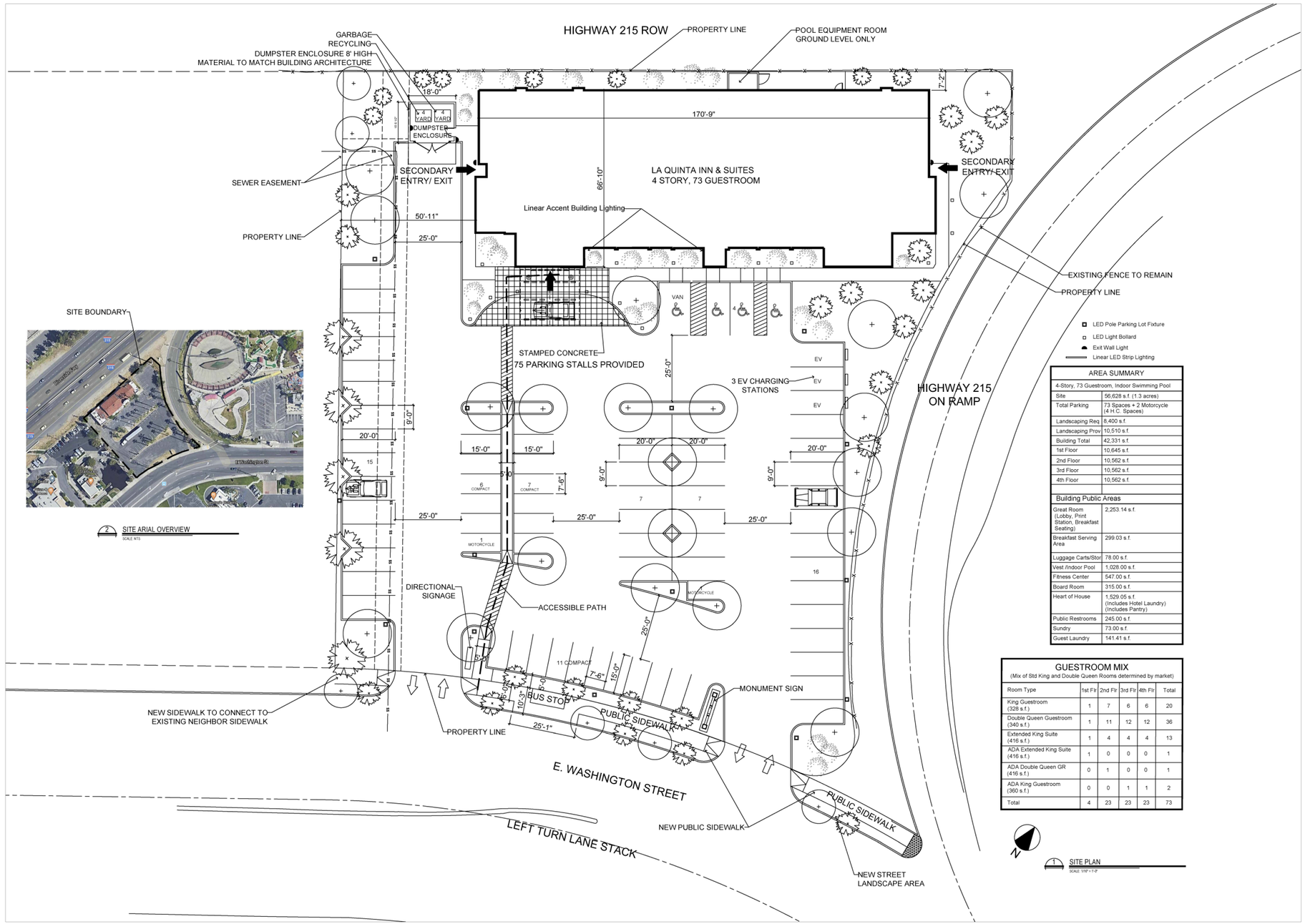


Map Date: 3/4/2021

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 1. Project Location and Vicinity

2020-235.01 Colton La Quinta Inn and Suites



2 SITE ARIAL OVERVIEW
SCALE: NTS

AREA SUMMARY	
4-Story, 73 Guestroom, Indoor Swimming Pool	
Site	56,628 s.f. (1.3 acres)
Total Parking	73 Spaces + 2 Motorcycle (4 H.C. Spaces)
Landscaping Req	8,400 s.f.
Landscaping Prov	10,510 s.f.
Building Total	42,331 s.f.
1st Floor	10,645 s.f.
2nd Floor	10,562 s.f.
3rd Floor	10,562 s.f.
4th Floor	10,562 s.f.
Building Public Areas	
Great Room (Lobby, Print Station, Breakfast Seating)	2,253.14 s.f.
Breakfast Serving Area	299.03 s.f.
Luggage Carts/Stor	78.00 s.f.
Vest /Indoor Pool	1,028.00 s.f.
Fitness Center	547.00 s.f.
Board Room	315.00 s.f.
Heart of House	1,529.05 s.f. (Includes Hotel Laundry) (Includes Pantry)
Public Restrooms	245.00 s.f.
Sundry	73.00 s.f.
Guest Laundry	141.41 s.f.

GUESTROOM MIX
(Mix of Std King and Double Queen Rooms determined by market)

Room Type	1st Flr	2nd Flr	3rd Flr	4th Flr	Total
King Guestroom (328 s.f.)	1	7	6	6	20
Double Queen Guestroom (340 s.f.)	1	11	12	12	36
Extended King Suite (416 s.f.)	1	4	4	4	13
ADA Extended King Suite (416 s.f.)	1	0	0	0	1
ADA Double Queen GR (416 s.f.)	0	1	0	0	1
ADA King Guestroom (360 s.f.)	0	0	1	1	2
Total	4	23	23	23	73

1 SITE PLAN
SCALE: 1/16" = 1'-0"

HARIYA LLC
Surveying, Civil Engineering and Project Management
26121 Wallack Place
Loma Linda, CA 92354
909-499-8270

Gwen Jarick ARCHitecture LLC
17823 E Cinderecone Rd
Rio Verde, AZ 85263
480.686.2203

La Quinta Inn & Suites
1395 E. Washington St, Colton, CA

LA QUINTA INNS & SUITES

ISSUE DATE: 9/8/2020
REVISION DATE:
GENERATION:
DECOR:

SITE PLAN

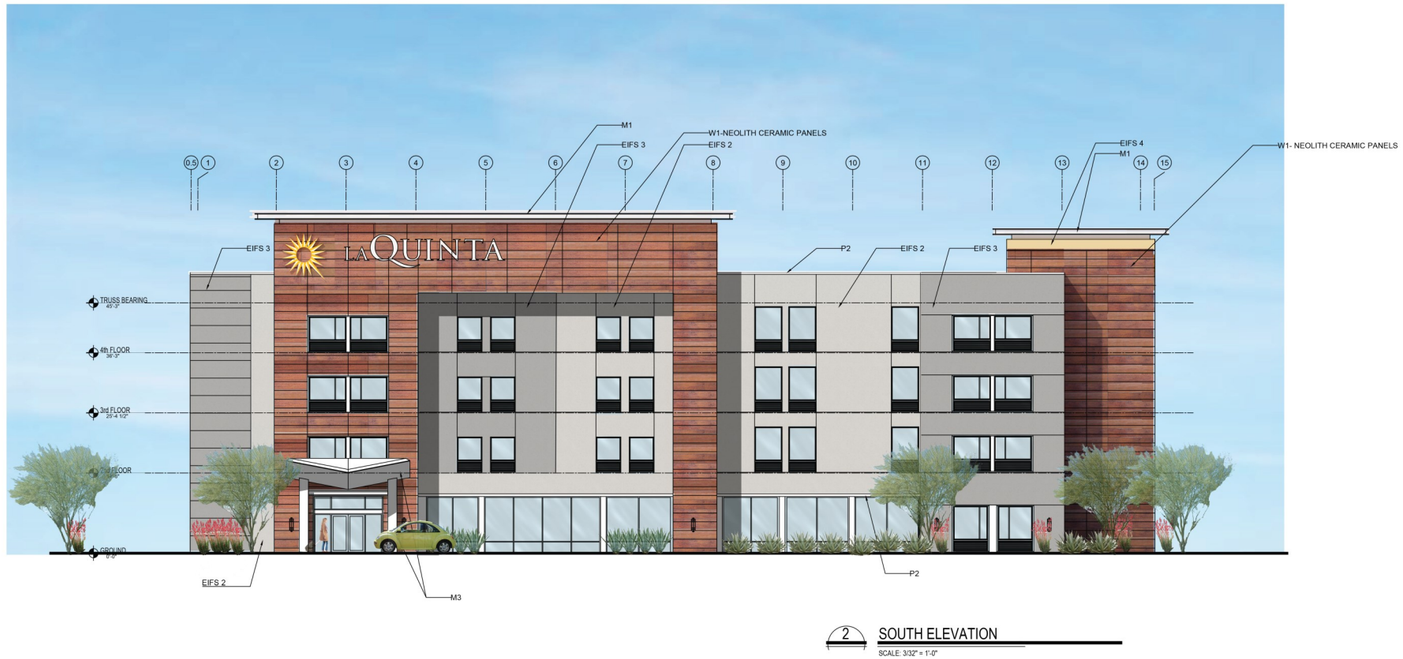
A100

NOT FOR CONSTRUCTION

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

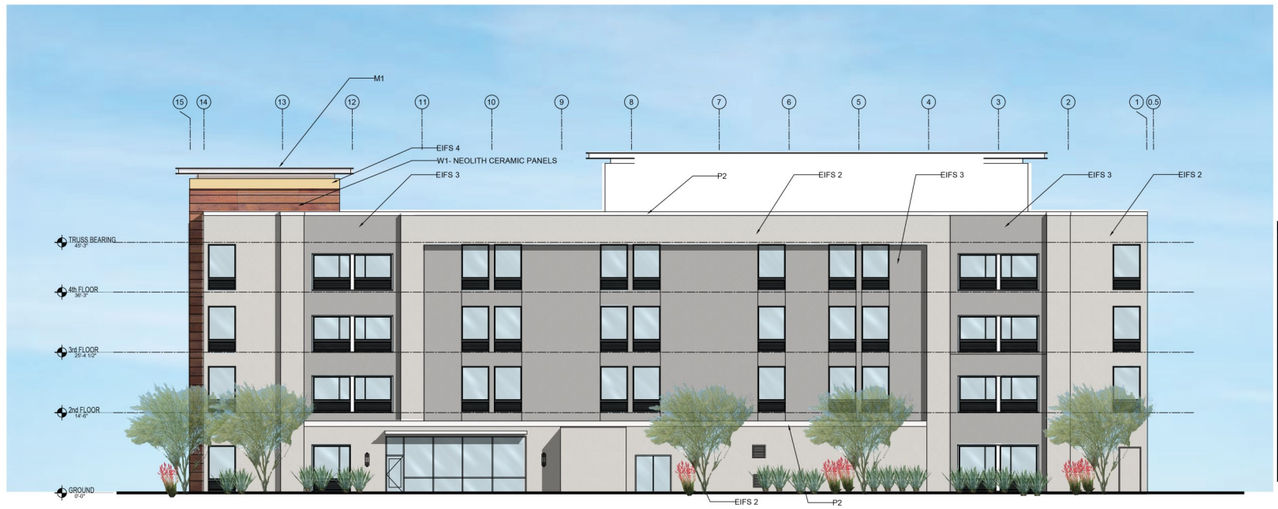
Figure 2. Site Plan

2021-235.01 Colton 4-story Hotel



2 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



1 NORTH ELEVATION

SCALE: 3/32" = 1'-0"

MATERIAL AND COLOR SCHEDULE

- W1-CERAMIC PANELS — MANUF: NEOLITH; COLOR: IRON CORTEN; CONTACT: PETER HOLLAND HOLLAND MARBLE 972.247.1621
- EIFS 1 (FINE SAND TEXTURE) SW-7010 - WHITE DUCK
- EIFS 2(FINE SAND TEXTURE) PAINTED SW-7031 - MEGA GREIGE
- EIFS 3 (COARSE SAND TEXTURE) PAINTED SW-7645 - THUNDER GRAY
- EIFS 4 (FINE SAND TEXTURE) SW-6374 - TORCHLIGHT
- P1 — P1-DOOR & FRAME PAINT (AS NOTED) SW-7645 - THUNDER GRAY
- P2 — PAINT (TRIM, CANOPIES) SW-7010 - WHITE DUCK
- M1 — M1-ALUMINUM (TOWER PARAPET EXTENSIONS) PAC-CLAD - SILVER
- M2 — M2-ALUMINUM (WINDOWS, STOREFRONT, & PTAC GRILLS) CLEAR ANODIZED
- M3 — M3-ALUMINUM FLUSH PANELS (PORTE-COCHERE) PAC-CLAD - STONE WHITE FINISH

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ISSUE DATE: 9/11/2020
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GENERATION:
DECOR:

ELEVATIONS

A301

NOT FOR CONSTRUCTION

Figure 3. Building Elevations

2021-235.01 Colton 4-story Hotel

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

BIO-1: **Tree Removal Measures for Bats:** Tree trimming and removal activities should take place outside of the bat maternity season (April 1 to August 31) to the greatest extent feasible. If tree removal must take place during the maternity season, a pre-removal bat survey should take place to determine if bats are roosting in the trees. If bats are determined to be present in the trees during surveys, tree removal shall be postponed until after the maternity season (September 1 through March 31). All tree-trimming and removal activities shall be conducted under the direct supervision of a qualified bat biologist.

To minimize direct mortality to any roosting bats, including western yellow bat, each palm tree requiring removal shall be trimmed using a two-step process conducted over two consecutive days. On the first day only the outermost fronds of each individual tree shall be removed, including the uppermost live fronds (the top of the tree); innermost fronds shall not be trimmed. No more than 50 percent of the palm fronds shall be removed from each tree during Day 1. This method would allow for sufficient disturbance of the tree that would encourage any roosting bats within the frond skirt to abandon the tree during evening emergence without directly impacting roosting bats within the skirt. The remainder of the tree should be removed on the second day. This procedure need not be implemented if the tree does not have fronds. All fronds must be removed/trimmed using chainsaws or other hand-tools. No use of heavy equipment should be used to remove fronds.

If bats emerge at any time during the tree trimming, trimming activities should cease at that individual tree for the remainder of the day to allow for any additional bats roosting in the tree to emerge during evening hours when it is safe and appropriate for them to do so. Trimming of the tree may resume the following day.

Tree trimming activities in the fall should be conducted on days when weather conditions are such that roosting bats are unlikely to be in torpor (predicted overnight lows on evenings before and after the tree trimming activities are above 45°F) to the extent practicable.

BIO-2: **Pre-construction Survey for Nesting Birds:** Any ground disturbance activities shall be conducted during the non-breeding season for birds (approximately September 1 through January 31) wherever feasible. This will avoid violations of the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code §§ 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist experienced in the identification of avian species and conducting nesting bird surveys no more than three days prior to the

start of construction activities. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. Site preparation and construction activities may begin If no nesting birds are observed during the survey. If nesting birds are found to be present, avoidance or minimization measures shall be undertaken to avoid potential Project-related impacts.

Measures may include establishment of an avoidance buffer until nesting has been completed and periodic nest monitoring by the Project biologist. The width of the avoidance buffer will be determined by the Project biologist. Typically, this is 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings. If construction activities cease for a period of seven or more days during the bird breeding season, an additional nesting bird survey shall be required within three days prior to the resumption of construction activities to determine if nesting activity has taken place while construction activities were paused.

Cultural Resources

CUL-1: **Post-Review Discovery Procedures:** If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 60-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City and San Manual Band of Missions Indians Cultural Resources Department as detailed in Mitigation Measure **TCR-1**. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines, or a Historic Property, as defined in 36 CFR 60.4. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106, or 2) that the treatment measures have been completed to their satisfaction.

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

- If the find includes human remains, or remains that are potentially human, or funerary remains, the professional archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

Geology and Soils

GEO-1: **Geotechnical Design Criteria.** Prior to issuance of any building permits, the Project Applicant shall provide plans to the City Engineer for review and approval that demonstrate the location and design of all proposed buildings and improvements are consistent with the project-specific geotechnical study or subsequent studies approved by the City. This measure shall be implemented to the satisfaction of the City Engineer.

TCR-1: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact and/or post-contact cultural resources discovered during Project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the

archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor onsite.

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

Standard Conditions (SCs) Incorporated into the Project to Avoid Significant Effects:

SC-1 Prior to the issuance of a grading permit, the Project Applicant shall file and obtain a Notice of Intent (NOI) with the Regional Water Quality Control Board (RWQCB) in order to be in compliance with the State National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit for discharge of surface runoff associated with construction activities. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City of Colton for coverage under the NPDES General Construction Permit. The NOI shall address the potential for an extended and discontinuous construction period based on private funding availability of the applicant. This measure shall be implemented to the satisfaction of the Director of the City Engineering Division of the Public Works Department or designee.

SC-2 Prior to the issuance of a demolition permit, the Project Applicant shall submit to the City of Colton a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control onsite and offsite erosion during the entire demolition and construction period. In addition, the SWPPP shall emphasize structural and nonstructural Best Management Practices (BMPs) to control sediment and non-visible discharges from the site. The SWPPP shall include inspection forms for routine monitoring of the site during both the demolition and construction phases to ensure National Pollutant Discharge Elimination System (NPDES) compliance and that additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP shall address the potential for an extended and discontinuous construction period based on private funding availability of the applicant. The SWPPP shall be kept onsite for the entire duration of project construction and shall be available to the local RWQCB for inspection at any time. BMPs to be implemented may include the following:

- Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs shall be periodically inspected during construction and repairs shall be made when necessary as required by the SWPPP.

- Materials that have the potential to contribute to non-visible pollutants to storm water must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.

- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the site. Stockpiles shall be surrounded by silt fences and covered with plastic tarps.

- In addition, the construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sandbag barriers and other sediment control measures called for in the SWPPP. Monthly reports and inspection logs shall be maintained by the contractor and reviewed by the City of Colton and the representatives of the State Water Resources Control Board. In the event that it is not feasible to implement specific BMPs, the City of Colton can make a determination that other BMPs will provide equivalent or superior treatment either on or offsite.

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

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

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LIST OF ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	Methane
CIT	Chemehuevi Indian Tribe
CJUSD	Colton Joint Unified School District
CNEL	Community Noise Equivalent level
CNDDB	California Natural Diversity Data Base
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
CPUC	California Public Utility Commission
CRHR	California Register of Historic Places
CUP	Conditional Use Permit
dBA	A-weighted decibel
DIF	Development impact fees
DOC	California Department of Conservation
DPM	Diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency

LIST OF ACRONYMS AND ABBREVIATIONS

FHSZ	Very high fire hazard severity zone
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FPP	Fire Protection Plan
FTA	Federal Transit Administration
GCI	GEO-CAL, Inc.
GHG	Greenhouse Gas
GHG Plan	San Bernardino County Regional GHG Reduction Plan (March 2014)
HCP	Habitat Conservation Plan
HMMH	Harris Miller Miller & Hanson Inc.
HQTA	High quality transit areas
I-	Interstate
IPaC	Information for Planning and Consultation
ISO	Independent System Operator
kWh	kilowatt-hours
Ldn	Daily-Night Average
LED	Light-emitting diode
Leq	Equivalent noise level
LID	Low Impact Development
LRA	Local Responsibility Area
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
mgd	Million gallons per day
MLD	Most Likely Descendent
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
N_2O	Nitrous oxide
NIOSH	National Institute for Occupational Safety and Health
NOI	Notice of Intent
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
O_3	Ozone
$PM_{2.5}$	Particulate Matter Less than 2.5 Microns in Diameter
PM_{10}	Particulate Matter Less than 10 Microns in Diameter
PPV	Peak particle velocity
PRC	Public Resources Code
Proposed Project	La Quinta Inn & Suites Project

LIST OF ACRONYMS AND ABBREVIATIONS

RCPG	Regional Comprehensive Plan and Guide
RIX	Rapid Infiltration-Extraction
ROG	Reactive Organic Gases
RPS	Renewables portfolio standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBIA	San Bernardino International Airport
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SLF	Sacred Lands File
SMBMI	San Manuel Band of Mission Indians
SO_2	Sulfur dioxide
Sq. ft.	Square foot/feet
SoCAB	South Coast Air Basin
SoCalGas	Southern California Gas Company
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAZ	Traffic analysis zone
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle miles traveled
WAS	Water Agencies' Standards
WBWG	Western Bat Working Group
WQMP	Water Quality Management Plan
WRF	Water Reclamation Facility
WSC	Water Systems Consulting, Inc.
WUI	Wildland-urban interface

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1.0 BACKGROUND

1.1 Summary

Project Title:	La Quinta Inn & Suites Project
Lead Agency Name and Address:	City of Colton 650 North La Cadena Drive Colton, California 92324
Contact Person and Phone Number:	David Alvarez, Senior Planner (909) 370-5596 dalvarez@coltonca.gov
Project Location:	1395 East Washington Street Colton, California 92324
Project Sponsor's Name and Address	Applicant/Developer: Manoj Hariya Hariya LLC 26121 Wallack Place Loma Linda, California 92354 mhariya@hariyallc.org Property Owner: Harjit Singh Malwa Colton LLC 3940 East Callaway Drive Ontario, California 91761
General Plan Designation:	General Commercial
Zoning:	C-2 (General Commercial)

1.2 Introduction

The proposed La Quinta Inn & Suites Project (proposed Project) would result in the redevelopment of a 1.21-acre site in the City of Colton into a new La Quinta hotel consisting of 73 guestrooms and various guest amenities. The City of Colton, as Lead Agency, is responsible for preparing environmental documentation in accordance with the California Environmental Quality Act (CEQA) to determine if approval of the discretionary actions requested and subsequent development would have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an Initial Study is

prepared primarily to provide the lead agency with information to use as the basis for determining whether an environmental impact report (EIR), Negative Declaration, or Mitigated Negative Declaration (MND) would be appropriate for providing the necessary environmental documentation and clearance for the proposed Project. This Initial Study has been prepared to support the adoption of an MND.

2.0 PROJECT DESCRIPTION

2.1 Project Background

The site is surrounded by Fiesta Village Family Fun Park adjacent to the east; a commercial plaza and an Arco Station to the south across East Washington Street; commercial development adjacent to the southwest; and I-215 to the north and northwest. There is a large commercial plaza beyond I-215 to the north, anchored by a Walmart Supercenter. The site is currently developed with an asphalt-paved parking lot containing planters, curbs, and remnants of an abandoned restaurant on the northwestern edge of the property abutting the I-215 Freeway, which will be demolished and replaced with the proposed hotel.

2.2 Project Characteristics

The proposed Project consists of the construction and operation of an approximately 42,331-sq.-ft. commercial hotel space within one four-story structure, reconfiguration of the surface parking area, and associated site improvements. The proposed four-story hotel includes 73 guestrooms and guest amenities such as lounge seating, a breakfast serving and dining area, a board room, sundry, guest laundry, an indoor pool, and a fitness center. Proposed lighting includes light-emitting diode (LED) pole fixtures and LED bollards within the parking area, wall-mounted lights at building exits, and linear LED strip lighting as accents on the hotel structure. The parking area would be reconfigured to allow for 73 total spaces and two motorcycle spaces, four Americans with Disabilities Act-accessible spaces, and three electric vehicle charging stations.

Internally within the site, a dedicated pathway is proposed connecting the existing public sidewalk to the main lobby area of the hotel, a vehicle turn-out at the main entrance of the structure to accommodate guests checking in and out, a trash enclosure, and landscaping around the perimeter of the building and site.

The Project site is located in the General Commercial (C-2) zone (City of Colton 2019a). The City of Colton's Code of Ordinance Chapter 18.22 describes the General Commercial (C-2) designation is intended to permit a wide range of retail and commercial services, professional offices, and medical facilities. The designation supports higher-intensity commercial uses such as fast food and sit-down restaurants, offices, and community-wide and regional retail establishments. Under Ordinance 18.06.060, a hotel is a conditionally permitted use in the C-2 zone upon the issuance of a Conditional Use Permit (CUP), subject to compliance with all applicable provisions of the Zoning Code as well as state and federal law. Each lot should have a minimum area of 10,000 sq. ft. Development intensity should not exceed a Floor Area Ratio of 1.0.

The proposed Project would require a CUP, a variance for increasing the maximum building height from three-stories to four-stories within the C-2 zone, and Architectural and Site Plan Review. Per City Ordinance 18.22.090 the maximum building height for all uses within the C-2 zone shall be three stories or 40 feet. The proposed Project would request a variance to allow for a four-story, 61-foot 5-inch maximum structure height from the required three-stories or 40-foot height. Approval of these entitlements would render the proposed Project in full compliance with City regulations.

2.2.1 Vehicular/Pedestrian Access:

Ingress and egress to and from the Project site will be through two driveways on East Washington Street that lead directly to the Project's surface parking lot. Due to the existing median on East Washington Street, access to and from the westerly driveway will be limited to a right-in/right-out configuration. For the easterly driveway, ingress can be made from both eastbound East Washington Street via the existing left turn pocket and from westbound East Washington Street via a right turn. Egress can be made to both eastbound and westbound East Washington Street. Pedestrian and emergency vehicle access to the site would also be available via East Washington Street.

2.2.2 Utilities

The City of Colton would be the Project's water and sewer service provider and connections already exist at the Project site. The City sits on one of the largest potable aquifers in the state of California and all of the City's water comes from deep water wells. Another public agency, the West Valley Water District, provides water service to the area west of Pepper Avenue. The City also owns, operates, and maintains a wastewater collection, pumping, and treatment system for itself, the City of Grand Terrace, and unincorporated County areas. Colton's Electric Utility provides electricity within the City and would provide electricity for the proposed Project. Natural gas service in the City is provided by Southern California Gas Company (SoCalGas), which owns the one major natural gas pipeline that runs through northern Colton along Mill Street.

2.2.3 Operations/Usage

The La Quinta Hotel & Suites is expected to be open and operating 24-hours per day most weekdays and weekends throughout the year.

2.2.4 Construction

The estimated construction duration for the proposed Project site is approximately 12 months.

2.3 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project:

- CUP: A CUP to allow for the development of a 24-hour hotel use within the C-2 zone, and a Type 80 (Bed and Breakfast Inn - General) Alcohol Beverage Control License.
- Variance: A variance to allow for the development of a four-story structure that would exceed the maximum height limit established for the C-2 zone of three-stories.
- Architectural and Site Plan Review and Approval.: An Architectural and Site Plan Review and Approval to allow for the construction of a new four-story hotel building totaling approximately 42,331 sq. ft. on a redevelopment site.

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

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

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

Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	☒
I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the 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 Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.	☐

AGENCY REP NAME TITLE		Date

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4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

A scenic vista can be categorized as containing either a panoramic or a focal view. Panoramic views are typically associated with vantage points that provide a sweeping geographic orientation not commonly available (e.g., skylines, valleys, mountain ranges, or large bodies of water). Focal views are typically associated with a subject as the main point of interest. The City of Colton General Plan Open Space and Conservation Element (City of Colton 1987) identifies mountains surrounding the City as scenic vistas, including the San Bernardino Mountains to the east and the San Gabriel Mountains to the north and northwest.

The Project site is located within an urbanized setting adjacent to existing urban uses within the General Commercial (C-2) zone. The site is surrounded by Fiesta Village Family Fun Park to the east, a commercial plaza and an Arco Station to the south across East Washington Street, commercial development adjacent to the southwest, and I-215 to the north and northwest. The site elevation is approximately 940 feet above mean sea level. Topography at the site is generally flat with a gentle downward slope in the southwest direction.

Existing views of the San Bernardino Mountains to the north and northeast are primarily visible from I-215. View of the mountains from local roads adjacent to the Project site and vicinity are mostly obstructed by intervening trees and structures from public roads, although views are often blocked by existing houses or buildings. The planned hotel will not cause any substantial changes from the views at and around the Project site and therefore will not cause a substantial adverse effect on existing scenic vista. The proposed Project would have a less than significant impact on existing scenic vistas and no mitigation is required.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐

There are no eligible or officially designated State scenic highways in the City of Colton (California Department of Transportation [Caltrans] 2021). The Project site is a former restaurant and currently

contains the remnants of the restaurant which includes an asphalt parking lot and foundation in the northwest edge of the property. Several common palm trees are located onsite but are not considered to be a unique scenic resource. No large rock outcroppings would be affected by development. Therefore, the proposed Project would have a less than significant impact on scenic resources within a state scenic highway and no mitigation is required.

Except as provided in Public Resources Code Section 21099, would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒

The Project site is located in an urbanized area surrounded by highway infrastructure and existing commercial businesses. The site is currently vacant and contains an asphalt paved parking lot, planters and curbs, the foundation remnants of an abandoned restaurant, and palm trees. The proposed construction will result in the development of a four-story building with a maximum height of 61 feet five inches, which exceeds the three-story or 40-foot maximum building height as detailed in Ordinance 18.22.090. The Project includes a variance to increase the maximum building height allowed within the C-2 zone. The proposed structure would be finished with textured ceramic panels and painted aluminum metal panels and would be consistent with City design standards.

The proposed Project would not result in the development of structures that would significantly interrupt the existing pattern of development in the area or substantially conflict with the scale, use, or intensity of adjacent uses. The proposed hotel would be the tallest structure in the immediate vicinity; however, as described above in Checklist Response I(a) the development of the hotel structure would not result in the obstruction of existing public views of scenic resources. Upon development, the proposed Project will not adversely affect the scenic condition of the Project area. The proposed Project would convert a vacant abandoned lot to a hotel use and would result in a uniform and aesthetically cohesively condition on the site consistent with City standards. Therefore, no impact would result, and no mitigation is required.

Except as provided in Public Resources Code Section 21099, would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d)	Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The Project area is currently urbanized and contains various forms of lighting. The Project includes the linear accent building lighting, pole parking lot fixtures, light bollards, and exit wall lights. The type, density, and intensity of light proposed onsite are typical of commercial uses in the Project area. The proposed Project does not include the use of expansive windows or reflective façades that would result in substantial glare and would not introduce a new source of light or glare to an area where none previously existed. New onsite lighting will be designed, installed, and maintained to satisfy applicable City requirements. Therefore, a less than significant impact would occur and no mitigation is required.

4.1.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	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?	☐	☐	☐	☒

The California Department of Conservation (DOC), Farmland Mapping and Monitoring Program (FMMP), compiles important farmland maps pursuant to the provisions of Section 65570 of the California Government Code. These maps utilize data from the United States Department of Agriculture, Natural Resource Conservation Service soil survey and current land use information using eight mapping categories, and they represent an inventory of agricultural resources within San Bernardino County. The maps are updated every two years using computer mapping system, aerial imagery, public review, and field reconnaissance. No agricultural operations are located on, adjacent to, or near the Project site (DOC 2021). According to the FMMP, the Project site is designated as "Urban and Built-Up land" (land occupied by structures with a building density of at least 1 unit per 1.5 acres or approximately 6 structures to a 10-acre parcel). As no Prime or Unique Farmlands or Farmland of Statewide Importance is located within or adjacent to the Project site, no conversion of such farmlands will occur. No impact related to this issue would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

The California Land Conservation Act of 1965, commonly known as the Williamson Act, enables local governments to enter into contract with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses. In return, landowners are given a lower property tax assessment. According to its most current General Plan land use and zoning maps, the City does not contain any agricultural land use or zoning designations, and the Project site supports no agricultural activities (City of Colton 2019d). The Project site is zoned C-2 and has a land use designation of General Commercial. Because the Project site is not part of a Williamson Act contract and is not zoned for agricultural uses, no impact associated with this issue would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

According to the City's General Plan land use and zoning maps, the City does contain neither any forest land or timberland production, nor is it zoned for such uses. Therefore, the Project will have no impact on forest land, timberland, or timberland zoned Timberland Production. No mitigation would be required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

The Project site is designated as "Urban-Built Up Land" by the California DOC FMMP and does not contain any forest land or resources. As discussed in Response II c), the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	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?	☐	☐	☐	☒

As noted above, the Project site contains no agricultural or forest resources; therefore, development of the proposed Project would not result in any conversion of agricultural or forest land to other uses. The site is zoned as C-2, which is a non-agricultural zoning designation. No impact related to the conversion of agricultural lands or forest lands would occur. No mitigation is required.

4.2.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The City of Colton is located within San Bernardino County. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. The City of Colton portion of San Bernardino County is located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Both the U.S. Environmental Protection Agency (USEPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3), carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO_2), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The portion of San Bernardino County encompassing the City of Colton and the Project site is designated as a nonattainment area for O_3 and fine particulate matter ($PM_{2.5}$) under the federal standards and O_3, $PM_{2.5}$, and coarse particulate matter (PM_{10}) under the state standards (CARB 2019).

The local air quality regulating authority in San Bernardino County portion is the South Coast Air Quality Management District (SCAQMD). The SCAQMD's primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the San Bernardino County portion of the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the proposed Project:

- *Rule 201 & Rule 203 (Permit to Construct & Permit to Operate)* – Rule 201 requires a "Permit to Construct" prior to the installation of any equipment "the use of which may cause the issuance of air contaminants . . ." and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.

- *Rule 402 (Nuisance)* – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- *Rule 403 (Fugitive Dust)* – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible PM are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

  a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
  b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
  c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
  e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

- *Rule 1113 (Architectural Coatings)* – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

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

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project site is located within the San Bernardino County portion of the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which this region is in nonattainment. In order to reduce emissions for which the San Bernardino County portion of the SoCAB is in nonattainment, the SCAQMD has adopted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes programs of rules and regulations directed at reducing air pollutant emissions and achieving the NAAQS and CAAQS. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the Southern California Association of Governments' (SCAG) latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?

As shown in Tables 1.1, 1.2, and 1.3 below (see Impact (b)), the proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during construction and operations. Therefore, the proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

b) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As shown in Table 1.1 and Table 1.3 below the proposed Project would be below the SCAQMD regional thresholds for construction and operations. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the proposed Project exceeds the assumptions utilized in preparing the forecasts presented its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP?

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant emissions in the City of Colton. Specifically, SCAG's Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's latest RTP/SCS provides socioeconomic forecast projections of regional population growth. The City of Colton General Plan is referenced by SCAG in order to assist forecasting future growth in the City.

The proposed Project is consistent with the land use designation and development density presented in the General Plan. The Project site is designated by the General Plan as "General Commercial". The General Commercial land use designation allows for a wide range of retail and commercial services, professional offices, and medical facilities. The General Commercial designation supports higher-intensity commercial uses such as fast-food and sit-down restaurants, offices, auto services, and community-wide and regional retail establishments. Since many of these uses tend to be large in scale, appropriate locations provide

regional exposure, high traffic visibility, and contain sites capable of accommodating expansive floor area and customer parking. Under Ordinance 18.06.060, a hotel is a conditionally permitted use on lands designated General Commercial upon the issuance of a Conditional Use Permit, subject to compliance with all applicable provisions of the Zoning Code as well as state and federal law. Thus, the Project as proposed is consistent with the Colton General Plan and is therefore consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS and RCPG.

As a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP. The City's population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; and these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into their air quality planning efforts, it can be concluded that the proposed Project would be consistent with the projections. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) Therefore, the proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of SCAQMD's air quality plans.

b) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402, 403, and 1113. SCAQMD Rule 402 prohibits the discharge, from any source whatsoever, in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible PM are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD Rule 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. As such, the proposed Project meets this consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

The determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed Project is consistent with the land use designation and development density presented in the City's General Plan and therefore, would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. Furthermore, as shown in Tables 1.1, 1.2, and 1.3 below, the proposed Project would not exceed applicable SCAQMD thresholds of significance during construction and operation. The proposed Project would not result in a long-term

impact on the region's ability to meet state and federal air quality standards. The proposed Project's long-term influence would be consistent with the goals, objectives, and strategies of the SCAQMD's 2016 AQMP.

The Project would be consistent with the emission-reduction goals of the 2016 AQMP. There would be no impact and no mitigation is required.

	Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

4.3.3 Construction Emissions

Regional Construction Emissions Analysis

Construction associated with the proposed Project would generate short-term emissions of criteria air pollutants, including reactive organic gas (ROG), CO, NO_X, PM_{10}, and fine particulate matter ($PM_{2.5}$). Construction-generated emissions are temporary and short term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the proposed Project: operation of the construction vehicles (i.e., tractors, excavators, pavers), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated the proposed Project were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod) computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily construction-generated emissions for the proposed Project are summarized in Table 1.1. Construction-generated emissions are short-term and of temporary duration, lasting only as

long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Table 1.1. Construction-Related Emissions (Regional Significance Analysis)

Construction Year	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Project Construction in 2022	4.82	26.67	25.48	0.04	5.43	3.21
Project Construction in 2023	4.62	20.22	25.18	0.04	1.32	0.97
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.
Notes
Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the constructionsite; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.
Emissions estimates account for the demolition of 50,000 square feet of asphalt.
Emissions were taken from summer or winter, whichever is greater.

As shown in Table 1.1, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard, and no health effects from Project criteria pollutants would occur. This impact is less than significant. No mitigation is required.

Localized Construction Emissions Analysis

The nearest sensitive land use to the Project site are multi-family residences located approximately 850 feet (260 meters) from the Project site. In order to identify localized air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing Localize Significance Thresholds (LSTs) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level proposed projects.

For this Project, the appropriate Source Receptor Area for the localized significance thresholds is the Central San Bernardino Valley, Source Receptor Area 34. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD has produced lookup tables for projects that disturb one, two and five acres. The Project site spans approximately 1.2 acres. Thus, the LST threshold value for a one-acre site was employed from the LST lookup tables.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The multi-family residences are located approximately 260 meters from the Project site; therefore, the LSTs for receptors located at 200 meters were utilized in this analysis in order to provide a conservative analysis. The SCAQMD's methodology clearly states that "offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "onsite" emissions outputs were considered. Table 1.2 presents the results of localized emissions. The LSTs reflect a maximum disturbance of the entire Project site daily at 200 meters from sensitive receptors.

Table 1.2. Construction-Related Emissions (Localized Significance Analysis)

Activity	Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Project Demolition	16.62	13.96	1.34	0.85
Project Site Preparation	14.62	7.09	2.88	1.72
Project Grading	12.00	5.93	2.43	1.46
Project Construction, Paving, and Painting	20.67	23.33	1.00	0.96
SCAQMD Localized Significance Threshold (1.0 acre of disturbance)	*334*	*5,356*	*74*	*23*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.
Notes:
Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.
Emissions estimates account for the demolition of 50,000 square feet of asphalt.
Emissions were taken from summer or winter, whichever is greater.

Table 1.2 shows that the emissions of these pollutants on the peak day(s) of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: Further-Reduced Health Risk. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO_x, CO, PM_{10}, and $PM_{2.5}$ demonstrates that the Project would not adversely impact Project vicinity receptors. This impact is less than significant and no mitigation is required.

4.3.4 Long-Term Operational Emissions

Regional Operational Emissions Analysis

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as O_3 precursors such as ROG and NO_X. Project-generated increases in emissions would be predominantly associated with motor vehicle use. Long-term operational emissions attributable to the project are identified in Table 1.3 and compared to the regional operational significance thresholds promulgated by the SCAQMD.

Table 1.3. Operational-Related Emissions (Regional Significance Analysis)

Construction Year	Maximum Pollutants (tons per year)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Source	0.96	0.00	0.01	0.00	0.00	0.00
Energy Use	0.07	0.68	0.57	0.00	0.05	0.05
Mobile Source	0.49	2.73	5.01	0.02	1.50	0.40
Total	**1.53**	**3.41**	**5.60**	**0.02**	**1.55**	**0.46**
SCAQMD Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.
Notes: Operational emissions taken from the season (summer or winter) with the highest output and account for 293 daily vehicle trips, as identified by Translutions, Inc. (2021).

As indicated in Table 1.3, Project operational-generated emissions would not exceed SCAQMD significance thresholds.

As previously identified, the San Bernardino County portion of the SoCAB is listed as a nonattainment area for federal O_3 and PM_{10} standards and is also a nonattainment area for the state standards for O_3, PM_{10}, and $PM_{2.5}$. O_3 is a health threat to persons who already suffer from respiratory diseases and can cause severe ear, nose and throat irritation and increases susceptibility to respiratory infections. PM can adversely affect the human respiratory system. As shown in Table 1.3, the proposed Project would result in increased emissions of the O_3 precursor pollutants ROG and NO_x, PM_{10}, and $PM_{2.5}$, however, the correlation between a project's emissions and increases in nonattainment days, or frequency or severity of related illnesses, cannot be accurately quantified. The overall strategy for reducing air pollution and related health effects in the SCAQMD is contained in the SCAQMD 2016 AQMP. The AQMP provides control measures that reduce emissions to attain federal ambient air quality standards by their applicable deadlines such as the application of available cleaner technologies, best management practices, incentive programs, as well as development and implementation of zero and near-zero technologies and control methods. The CEQA thresholds of significance established by the SCAQMD are designed to meet the objectives of the AQMP and in doing so, achieve attainment status with state and federal standards. As

noted above, the Project would increase the emission of these pollutants, but would not exceed the thresholds of significance established by the SCAQMD for purposes of reducing air pollution and its deleterious health effects. As previously noted, the Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge, from any source whatsoever, in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property.

Localized Operational Emissions Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operations of a project only if the project includes stationary sources or attracts substantial amounts of heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed Project does not include such uses. Therefore, in the case of the proposed Project, the operational LST protocol is not applied. No impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☐

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive land use to the Project site are multi-family residences located approximately 850 feet (260 meters) east of the Project site.

4.3.5 Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Project-generated emissions of diesel particulate matter (DPM), ROG, NO_x, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the Project area is designated as a nonattainment area for federal O_3 and PM_{10} standards and is also a nonattainment area for the state standards for O_3, PM_{10}, and $PM_{2.5}$ (CARB 2019). Thus, existing O_3, PM_{10}, and $PM_{2.5}$ levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Tables 1.1 and 1.2, the Project would not exceed the SCAQMD regional or localized significance thresholds for emissions.

The health effects associated with O_3 are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O_3 precursor emissions (ROG or NO_x)

in excess of the SCAQMD thresholds, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. PM exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant of concern. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust $PM_{2.5}$, considered a surrogate for DPM, would be 0.96 pound per day (see Appendix A). $PM_{2.5}$ exhaust is considered a surrogate for DPM because more than 90 percent of DPM is less than 1 microgram in diameter and therefore is a subset of particulate matter under 2.5 microns in diameter (i.e., $PM_{2.5}$). Most $PM_{2.5}$ derives from combustion, such as use of gasoline and diesel fuels by motor vehicles. As with O_3 and NO_x, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

4.3.6 Operational Air Contaminants

Operation of the proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract mobile sources that spend long periods queuing and idling at the site. Furthermore, as previously described the Project does not propose any land uses that trigger the SCAQMD operational LST protocol. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. According to the SCAQMD LST methodology, LSTs would apply to the operations of a project only if the project includes stationary sources or attracts substantial amounts of heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed Project does not include such uses. There is no impact.

In summary, the Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. A less than significant impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed Project does not include any uses identified by the SCAQMD as being associated with odors. During construction, the proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. There is no impact and no mitigation is required.

4.3.7 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.4 Biological Resources

4.4.1 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

The proposed Project includes development of a new hotel structure and the reconfiguration of an existing parking lot in an urbanized portion of the City. The site was previously developed with a restaurant use and was therefore previously disturbed. Analysis under this threshold is based on a review of standard resources such as the latest version of the California Natural Diversity Data Base (CNDDB) within five miles of the property (California Department of Fish and Wildlife [CDFW] 2021), U.S. Fish and Wildlife Service (USFWS) Critical Habitat Portal and Information for Planning and Consultation (IPaC) Trust Resources List (USFWS 2021a), and USFWS National Wetland Inventory (USFWS 2021b).

For the purpose of this assessment, special-status species are defined as plants or wildlife that:

- have been designated as either rare, threatened, or endangered by CDFW, California Native Plant Society (CNPS), or the USFWS, and/or are protected under either the federal or state California Endangered Species Acts (ESAs);
- are candidate species being considered or proposed for listing under the ESAs;
- are fully protected by the California Fish and Game Code, §§ 3511, 4700, 5050, or 5515; and/or
- ae of expressed concern to resource and regulatory agencies or local jurisdictions

Potential for occurrence of special-status species were determined based on the following guidelines:

- High: Habitat (including soils and elevation factors) for the species occurs on the Project site and a known occurrence has been recorded within five miles.
- Moderate: Habitat (including soils and elevation factors) for the species occurs on the Project site and a known occurrence exists within the database search, but not within five miles of the Project site; a historic documented observation (more than 10 years old) was recorded within five miles of the Project site; or a known occurrence exists within five miles of the site and marginal or limited amounts of habitat occurs in the Project site.
- Low: Limited or marginal habitat for the species occurs on the Project site and a known occurrence exists greater than five miles away, but not within five miles; a historic documented

observation (more than 10 years old) was recorded within five miles of the Project site; or suitable habitat strongly associated with the species occurs onsite, but no records or only historic records were found within the database search.

- Presumed Absent: Habitat (including soils and elevation factors) does not exist onsite; or the known geographic range of the species does not include the Project site.

4.4.2 Special Status Species

Special Status Plants

A total of 25 special-status plant species were potentially present within the study area based on the literature review. These species include Gambel's watercress (*Rorippa gambellii*), San Diego ambrosia (*Ambrosia pumila*), Santa Ana river woolly-star (*Eriastrum densifolium* ssp. *sanctorum*), slender-horned spineflower (*Dodecahema leptoceras*), marsh sandwort (*Arenaria paludicola*), and salt marsh bird's-beak (*Chloropyron maritimum* ssp. *maritimum*) (CNPS 2021, USFWS 2021a).

A complete list of the 25 CNDDB special-status plant species is included as Appendix B.

All plant species are presumed absent due to lack of suitable habitat. No special-status species are expected to occur onsite since the Project site is located within an urban environment on a previously disturbed property that is generally subjected to repeated and ongoing disturbance from human activities. No impact would occur and no mitigation is required.

Special Status Wildlife

A total of 36 special-status wildlife species (six federally endangered and three federally threatened) were potentially present within the study area based on the literature review; however, 35 are presumed absent due to lack of suitable habitat. These federally-listed species include San Bernardino kangaroo rat (*Dipodomys merriami parvus*), Stephens' kangaroo rat (*Dipodomys stephensi*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo belli pusillus*), quino checkerspot butterfly (*Euphydryas editha quino*), Delhi sands flower-loving fly (*Rhaphiomidas terminatus*), Santa Ana sucker (*Catostomus santaanae*), and steelhead – southern California DPS (*Oncorhynchus mykiss irideus* pop. 10) (USFWS 2021a). The only wildlife species with potential to occur is the western yellow bat (*Lasiurus xanthinus*), which has a moderate potential for occurrence due to the California fan palm trees (*Washingtonia filifera*) on the Project site that provide suitable habitat. Historic occurrences of these species have been recorded within five miles of the Project site.

A complete list of the 36 CNDDB special-status wildlife species is included as Appendix C.

Bats

Palm trees provide roosting habitat for several bat species in southern California and the western yellow bat characteristically roosts between the untrimmed dried leaf fronds of both native and nonnative palm trees. While some groups of western yellow bats are migratory, this species is also known to be active year-round in portions of southern California (Western Bat Working Group [WBWG] 2020). While tree-

roosting bats frequently switch roosts for a variety of reasons, including decreasing commuting costs to foraging areas, seeking out alternate microclimates, avoiding predation, and reducing parasite exposure, western yellow bat has been documented to demonstrate the potential for individual roost tree fidelity (Lewis 1995, Mixan et al. 2015). It is possible that tree-roosting bats could use the California fan palm trees onsite prior to the start of Project construction activities. If bats are found to be using or nesting on the Project site prior to the start of construction, direct impacts in the form of ground disturbance, vegetation removal, habitat loss, and mortality and indirect impacts from construction noise and vibrations may occur. Impacts to bats would be less than significant with the implementation of Mitigation Measure **BIO-1**.

Nesting Birds

The Project site currently contains multiple California fan palm trees which are often nesting and roosting sites for birds. It is possible that nesting birds could use the site prior to the start of Project construction activities. Disturbing or destroying active nests could violate the Migratory Bird Treaty Act (MBTA). If nesting birds are found to be using or nesting on the Project site prior to the start of construction, direct impacts in the form of ground disturbance, vegetation removal, habitat loss, and mortality and indirect impacts from construction noise and vibrations may occur. Impacts to nesting birds would be less than significant with the implementation of Mitigation Measure **BIO-2**.

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

The Project site is not located within any USFWS-designated critical habitat (USFWS 2021a). The CNDDB search found four sensitive habitat types within five miles of the Project site (CDFW 2021); however, none of these habitat types occur within the Project site. The Project site itself consists of the Urban/Developed land type (Holland 1986; Sawyer et al. 2009).

Developed (Holland Code 12000)

The Project site and areas adjacent to the property consist in part of urban/developed land, including Project areas that will be used for access. Developed areas do not constitute a vegetation classification, but rather a land cover type. Areas mapped as developed have been constructed upon or otherwise physically altered to an extent that vegetation communities are no longer supported. This land cover type is not considered to be sensitive by the City, or by the state or federal agencies.

The Project site does not contain riparian resources or land under the jurisdiction of state or federal resources agencies (i.e., CDFW, USFWS, or the U.S Army Corps of Engineers). No impacts to sensitive

natural communities are anticipated to result from the development of the proposed Project. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

No portion of the Project site supports perennial or intermittent water and there are no state or federally protected wetlands, marshes, vernal pools, or other water related features or resources onsite (USFWS 2021a,b), therefore there would be no impacts. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐

The Santa Ana River extends from the San Bernardino Mountains to the Pacific Ocean and is considered a regional wildlife movement corridor. The river's open space area runs through the City of Colton and is designated in the City's General Plan as an Open Space Resource as it is necessary for the protection and preservation of unique areas for such purposes as groundwater recharge, flood control, wildlife habitat conservation, and hillside protection (City of Colton 2013a, County of San Bernardino 2007). According to the Santa Ana River Parkway & Open Space Plan, the Santa Ana River Trail & Parkway's water, riparian zones, floodplain, and upland habitats are all vital to wildlife (Coastal Conservancy 2018).

The Project site is located approximately 0.62 mile southeast from the wildlife corridor and does not contain a wildlife corridor or nursery site. The site is immediately adjacent to areas containing existing disturbances, such as I-215, paved roads, and commercial development. These bordering urbanized uses lessen the site's value as a corridor and the proposed Project will not interfere with the movement of native resident or migratory fish or wildlife species. Potential impacts to nesting birds protected by the MBTA are addressED above in Checklist Response IV (a). Impacts to nesting birds would be less than significant with the implementation of Mitigation Measure **BIO-2**.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

The City of Colton Municipal Code Section 12.20.041, Tree Protection Guidelines, requires the preservation of mature trees and special consideration is given to mature, public, landmark, landmark-eligible, native and specimen trees. Construction of the hotel and reconfiguration of the parking lot will require clearing and grubbing of vegetation including trees, grasses, weeds, brush, and shrubs. The Project's conceptual plan shows that six existing California fan palms along the border of the Project site will be protected in place. Other palm trees located on the parking lot islands will be removed during the parking lot reconfiguration and will be replaced with other vegetation. The proposed Project's conceptual plan includes the addition of 13 gold medallion trees (*Cassia leptophylla*), nine western redbuds (*Cercis occidentalis*), and 28 California fan palms (*Washingtonia filifera*) as well as various shrubs, accents, and groundcovers (Landscape Dynamics 2020). The trees proposed for removal are within private property and the Project Applicant will coordinate with the City's review authority pertaining to the removal of the trees on the Project site. The review authority or director may modify the development standards or accept alternative solutions to these standards. Because the Project Applicant is required to obtain approval for the removal of existing mature trees onsite, the proposed Project would not be in conflict with existing policies protection trees. Impacts would be less than significant and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The City of Colton has adopted the West Valley Habitat Conservation Plan (HCP) for the federally endangered Delhi Sands flower-loving fly, the only federally listed species known to occur within the City of Colton north of the I-10 freeway. This plan covers an area of 416.3 acres and is bounded by San Bernardino Avenue to the north, Hermosa Avenue to the east, West Valley Boulevard to the south, and a boundary line on the west stretching from West Valley Boulevard north to North Sycamore Avenue/ East San Bernardino Avenue intersection (City of Colton 2014). A small portion also exists along East Slover Avenue between the Kinder Morgan property and the East Slover Avenue/South Pepper Avenue intersection. This HCP area is approximately 2.67 miles northwest of the Project site. As such, development of the Project will have no impact on an adopted HCP. No impact would occur and no mitigation is required.

4.4.3 Mitigation Measures

BIO-1: **Tree Removal Measures for Bats:** Tree trimming and removal activities should take place outside of the bat maternity season (April 1 to August 31) to the greatest extent feasible. If tree removal must take place during the maternity season, a pre-removal bat survey should take place to determine if bats are roosting in the trees. If bats are determined to be present in the trees during surveys, tree removal shall be postponed until after the maternity season (September 1 through March 31). All tree-trimming and removal activities shall be conducted under the direct supervision of a qualified bat biologist.

To minimize direct mortality to any roosting bats, including western yellow bat, each palm tree requiring removal shall be trimmed using a two-step process conducted over two consecutive days. On the first day only the outermost fronds of each individual tree shall be removed, including the uppermost live fronds (the top of the tree); innermost fronds shall not be trimmed. No more than 50 percent of the palm fronds shall be removed from each tree during Day 1. This method would allow for sufficient disturbance of the tree that would encourage any roosting bats within the frond skirt to abandon the tree during evening emergence without directly impacting roosting bats within the skirt. The remainder of the tree should be removed on the second day. This procedure need not be implemented if the tree does not have fronds. All fronds must be removed/trimmed using chainsaws or other hand-tools. No use of heavy equipment should be used to remove fronds.

If bats emerge at any time during the tree trimming, trimming activities should cease at that individual tree for the remainder of the day to allow for any additional bats roosting in the tree to emerge during evening hours when it is safe and appropriate for them to do so. Trimming of the tree may resume the following day.

Tree trimming activities in the fall should be conducted on days when weather conditions are such that roosting bats are unlikely to be in torpor (predicted overnight lows on evenings before and after the tree trimming activities are above 45°F) to the extent practicable.

BIO-2: **Pre-construction Survey for Nesting Birds:** Any ground disturbance activities shall be conducted during the non-breeding season for birds (approximately September 1 through January 31) wherever feasible. This will avoid violations of the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code §§ 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist experienced in the identification of avian species and conducting nesting bird surveys no more than three days prior to the start of construction activities. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. Site preparation and

construction activities may begin If no nesting birds are observed during the survey. If nesting birds are found to be present, avoidance or minimization measures shall be undertaken to avoid potential Project-related impacts.

Measures may include establishment of an avoidance buffer until nesting has been completed and periodic nest monitoring by the Project biologist. The width of the avoidance buffer will be determined by the Project biologist. Typically, this is 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings. If construction activities cease for a period of seven or more days during the bird breeding season, an additional nesting bird survey shall be required within three days prior to the resumption of construction activities to determine if nesting activity has taken place while construction activities were paused.

4.5 Cultural Resources

4.5.1 Cultural Resources (V) Environmental Checklist and Discussion

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒

According to Section 15064.5(a) of the State CEQA Guidelines, a "historical resource" is defined as a resource listed in or determined to be eligible for listing in the California Register of Historic Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript that a Lead Agency determines to be historically significant. A resource is considered historically significant if it meets the criteria for listing in the National Register of Historic Places in addition to the CRHR.

A cultural resources inventory and paleontological resources assessment was performed for the proposed Project and included a records search, literature review, and field survey. The California Historical Resources Information System records search determined that 17 previously recorded cultural resources are located within one mile of the Project area, however, none were recorded within the Project area. The field survey was conducted by ECORP staff on December 18, 2020. According to the results of the field survey, there are no historical resources, as defined by CEQA or historic properties, as defined by the National Historic Preservation Act, present within the Project site (ECORP 2021). As the proposed Project will affect a historical resource, no impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐

According to the City's General Plan Cultural Resources Preservation Element, there are no known archaeological resources located on the Project site and the site is not located in any of the City's six historic districts (City of Colton 2000). Additionally, no pre-contact or historic-era archaeological resources were identified in the Project area during the field survey (ECORP 2021). Construction of the proposed Project would require excavation and footing installment in the area of the existing building and other structure footprints. The City contacted the Native American Heritage Commission (NAHC) on February 1, 2021, to determine if any sensitive archaeological resources are located on or near the Project site. The NAHC responded that search results were "positive" and recommend contacting the Chemehuevi Indian Tribe (CIT) and San Manuel Band of Mission Indians (SMBMI) for further information. The CIT did not comment and SMBMI noted the site exists within a sensitive area of ancestral territory; however, due to the disturbed nature of the project, the SMBMI does not have concerns with development of the project. The tribe further stated it does not believe the project would have any impact to a nearby Sacred Lands File (SLF) site (February 24, 2021).

Although the site has already been disturbed and has been occupied by a former restaurant, there could be potential that an archaeological resource may be disturbed through implementation of the proposed Project; therefore, the following mitigation has been identified:

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

No known human remains are present on the Project site and there is no evidence that human remains are located onsite. In the unlikely event that human remains are encountered during Project construction, the proper authorities (i.e., San Bernardino County Coroner) shall be notified and standard procedures for the respectful handling of human remains during construction activities will be followed. Construction contractors are required to adhere to California Code of Regulations (CCR) Section 15064.5(e), Public Resources Code (PRC) Section 5097, and Section 7050.5 of the State's Health and Safety Code. In the event of an unanticipated discovery of a human burial, human bone or suspected human bone, or funerary objects associated with a human burial, the law requires all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. The construction contractor, Project Applicant, and the County Coroner are required to comply with the provisions of CCR Section 15064.5(e), PRC Section 5097.98, and Section 7050.5 of the State's Health and Safety Code. Compliance with these provisions and

implementation of Mitigation Measure **CUL-1** would ensure that any potential impacts to unknown buried human remains would be less than significant by ensuring appropriate examination, treatment, and protection of human remains as required by State law.

4.5.2 Mitigation Measures

CUL-1: **Post-Review Discovery Procedures:** If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 60-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.

- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City and San Manual Band of Missions Indians Cultural Resources Department as detailed in Mitigation Measure **TCR-1**. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines, or a Historic Property, as defined in 36 CFR 60.4. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106, or 2) that the treatment measures have been completed to their satisfaction.

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

- If the find includes human remains, or remains that are potentially human, or funerary remains, the professional archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98

of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

4.6 Energy

4.6.1 Introduction

Energy consumption is analyzed in this Initial Study due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal) and emissions of pollutants during the construction phase. The impact analysis focuses on the source of energy that is relevant to the proposed Project: electricity, natural gas, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations.

4.6.2 Fuel Consumption

Electricity/Natural Gas Services

Colton Electric Utility provides electrical services to the Project site through state-regulated public utility contracts. Established in 1887, Colton's Electric Utility is the oldest founded utility in San Bernardino County and currently provides electrical service to Colton. The Colton Electric Utility was created to provide electrical service to residential and business customers within the City. Colton Electric Utility owns and operates its own power plant, five substations and the entire electrical infrastructure including the transmission and distribution lines within the City boundaries. The utility serves approximately 16,000 residential customers and 2,500 commercial and industrial customers, with a peak load of 90 megawatts. Colton Electric Utility met its year 2020 Renewable Portfolio Standard requirements, procuring renewable energy from diverse sources, including biomass, biowaste, hydroelectric, solar and wind. This Standard requires all California utilities to generate 60 percent of their electricity from renewables by 2030 and 100 percent by 2045.

The Southern California Gas Company provides natural gas services to the Project area. As the nation's largest natural gas distribution utility, SoCalGas delivers natural gas energy to 21.6 million consumers through 5.9 million meters in more than 500 communities. The SoCalGas' service territory encompasses approximately 20,000 square miles throughout Central and Southern California, from Visalia to the Mexican border.

In October 2015, the legislature approved, and the Governor signed, Senate Bill (SB) 350, which reaffirms California's commitment to reducing its greenhouse gas emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide greenhouse gas emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

Established in 2002 under SB 1078, and accelerated by SB 107 (2006) and SB 2 (2011), California's RPS obligates investor-owned utilities, energy service providers, and community choice aggregators to procure 33 percent of their electricity from renewable energy sources by 2020. Eligible renewable resources are defined in the 2013 RPS to include biodiesel; biomass; hydroelectric and small hydro (30 megawatts or less); Los Angeles Aqueduct hydro power plants; digester gas; fuel cells; geothermal; landfill gas; municipal solid waste; ocean thermal, ocean wave, and tidal current technologies; renewable derived biogas; multi-fuel facilities using renewable fuels; solar photovoltaic; solar thermal electric; wind; and other renewables that may be defined later. Governor Jerry Brown signed SB 350 on October 7, 2015, which expands the RPS by establishing a goal of 60 percent of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 includes the goal to double the energy efficiency savings in electricity and natural gas final-end uses (such as heating, cooling, lighting, or class of energy uses upon which an energy efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the CPUC, in consultation with the CEC, establish efficiency targets for electrical and gas corporations consistent with this goal. SB 350 also provides for the transformation of the California ISO into a regional organization to promote the development of regional electricity transmission markets in the western states and to improve the access of consumers served by the California ISO to those markets, pursuant to a specified process. In 2018, SB 100 (the California 100 Percent Clean Energy Act) was signed by Governor Brown, codifying a goal of 60 percent renewable procurement by 2030 and 100 percent by 2045, Specifically, SB 100 sets the goal of powering the state with 100 percent clean and carbon free electricity by 2045.

4.6.3 Energy Consumption

Electricity use is measured in kilowatt-hours (kWh), and natural gas use is measured in therms. Vehicle fuel use is typically measured in gallons (e.g., of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh.

The electricity consumption associated with all non-residential uses in the Colton Electric Utility service area from 2015 to 2019 is shown in Table 1.4. As indicated, the demand has decreased since 2015.

Table 1.4. Non-Residential Electricity Consumption in Colton Electric Utility Service Area 2015-2019

Year	Electricity Consumption (kilowatt hours)
2019	226,638,007
2018	248,068,577
2017	247,696,328
2016	245,176,978
2015	246,978,033

Source: CEC 2019

The natural gas consumption associated with all non-residential uses in San Bernardino County from 2015 to 2019 is shown in Table 1.5. As indicated, the demand has increased since 2015.

Table 1.5. Non-Residential Natural Gas Consumption in Southern California Gas Company Service Area 2015-2019

Year	Natural Gas Consumption (therms)
2019	272,238,232
2018	268,588,761
2017	257,879,077
2016	259,752,692
2015	245,499,027

Source: CEC 2019

Automotive fuel consumption in San Bernardino County from 2016 to 2020 is shown in Table 1.6. Fuel consumption has decreased between 2016 and 2020.

Table 1.6. Automotive Fuel Consumption in San Bernardino County 2016-2020

Year	Total Fuel Consumption (gallons)
2020	1,201,691,049
2019	1,217,246,722
2018	1,235,583,427
2017	1,250,905,259
2016	1,266,302,939

Source: CARB 2017

4.6.4 Energy (VI) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

The impact analysis focuses on the source of energy that is relevant to the proposed Project: electricity, natural gas, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of electricity and natural gas estimated to be consumed by the Project is quantified and compared to that consumed by all non-residential land uses in San Bernardino County. Similarly, the amount of fuel necessary for Project construction and operations is calculated and compared to that consumed in San Bernardino County.

The analysis of electricity gas and natural gas usage is based on CalEEMod modeling conducted by ECORP Consulting, Inc. (see Appendix A), which quantifies energy use for Project operations. The amount of operational automotive fuel use was estimated using the CARB's EMFAC2017 computer program, which provides projections for typical daily fuel usage in San Bernardino County. The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. (See Appendix D). Energy consumption associated with the proposed Project is summarized in Table 1.7.

Table 1.7. Proposed Project Energy and Fuel Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Electricity Consumption[1]	779,364 kWh	0.343
Natural Gas[1]	25,414 therms	0.001
Automotive Fuel Consumption (gallons)		
Project Construction 2021[2]	42,660	0.004
Project Operations[3]	36,376	0.003

Source: [1]CalEEMod; [2]Climate Registry 2016; [3]EMFAC2017 (CARB 2017)
Notes: The Project increases in electricity and natural gas consumption are compared with all of the non-residential buildings in the Colton Electric Utility service area and San Bernardino County, respectively, in 2019, the latest data available. The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2020, the most recent full year of data.

Operations of the proposed Project would include electricity and natural gas usage from lighting, space and water heating, and landscape maintenance activities. As shown in Table 1.7, the annual electricity

consumption due to operations would be 779,364 kWh resulting in an approximate 0.343 percent increase in the typical annual electricity consumption attributable to all non-residential uses in the Colton Electric Utility service area. However, this is potentially a conservative estimate. In September 2018 Governor Jerry Brown Signed EO B-55-18, which established a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Carbon neutrality refers to achieving a net zero carbon dioxide (CO_2) emissions. This can be achieved by reducing or eliminating carbon emissions, balancing carbon emissions with carbon removal, or a combination of the two. This goal is in addition to existing statewide targets for greenhouse gas (GHG) emission reduction. Governor's Executive Order B-55-18 requires CARB to "work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." Furthermore, the Project's increase in natural gas usage of 0.001 percent across all non-residential uses in the County would also be negligible. For these reasons, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.

Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project site. The fuel expenditure necessary to construct the physical building and infrastructure would be temporary, lasting only as long as Project construction. As further indicated in Table 1.7, the Project's gasoline fuel consumption during the one-time construction period is estimated to be 42,660 gallons of fuel. This would increase the annual countywide gasoline fuel use in the County by 0.004 percent. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

The Project is estimated to generate approximately 293 daily trips (Translutions, Inc. 2021). As indicated in Table 1.7, this would estimate to a consumption of approximately 36,376 gallons of automotive fuel per year, which would increase the annual county-wide automotive fuel consumption by 0.003 percent. The amount of operational fuel use was estimated using CARB's EMFAC2017 computer program, which provides projections for typical daily fuel usage in San Bernardino County (CARB 2017). This analysis conservatively assumes that all of the automobile trips projected to arrive at the Project during operations would be new to San Bernardino County. Further, a liberal approach was taken for vehicle trip estimation to ensure potential impacts due to operational gasoline usage were adequately accounted. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

For these reasons, this impact would be less than significant and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The Project will be built to the Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the CCR (Title 24). Title 24 was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years; the 2013 standards became effective July 1, 2014. The 2016 Title 24 updates went into effect on January 1, 2017. The 2019 Energy Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Energy Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The 2019 Energy Standards are a major step toward meeting Zero Net Energy. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments. Additionally, in January 2010, the State of California adopted the California Green Building Standards Code (CalGreen) that establishes mandatory green building standards for all buildings in California. The code was subsequently updated in 2013. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.

For these reasons, this impact would be less than significant and no mitigation is required.

4.6.5 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

No active faults are known to go through the Project site and the site is not located within the Alquist-Priolo Earthquake Fault Zone, however numerous active faults, such as the San Jacinto fault zone, Crafton Hills fault zone, and San Andreas fault zone, run through the City (San Jacinto fault) and the surrounding San Bernardino region (Crafton Hills and San Andreas faults) (City of Colton 2018).

The San Jacinto fault passes along Colton's eastern border with the cities of Loma Linda and San Bernardino. There are no records of surface rupture in Colton, but surface ruptures outside of Colton have ranged from five inches to approximately three feet.

The closest fault to the Project site is the Rialto-Colton fault, which runs diagonally through the City from northwest to southeast (City of Colton 2019b). It is located approximately 0.20 mile to the northeast. Relatively little is known about the Rialto-Colton fault, which has no known records of fault rupture. There is some evidence that the fault has been active in recent geologic times and it may be capable of causing surface rupture. Because no known active fault line traverses the project site, fault rupture impacts at the Project site would be less than significant. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii) Strong seismic ground shaking?	☐	☒	☐	☐

Like all of southern California, strong ground shaking is expected to occur on the Project site in the event of an earthquake. The proposed Project would be required to comply with current building codes and design standards identified in the site-specific geotechnical investigation, as required under Mitigation Measure **GEO-1**, which would reduce the risk of loss, injury, or death resulting from strong ground-shaking to a less than significant level.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Liquefaction occurs primarily in saturated, loose, fine-to-medium-grained alluvial soils in areas where the groundwater table is within 50 feet of the surface. Seismic shaking suddenly causes soils to lose strength and behave as a liquid. Liquefaction-related effects include loss of bearing strength, lateral spreading, and flow failures or slumping. Areas in the City of Colton that are prone to liquefaction include areas along the north and south banks of the Santa Ana River as well as in the Reche Canyon areas. The Project site is located within a medium-high liquefaction hazard zone (City of Colton 2018).

As detailed in the site-specific geotechnical investigation, the proposed structures will be supported by compacted fill and competent alluvium, with groundwater at a depth of approximately greater than 50 feet. As such, the potential for earthquake induced liquefaction and lateral spreading beneath the proposed structures is considered very low due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials (Earth Strata Geotechnical Services 2020).

Liquefaction analyses were performed on the Project site and analyses of post graded conditions determined that potentially liquefiable earth materials were encountered in Boring B-1, at 21 to 26 feet (Earth Strata Geotechnical Services 2020). Liquefaction should not manifest itself at the surface due to the recommended grading, the depth of the liquefiable earth materials, and the volume of overburden materials above the liquefiable zone. Therefore, liquefaction should not be of concern. Impacts would be less than significant and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iv) Landslides?	☐	☐	☒	☐

Landslides present some risk to the City of Colton, specifically in Reche Canyon, La Loma Hills, and areas around the base of Slover Mountain. According to the Preliminary Geotechnical Interpretive Report (Earth Strata Geotechnical Services 2020), landslide debris was not observed during subsurface exploration and no ancient landslides are known to exist on the Project site. No landslides are known to exist, or have been mapped, in the vicinity of the site. Geologic mapping of the site and review of aerial imagery of the site reveal no geomorphic expressions indicative of landscaping. The materials in the pad area were found to be very hard and no oversteepened slopes exist on the site or are proposed. Landslide impacts at the Project site would be less than significant and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Soil erosion refers to the process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur in the Project area where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion

are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses.

According to the Preliminary Geotechnical Interpretive Report, earth materials on the site are primarily comprised of artificial fill and Quaternary alluvial material (Earth Strata Geotechnical Services 2020).

- Artificial Fill: Undocumented artificial fill materials were encountered throughout the site within the upper five feet during exploration. These materials are typically locally derived from the native materials and consist generally of olive brown silty sand.
- Quaternary Young Alluvial Deposits: Quaternary young alluvial deposits were encountered to a maximum depth of 41.5 feet. These alluvial deposits consist predominately of interlayered olive brown to light gray, fine to coarse silty sand and occasional sandy silt. These deposits were generally noted to be in a dry to slightly moist, medium dense to very dense state.

Construction of the proposed Project would disturb more than one acre of land and, therefore, would be required to comply with the Construction General Permit, either through a waiver or through preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP would be prepared for the proposed Project and would include Best Management Practices (BMPs) to manage erosion and the loss of topsoil during construction-related activities in accordance with National Pollutant Discharge Elimination System (NPDES) regulations.

Construction BMPs include measures to protect exposed soils such as covering stockpiled soils, use of straw bales and silt fences to minimize offsite sedimentation, and revegetating/paving areas disturbed during construction as soon as possible. Post-construction, the Project site would be covered by a building, pavement, and landscaping, thus minimizing long-term wind erosion potential. Compliance with applicable BMPs would ensure that the proposed Project would have a less than significant impact related to soils erosion or loss of topsoil. No mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐

For a discussion of potential liquefaction and landslide-related impacts, please refer to Checklist Responses VII (a)(iii) and (iv).

Lateral spread generally occurs on gentle slopes and that have rapid fluid-like flow movement, like water; which may occur once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the seismic inertial forces may cause the mass to move downslope toward a free face (such as a river channel or an embankment). As previously identified, the proposed structures will be supported by compacted fill and competent alluvium, with groundwater at a depth of approximately greater than 50 feet and lateral

spreading beneath the proposed structures is considered to be very low to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials.

An increase in surface water infiltration (such as from irrigation) or a rise in the groundwater table, combined with the weight of a building or structure, may initiate settlement, causing foundations and walls to crack. Ground subsidence is typically a gradual settling or sinking of the ground surface with little or no horizontal movement, although fissures (cracks and separations) can result from lowering of the ground surface. Ground subsidence may also occur in response to earthquake movements, which can cause abrupt elevation changes of several feet or cause densification of low-density granular soils. The Project does not include the withdrawal of groundwater or other fluid. Based on the settlement characteristics of the earth materials that underlie the Project site and anticipated loading, it is estimated that settlement of up to 0.75 inch may occur during construction.

The proposed Project would be required to comply with current building codes and design standards identified in the site-specific geotechnical investigation, as required under Mitigation Measure **GEO-1**, which would reduce the risk of loss, injury, or death resulting from geologic hazards to a less than significant level.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐

Preliminary laboratory test results indicate onsite earth materials exhibit an expansion potential of very low as classified in accordance with 2019 California Building Code (CBC) Section 1803.5.3 and ASTM D 4829 (Earth Strata Geotechnical Services 2020). Very low expansion potential classification occurs when earth materials exhibit expansion indices of 20 or less. Additional testing for expansive soil conditions should be conducted upon completion of rough grading. Based on the laboratory test results, Earth Strata Geotechnical Services made recommendations for footings and building floor slabs that should be considered the very minimum requirements for the earth materials tested. These recommendations are included in the Preliminary Geotechnical Interpretive Report included as Appendix G.

The proposed Project would be required to comply with current building codes and design standards identified in the site-specific geotechnical investigation, as required under Mitigation Measure **GEO-1**, which would reduce the risk of loss, injury, or death resulting from geologic hazards to a less than significant level.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

The proposed Project does not include septic tanks or alternative wastewater disposal systems and would connect to existing sewer facilities. The proposed Project would be served by the existing sewer system operated by the City of Colton. No impact would occur and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The Project site has been previously developed and disturbed. Soil stratigraphy in geotechnical borings consisted of sand and silt. There is no evidence that paleontological resources have been identified onsite. Due to the condition and type of past onsite disturbance and the relative limited nature of soil disturbance, potential impacts related to any previously undetected paleontological resource are less than significant. No mitigation is required.

4.7.2 Mitigation Measure

GEO-1: **Geotechnical Design Criteria:** Prior to issuance of any building permits, the Project Applicant shall provide plans to the City Engineer for review and approval that demonstrate the location and design of all proposed buildings and improvements are consistent with the project-specific geotechnical study or subsequent studies approved by the City. This measure shall be implemented to the satisfaction of the City Engineer.

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

GHG emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps more than 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

The local air quality agency regulating the San Bernardino County portion of the SoCAB is the SCAQMD. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The GHG CEQA Significance Threshold Working Group recommended the options of a numeric "bright-line" threshold of 3,000 metric tons of CO_2e annually and an efficiency-based threshold of 3.0 metric tons of CO_2e per service population (defined as the people that congregate on the Project site) per year in 2035. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In Center for Biological Diversity v. Department of Fish and Wildlife (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, PRC section 21003(f) provides it is a policy of the state that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World (July 2011), 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and

requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The City of Colton may set a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation. This standard is appropriate for this Project because it pertains to the same air quality basin that the experts analyzed. For the proposed Project, the SCAQMD's 3,000 metric tons of CO_2e per year threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 metric tons of CO_2e per year threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 metric tons of CO_2e per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This threshold is correlated to the 90 percent capture rate for development projects within the air basin. Land use projects above the 3,000 metric tons of CO2e per year level would fall within the percentage of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources (Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation, does not mean such small projects do not help the state achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs (Crockett 2011).

The Project is also compared for consistency with the City of Colton Climate Action Plan (CAP). The CAP identifies a community-wide GHG inventory, identifies the effectiveness of California initiatives to reduce 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.

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Construction GHG Emissions

A source of GHG emissions associated with the proposed Project would be combustion of fossil fuels during construction activities. The construction phase of the proposed Project is temporary but would result in GHG emissions from the use of heavy construction equipment and construction-related vehicle trips. The operational phase would also result in GHG emissions, predominately from vehicle trips to the Project site.

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g.,

dozers, loaders, excavators). Table 1.8 illustrates the specific construction generated GHG emissions that would result from construction of the Project.

Table 1.8. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/Year)
Construction in 2022	423
Construction in 2023	10
Total	**433**

Source: CalEEMod version 2016.3.2. Refer to Appendix E for Model Data Outputs.

As shown in Table 1.8, Project construction would result in the generation of approximately 433 metric tons of CO_2e over the course of construction. The generation of these GHG emissions would cease once construction is complete. Consistent with the recommendations of the SCAQMD, construction emissions are amortized over the life of the Project (estimated at 30 years) and added to the predicted annual average operational emissions (see Table 1.8).

Operational GHG Emissions

Operation of the Project would result in GHG emissions predominantly associated with energy use. Long-term operational GHG emissions attributable to the Project are identified in Table 1.8 and compared to SCAQMD's numeric bright-line threshold of 3,000 metric tons of CO_2e annually.

Table 1.8. Operational-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/Year)
Construction Emissions (amortized over the 30-year life of the Project)	14
Area Source Emissions	0
Energy Source Emissions	386
Mobile Source Emissions	326
Solid Waste Emissions	20
Water Emissions	11
Total Emissions	**757**
SCAQMD Significance Threshold	*3,000*
Exceed SCAQMD Significance Threshold?	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix E for Model Data Outputs.

As shown in Table 1.8, operation of the Project would result in annual emissions of 757 metric tons of CO_2e per year, which does not exceed the significance threshold of 3,000 metric tons of CO_2e per year. As such, a less than significant impact would occur. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The City of Colton CAP established a goal to reduce its community GHG emissions to a level that is 15 percent below its 2008 GHG emissions level by 2020 (City of Colton 2015). The City has exceeded this goal through a combination of state and regional reduction measures, but the CAP also includes various local measures to further reduce GHG emissions. The CAP identifies a series of local measures to help guide the City in the areas of building energy, transportation, solid waste management, wastewater treatment, and water conveyance to further reduce community wide GHG emissions. Measures applicable to the Project include meeting the City's waste diversion goal consistent with CALGreen, reducing the amount of water, energy, and fuels consumed, and demonstrating energy efficiency in new development. All development in the City, including the Project, is required to adhere to all City-adopted policy provisions, including those contained in the adopted CAP. The City ensures all provisions of the CAP are incorporated into projects and their permits through development review and applications of conditions of approval as applicable.

The CAP is consistent with the statewide GHG reduction strategies under Assembly Bill (AB) 32, the Global Warming Solutions Act, and sets the City on a path to achieve a more substantial long-term GHG reductions consistent with statewide post-2020 GHG reduction targets. The City-wide reduction strategies contained in the CAP are based on the inventory of GHG emissions generated in the City. Both the existing and the projected GHG inventories in the CAP were derived based on the land use designations and associated densities defined in the City's General Plan. The proposed Project is consistent with the land use designation and development density presented in the General Plan. The Project site is designated by the General Plan as "General Commercial". The General Commercial land use designation allows for a wide range of retail and commercial services, professional offices, and medical facilities. Under Ordinance 18.06.060, a hotel is a conditionally permitted use on lands designated General Commercial upon the issuance of a CUP, subject to compliance with all applicable provisions of the Zoning Code as well as state and federal law. Thus, the Project as proposed is consistent with the Colton General Plan and is therefore consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the CAP. Thus, the proposed Project is consistent with the GHG inventory and forecast in the CAP.

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 metric tons of CO_2e per year to identify projects that are considered to be less than significant regarding

GHG impacts. As shown in Table 1.8, operation of the Project would result in annual emissions of 757 metric tons of CO_2e per year, which does not exceed the significance threshold of 3,000 metric tons of CO_2e per year.

As such, there is no impact and no mitigation is required.

4.8.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

The information provided in the Checklist Responses below are based on the Phase I Environmental Assessment Report (REM 2015) and Phase II Environmental Site Assessment (GEO-CAL 2019) included as Appendix H.

4.9.1 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

The proposed Project consists of the development of commercial uses and operation of the Project would not create a need to transport, use, or dispose of hazardous materials. Additionally, the proposed Project would not include any uses that would emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 mile of a sensitive receptor such as an elementary school site. The nearest school, Terrace View Elementary, is located approximately 0.5 mile north of the Project site. Construction of the proposed Project would involve the use of limited quantities of chemical agents, solvents, paints, vehicle fuel, and other hazardous materials typically used for construction purposes. Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard. Because of the relatively small volumes of materials onsite and the limited duration of construction, the potential for release and exposure is limited. All use and disposal of hazardous materials must comply with existing government regulations, and potential impacts to the public or the environment are considered less than significant. No mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	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?	☐	☐	☒	☐

As stated above, operation of the proposed Project is not anticipated to result in a release of hazardous materials into the environment. However, during the short-term period of project construction, there is the possibility of accidental release of hazardous substances such as spilling of hydraulic fluid or diesel fuel associated with construction equipment maintenance. The level of risk associated with the accidental release of these hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials. The contractor will be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release of such substances into the environment. Implementation of the Project would not create a significant hazard to the public or the environment through upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

As stated above, no existing or proposed school facilities are located within a 0.25-mile radius of the Project site. The proposed Project consists of commercial hotel uses and would not include any uses that would emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school site. Therefore, no impacts are expected relating to emissions of hazardous waste within 0.25 mile of a school and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Under current environmental regulations, a government agency may place an environmental lien on the property with known contamination and no cleanup/mitigation activities apparently intended being conducted by the site owner upon the agency issued the cleanup enforcement order. The government records search performed as part of the environmentally sensitive areas shows that there are no environmental liens placed by the federal environmental agency under Comprehensive Environmental Response, Compensation, and Liability Act regulations for the Project site. REM staff searched EnviroStor, the California State Department of Toxic Substances (DTSC) website, and found no environmental liens were placed by the State environmental agency for the Project site. City of Colton records also show that there are no environmental liens placed by the local environmental agency for the site. There are 22 active, inactive, and historical sites/facilities in the City of Colton that are on the DTSC Hazardous Waste and Substances Sites List (EnviroStor 2021). The list is annually updated in accordance with California Government Code Section 65962.5. The Project site is not a hazardous materials release site and is not on the list, therefore it would not create a significant hazard to the public or environment. No impact would occur and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

The Project is not located within an airport land use plan or within two miles of a public airport or public use airport. The site is located approximately 3.75 miles southwest from the nearest airport, San Bernardino International Airport (SBIA). Current flights at SBIA include charter, corporate, and general aviation users. The passenger terminal at the airport was recently upgraded to allow for future scheduled passenger service. Per the San Bernardino Airport Aviation Director, the ultimate 65 A-weighted decibel (dBA) Community Noise Equivalent level (CNEL) noise contour for the airport does not encroach into the City of Colton (City of Colton 2013b). Therefore, excessive noise from the airport would not affect employees at the Project site. Implementation of the proposed Project would not result in a safety hazard or excessive noise from airport use for people working (during construction and operation) at the Project site. Impacts would be less than significant and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

The City's Emergency Operations Plan is primarily responsible for informing the emergency management strategies for the City and is organized into four categories: mitigation, preparedness, response, and recovery (City of Colton 2018). The Project's parcel runs along East Washington Street which is designated as an evacuation route in the City of Colton's General Plan Safety Element (City of Colton 2018). Construction activities related to the proposed Project would not include improvements to local roads in the City of Colton or within the Project vicinity. Furthermore, construction equipment and materials would be kept onsite. The Project will neither impact n or impede the use of East Washington Street as an evacuation route. Impacts would be less than significant and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Residents and businesses within the City of Colton can be exposed to urban fire hazards and wildland fire hazards. As described below under *Section XX - Wildfires*, the Project site is not located in a State Responsibility Area (SRA) or Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (VHFHSZ). Development along the southern border of Colton exists in the wildland-urban interface (WUI), which is considered any area within the high and very high fire hazard severity zone (FHSZ) as defined by the California Department of Forestry and Fire Protection. Development in the WUI is at risk of being affected by wildfires. A fire protection plan (FPP) approved by the fire code official, is required for all new development within the WUI area. All required FPPs must be consistent with the requirements of the CBC Chapter 7A, International Wildland-Urban Interface Code and the City of Colton Municipal Code.

An LRA VHFHSZ is located just over 500 feet south east of the Project site; however, urbanized development occupies land between these areas and the Project site. Based on the distance from these areas and the fire protection services available near the Project site, it is estimated that the proposed Project would not be directly affected by wildland fires. In the event of a fire emergency on the Project site, the Colton Fire Department (Fire Station 214 located at 1151 South Meadow Lane, approximately 1,500 feet northeast of the project site) would provide fire protection services. The proposed Project is not expected to expose people or structures to a significant risk of loss, injury, or death involving wildfires; as such, impacts would be less than significant and no mitigation is required.

4.9.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.10 Hydrology and Water Quality

4.10.1 Hydrology and Water Quality (X) Environmental Checklist and Discussion

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Groundwater was not observed during subsurface exploration within the maximum drilled depth of 30 feet, however, data on Geotracker indicates that depth to groundwater in the general area of the Project site is anticipated to be approximately 74 feet below ground surface (GEO-CAL, Inc. [GCI] 2019).

As the Project site exceeds one acre, the applicant is required to obtain coverage under an NPDES Construction Permit, which includes the submittal of an Notice of Intent (NOI) application to the State Water Resources Control Board (SWRCB), the receipt of a Waste Discharge Identification Number from the SWRCB, and the preparation of a SWPPP for construction discharges. An SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. The SWPPP is intended to facilitate a process whereby the operator evaluates potential pollutant sources at the site and selects and implements BMPs designed to prevent or control discharge of pollutants in storm water runoff. During project demolition and construction, the construction contractor would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, check dams, hydroseed, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of onsite activities. In addition, the construction contractor would be required to maintain an inspection log and have the log onsite to be reviewed by the City and representatives of the Regional Water Quality Control Board (RWQCB). An NPDES permit would generally specify an acceptable level of a pollutant or pollutant parameter in a discharge (e.g., a certain level of bacteria). The permittee may choose which technologies to use to achieve that level. Some permits, however, do contain certain generic BMPs.

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

The proposed Project will be required to implement BMPs as approved in the Final) that will ensure that water quality standards or waste discharge requirements are not exceeded.

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

Standard Conditions

SC-1 Prior to the issuance of a grading permit, the Project Applicant shall file and obtain a Notice of Intent (NOI) with the Regional Water Quality Control Board (RWQCB) in order to be in compliance with the State National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit for discharge of surface runoff associated with construction activities. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City of Colton for coverage under the NPDES General Construction Permit. The NOI shall address the potential for an extended and discontinuous construction period based on private funding availability of the applicant. This measure shall be implemented to the satisfaction of the Director of the City Engineering Division of the Public Works Department or designee.

SC-2 Prior to the issuance of a demolition permit, the Project Applicant shall submit to the City of Colton a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control onsite and offsite erosion during the entire demolition and construction period. In addition, the SWPPP shall emphasize structural and nonstructural Best Management Practices (BMPs) to control sediment and non-visible discharges from the site. The SWPPP shall include inspection forms for routine monitoring of the site during both the demolition and construction phases to ensure National Pollutant Discharge Elimination System (NPDES) compliance and that additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP shall address the potential for an extended and discontinuous construction period based on private funding availability of the applicant. The SWPPP shall be kept onsite for the entire duration of project construction and shall be available to the local RWQCB for inspection at any time. BMPs to be implemented may include the following:

- Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs shall be periodically inspected during construction and repairs shall be made when necessary as required by the SWPPP.
- Materials that have the potential to contribute to non-visible pollutants to storm water must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the site. Stockpiles shall be surrounded by silt fences and covered with plastic tarps.
- In addition, the construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections

shall be performed on sandbag barriers and other sediment control measures called for in the SWPPP. Monthly reports and inspection logs shall be maintained by the contractor and reviewed by the City of Colton and the representatives of the State Water Resources Control Board. In the event that it is not feasible to implement specific BMPs, the City of Colton can make a determination that other BMPs will provide equivalent or superior treatment either on or offsite.

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

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

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

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

The Project site is situated in the eastern portion of the Colton Groundwater Basin. North of the Project site is the San Jacinto Fault, which divides the Basin from the Bunker Hill Groundwater Basin to the northeast. Based on the regional topography, groundwater is anticipated to flow south-southwest (GCI 2019). The Project site formerly received potable and non-potable water from the City of Colton Water Department and would continue to receive water from the City once constructed. The City's water supply consists entirely of groundwater extracted from the San Bernardino Basin Area (Bunker Hill Basin portion), the Rialto-Colton Basin, and the Riverside Basin (Riverside North Basin portion). As described below in Section XIX(b), the City of Colton will supply enough water to meet the demands of the City through 2040. This supply includes the water demand of the proposed use on the Project site. Construction activities occurring on the site to implement the proposed Project may slightly increase the amount of water demanded compared to existing conditions; however, such demand would be temporary and is accounted for in the City's water supply. Once the proposed Project is completed, the commercial nature of water demand would not substantially change when compared to existing conditions. As such,

implementation of the proposed Project would not demand more water than is already demanded under existing conditions. The proposed Project would not result in significant impacts on groundwater supplies or recharge ability. A less than significant impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐

The subject property is comprised of developed land and has been previously graded. Topographic relief at the subject property is relatively low with the terrain being generally flat. Elevations across the Project site provides a difference of approximately five feet across the entire site. Drainage within the subject property generally flows to the northwest. Construction would disturb paved surfaces and expose onsite soils to temporary erosion and siltation potential. Pursuant to **SC- 2**, the Project Applicant will submit to the City of Colton an SWPPP prior to issuance of demolition permits. The SWPPP will include a surface water control plan and erosion control plan citing specific measures to control on- and offsite erosion during the entire demolition and construction period. In addition, the SWPPP will emphasize structural and nonstructural BMPs to control sediment and non-visible discharges from the site. The SWPPP will include inspection forms for routine monitoring of the site during construction phases to ensure NPDES compliance and that additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP will address the potential for an extended and discontinuous construction period based on applicant funding availability. Upon completion of construction, the Project site would be paved and ornamental vegetation would be installed, which would prevent erosion and siltation of sediments. With implementation of **SC-2**, the Project would not result in substantial erosion or siltation on- or offsite. Impacts would be less than significant and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐

Pursuant to **SC- 3**, the LID BMPs that will be specified in the Final WQMP will be implemented to treat the Project's design capture volume and remove debris from storm water runoff per the City's standards. Periodic maintenance of any required BMPs during Project operation will be in accordance with the schedule outlined in the Final WQMP. With implementation of **SC-2 and -3**, impacts related to substantial

alteration of the existing drainage patter of the site or area or substantial increase in the rate or amount of surface runoff in a manner that would result in on- or offsite flooding would be less than significant. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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	☐	☐	☒	☐

Construction of the proposed Project is not expected to result in an increase in the amount of runoff as the site has been previously developed with impermeable surface areas of approximately the same area. Because the Project site was a former commercial establishment with similar impermeable surface areas, the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of water. Therefore, impacts related to stormwater drainage systems are considered less than significant. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iv) impede or redirect flood flows?	☐	☐	☒	☐

No streams or rivers exist onsite and therefore implementation of the proposed Project would not alter stream/river courses. No special flood hazard areas exist on the Project site. Flows would travel from higher areas of the site to lower areas and be collected in onsite infiltration features. As such, implementation of the proposed Project would not impede or redirect flood flows and would result in a less than significant impact. No mitigation measures are required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

The Project site is located approximately 45 miles northeast of the Pacific Ocean; as such, the site would not be susceptible to release of pollutants from a tsunami. No lakes or bodies of water are on or near the Project site; therefore, the site would not be susceptible to release of pollutants due to inundation by a seiche. Review of Federal Emergency Management Agency (FEMA) Panel 06071C8691J (effective 9/2/2016) indicates that the Project site is in Zone X Area of Minimal Flood Hazard; as such, the Project

site would not be located in a flood hazard area susceptible to release of pollutants due to site inundation. The proposed Project would not result in significant impacts associated with flooding hazards. No impact would occur and mitigation measures are not required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

As discussed in Checklist Responses X(a) through (c), the proposed Project will be required to implement BMPs as approved in the Final WQMP that will ensure that water quality standards or waste discharge requirements are not exceeded. Compliance with the provisions of the NPDES permit and incorporation of the Final WQMP LID BMPs are regulatory requirements that apply to all development projects. These requirements are **SC-1 through -3** to be included in the conditions of approval for this Project.

As previously identified, construction activities occurring on the site to implement the proposed Project may slightly increase the amount of water demanded compared to existing conditions; however, such demand would be temporary and is accounted for in the City's water supply. Once the proposed Project is completed, the commercial nature of water demand would not substantially change when compared to existing conditions. The proposed Project would not result in significant impacts on groundwater supplies or recharge ability. A less than significant impact would occur and no mitigation is required.

4.10.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Physically divide an established community?	☐	☐	☐	☒

The proposed Project is a redevelopment of an existing site. The Project site is surrounded by commercial businesses to the east, south, and southwest as well as I-215 and commercial developments to the northwest. The redevelopment of the Project site would not divide an established community. No impact would occur and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

The Project site has a General Plan land use designation of General Commercial and a zoning designation of C-2. This designation allows a wide range of retail and commercial services, such as professional offices, fast food restaurants, and medical facilities. The proposed Project would redevelop the site for a hotel, which would be a compatible use with the Project site's land use designation in conjunction with a CUP and variance for structure height. The maximum building height allowed is three stories or 40 feet. The proposed height of four stories (61 feet five inches) maximum height does not comply with the City's Zoning Ordinance. The City's variance approval process requires an analysis and findings that the granting of the variance is deemed necessary and reasonable to protect the best interests of the surrounding property or neighborhood and General Plan. The Project would undergo design review and is required to provide the necessary justification to support the approval of a variance for the deviation of height standards in the C-2 zone. The approval of the variance is dependent on findings of less than significant environmental impacts and may be conditioned to provide additional site requirements. Through this process Project-related impacts would be less than significant and no mitigation is required.

4.11.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.12 Mineral Resources

4.12.1 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Project site was formerly occupied by a commercial restaurant use and the proposed Project would be a redevelopment of the site to construct a new commercial hotel. The main resource in the Colton area is the limestone deposits in and around Slover Mountain, however, mineral resources in the Colton area may not all be identified yet (Community Systems Associates Inc 1987). Slover Mountain, a Mineral Resource Zone (MRZ) 2a, is classified for the extraction of limestone as an industrial mineral (City of Colton 2013b). MRZ-2 is the designation for areas of identified mineral resources significance. High-grade

limestone is mined by the California Portland Cement Company from roof pendants of Paleozoic age. Production is marked in Southern California, Nevada, and Mexico. As of 1995, reserves were estimated to be sufficient to last past 2025. The Project site is located 1.85 miles southeast of Slover Mountain and would not result in loss of availability of the mineral resources mined at the California Portland Cement Company Colton Quarry. The City's General Plan and Zoning Ordinance would not permit any mineral extraction on or within the vicinity of the Project site. Therefore, the Project would have no impact to known mineral resources and no mitigation measures are required.

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

As discussed in response to Checklist Question XII(a), the Project site is not located on a locally delineated important mineral resource recovery site. Implementation of the proposed Project would not require excavations deep enough to result in the loss of known or unknown mineral resources. The proposed Project would not result in significant mineral resource impacts. No impact would occur and no mitigation measures are required.

4.12.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 Noise

4.13.1 Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in Leq) and the average daily noise levels/community noise equivalent level (in Ldn/CNEL). The Leq is a measure of ambient noise, while the Ldn and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- Equivalent Noise Level (Leq) is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- Day-Night Average (Ldn) is a 24-hour average Leq with a 10-dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The

logarithmic effect of these additions is that a 60 dBA 24-hour Leq would result in a measurement of 66.4 dBA Ldn.

- Community Noise Equivalent Level (CNEL) is a 24-hour average Leq with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations.

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (Harris Miller Miller & Hanson Inc. [HMMH] 2006).

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.
- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest noise sensitive receptor to the Project site are multi-family residences located approximately 850 feet from the Project site.

Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced, including through peak particle velocity (PPV) or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

Existing Ambient Noise Environment

The City of Colton is impacted by various noise sources. It is subject to typical urban noise such as noise generated by traffic, heavy machinery, and day-to-day outdoor activities as well as noise generated from the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary source noise. Mobile sources of noise, especially cars and trucks, are the most common and continuous source of noise in the City. The major noise sources in the vicinity of the Project site includes roadway noise traffic from I-215, which is considered major highway.

Per the Caltrans traffic counts, the segment of I-215 traversing the Project site has an average daily traffic count of 155,000 vehicles (Caltrans 2019). According to the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), that calculates the average noise level at specific locations based on traffic volumes,

average speeds, roadway geometry, and site environmental conditions; the Project area, as a result of roadway traffic on I-215, has an ambient noise level of 77.7 dBA CNEL at 200 feet from the centerline, which is the approximate distance between I-215 and the center of the Project site. Vehicular noise varies with the volume, speed, and type of traffic. Slower traffic produces less noise than fast-moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise also is associated with vehicles including sirens, vehicle alarms, slamming of doors, garbage and construction vehicle activity, and honking of horns. These noises add to urban noise and are regulated by a variety of agencies.

4.13.2 Noise (XIII) Environmental Checklist and Discussion

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

Construction noise associated with the proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., demolition, site preparation, grading, paving). Noise generated by construction equipment, including excavators, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction noise levels could negatively affect sensitive land uses in the vicinity of the construction site. The nearest noise sensitive receptor to the Project site are multi-family residences located approximately 850 feet from the Project site.

The City does not promulgate a numeric threshold pertaining to the noise associated with construction. This is due to the fact that construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project. Additionally, construction would occur through the Project site and would not be concentrated at one point.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptors in the Project vicinity, the construction equipment noise levels were calculated using the Roadway Noise Construction Model for the construction process and compared against the construction-related noise level threshold established in the *Criteria for a Recommended Standard: Occupational Noise Exposure* prepared in 1998 by National Institute for Occupational Safety and Health (NIOSH). A division of

the US Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than eight hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than four hours per day, 92 dBA for more than one hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA Leq is used as an acceptable threshold for construction noise at the nearby existing and future planned sensitive receptors.

The anticipated short-term construction noise levels generated from Project construction equipment are presented in Table 1.9. As previously stated, the nearest noise-sensitive land use to the Project site are multi-family residences located approximately 850 feet from the eastern Project site boundary.

Table 1.9. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment

Equipment	Estimated Exterior Construction Noise Level @ Closest Noise Sensitive Receptor	Construction Noise Standard (dBA Leq)	Exceeds Standards?
Demolition			
Concrete/Industrial Saws (1)	58.0	*85*	**No**
Rubber Tired Dozers (1)	53.1	*85*	**No**
Tractors/Loaders/Backhoes (3)	49.0 (each)	*85*	**No**
Combined Demolition Equipment	60.3	*85*	**No**
Site Preparation			
Graders (1)	56.4	*85*	**No**
Tractors/Loaders/Backhoes (1)	49.0	*85*	**No**
Rubber Tired Dozers (1)	53.1	*85*	**No**
Combined Site Preparation Equipment	58.6	*85*	**No**
Grading			
Graders (1)	56.4	*85*	**No**
Rubber Tired Dozers (1)	53.1	*85*	**No**
Tractors/Loaders/Backhoes (1)	49.0	*85*	**No**
Combined Grading Equipment	58.6	*85*	**No**

Table 1.9. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment

Equipment	Estimated Exterior Construction Noise Level @ Closest Noise Sensitive Receptor	Construction Noise Standard (dBA Leq)	Exceeds Standards?
Building Construction, Paving, and Painting			
Tractors/Loaders/Backhoes (2)	49.0 (each)	*85*	**No**
Generators (1)	53.0	*85*	**No**
Welders (3)	45.4 (each)	*85*	**No**
Crane (1)	48.0	*85*	**No**
Forklifts (1)	54.8	*85*	**No**
Cement and Mortar Mixers (1)	52.4	*85*	**No**
Pavers (1)	49.6	*85*	**No**
Rollers (1)	48.4	*85*	**No**
Paving Equipment (1)	57.9	*85*	**No**
Air Compressors (1)	49.1	*85*	**No**
Combined Paving Equipment	63.3	*85*	**No**

Source: Construction noise levels were calculated by ECORP Consulting using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix F for Model Data Outputs.

Notes: Construction equipment used during construction derived from CalEEMod 2016.3.2. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters.

L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

As shown, no cumulative or individual piece of construction equipment would exceed 85 dBA NIOSH construction noise standard at the nearby noise- sensitive receptors. A less than significant impact would occur, and no mitigation is necessary.

Noise/Land Use Compatibility

The most basic planning strategy to minimize adverse impacts on new land uses due to noise is to avoid designating certain land uses at locations within Colton that would negatively affect noise-sensitive land uses. Uses such as schools, hospitals, child care, senior care, congregate care, churches, and all types of residential use should be located outside of any area anticipated to exceed acceptable noise, or should be protected from noise through sound attenuation measures such as site and architectural design and sound walls. In the case that the noise levels identified at a proposed project site fall within levels considered normally acceptable, the project is considered compatible with the existing noise environment. The Project proposes a hotel on the site.

The City of Colton General Plan Noise Element provides policy direction for minimizing noise impacts in the City. By identifying noise-sensitive land uses and establishing compatibility guidelines for land use and noise, noise considerations influence the general distribution, location, and intensity of future land use. The result is that effective land use planning and mitigation can alleviate the majority of noise problems. The City of Colton General Plan land use compatibility table identifies ambient noise levels of 65 dBA CNEL as acceptable for hotel (transient lodging) uses. As previously described, hotels are considered places where low interior noise levels are essential. The dominate source of noise in the Project vicinity is traffic noise generated on I-215. As previously described, the Project site, as a result of roadway traffic on I-215, currently experiences an exterior ambient noise level of 77.7 dBA CNEL. The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (HMMH 2006). Assuming an exterior-to-interior noise reduction of just 20 dBA results in a Project interior ambient noise level of 57.7 dBA CNEL, which is under the 65 dBA compatibility threshold for hotel uses. Therefore, the Project site is an acceptable location to operate a hotel in terms of noise/land use compatibility.

Operational Traffic Noise Impacts

Project operation would result in additional traffic on adjacent roadways, namely Washington Street which links the Project site to I-215, thereby increasing vehicular noise in the Project vicinity. Washington Street is identified as a Major Arterial in the City of Colton General Plan Mobility Element. Major Arterials are roadways designed to move large volumes of traffic, linking freeways with local streets and providing access between cities and subregions. They carry high traffic volumes and are designed for high speeds and provide routes for regional transit. Major Arterials may also serve as primary truck routes. The proposed Project is anticipated to result in approximately 293 daily trips (Translutions, Inc. 2021). According to the *Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), doubling of traffic on a roadway is necessary to result in an increase of 3 dB (a barely perceptible increase). The Projects contribution of 293 trips would not result in a doubling of traffic on the Major Arterial, Washington Street. Thus, the Project's contribution to existing traffic noise would not be perceptible and no impact would occur.

Operational Onsite Noise Impacts

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Hotel uses, such as those proposed by the Project, are not typically associated with excessive, ongoing operations-related noise that would lead to substantial permanent increases in ambient noise levels. Instead, much of the operational stationary noise generated by the Project would be voices and maneuvering vehicles as hotel guests move in and out of the parking lot. Therefore, parking lot noise will be the focus of the operational noise analysis.

The loudest source of noise associated with the proposed hotel would be parking lot noise. Previous measurements were taken by ECORP staff during a weekday in the middle of a parking lot serving a large grocery store identified noise levels reaching 61.1 dBA at approximately five feet distant. These measurements were taken with a Larson Davis SoundExpert LxT precision sound level meter, which

satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. The proposed hotel would not be expected to generate noise levels at the same intensity as a large grocery store and therefore this reference noise applied to the Project is conservative.

As previously stated, the nearest noise sensitive receptors to the Project site are multi-family residences located approximately 850 feet east of the Project site. Noise attenuates a rate of approximately six dB for each doubling of distance from a stationary or point source (FHWA 2011). Considering the conservative parking lot noise measurement of 61.1 dBA at approximately five feet distant, the nearest noise sensitive receptor from the proposed Project parking lot would experience operational stationary noise levels well below existing ambient noise levels currently experienced. Thus, the proposed Project would not result in noise levels in excess of City noise standards. The Project would have a less than significant impact and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Construction-Generated Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is noted that pile drivers would not be necessary during Project construction. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 1.10.

Table 1.10. Representative Vibration Source Levels for Construction Equipment

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: Federal Transit Administration (FTA) 2018; Caltrans 2020

The City of Colton does not regulate vibrations associated with construction. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans (2020) recommended standard of 0.2 inch per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings. Consistent with Federal Transit Administration (FTA) recommendations for calculating construction vibration, construction vibration was measured from the center of the Project site (FTA 2018). The nearest structures of concern to the construction site are associated with the recreational facility adjacent to the Project site to the east, at a distance of approximately 160 feet from the center of the Project site. Based on the representative vibration levels presented for various construction equipment types in Table 1.10 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels. The FTA provides the following equation:

$$[PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}]$$

Table 1.11 presents the expected Project related vibration levels at a distance of 160 feet.

Table 1.11. Construction Vibration Levels at 160 Feet

Receiver PPV Levels (in/sec)[1]							
Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer/ Caisson Drilling/Hoe Ram	Vibratory Roller	Peak Vibration	Threshold	Exceed Threshold
0.061	0.002	0.004	0.005	0.012	**0.012**	*0.2*	**No**

Notes: [1]Based on the Vibration Source Levels of Construction Equipment included on Table 1.4-2 (FTA 2018). Distance to the nearest structure is approximately 160 feet measured from the center of the Project site.

As shown in Table 1.11, vibration as a result of construction activities would not exceed 0.2 PPV at the nearest structure. Thus, Project construction would not exceed the recommended threshold. This impact is less than significant.

Operational-Generated Vibration

Project operations would not include the use of any large-scale stationary equipment that would result in excessive vibration levels. Therefore, the Project would not result in ground borne vibration impacts during operations. For this reason, no impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The Project site is not located within the vicinity of a private airstrip. The nearest public airport to the Project site is the San Bernardino International Airport, located approximately four miles to the northeast. According to the City of Colton General Plan Noise Element, the Project site is located outside of the 65 dBA CNEL airport noise contours. While aircraft noise is occasionally audible on the Project site from aircraft flyovers, aircraft noise associated with nearby airport activity would not expose future hotel staff or guests to excessive noise levels. Therefore, implementation of the proposed Project would not expose people to noise levels from airport activity that would be in excess of normally acceptable standards for the proposed land use development, and no impact would occur.

4.13.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.14 Population and Housing

4.14.1 Population and Housing (XIV) Environmental Checklist and Discussion

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

The proposed Project does not include the development of new housing. The existing offsite circulation system and infrastructure system will not be improved as improvements are not needed on a redevelopment site. No roads or other infrastructure will be extended since the current Project site is already developed. Internal circulation (e.g., drive lanes, employee/visitor parking, and truck parking and maneuvering areas) will be improved to accommodate the new layout of the site. Based on these improvements, implementation of the proposed Project would not directly or indirectly induce substantial unplanned growth in the City of Colton. No impacts would occur and no mitigation is required.

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The proposed Project will not displace any existing people or housing, as the current site contains only the remnants of an abandoned structure and a parking lot and does not contain any residential uses. Construction of the new hotel will not necessitate the construction of replacement housing elsewhere. No impacts would occur and no mitigation is required.

4.14.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Public Services

4.15.1 Public Services (XV) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire Protection?	☐	☐	☒	☐

The City of Colton Fire Department is responsible for fire suppression, emergency medical services, light and heavy rescue, and hazardous materials mitigation for the City (City of Colton Fire Department 2021). The City maintains four fire stations, Station 211, Station 212, Station 213, and Station 214 which are equipped with three Type-1 paramedic engines, one paramedic truck, two Type-3 engines, and one Office of Emergency Services Type-1 engine. All units in the City are staffed and available 24 hours a day, seven days a week.

Station 214, located at 1151 South Meadow Lane, is closest to the Project site at approximately 0.27 mile northeast. The City has entered into various automatic aid agreements with neighboring cities so a fire unit from a neighboring city may respond to a call if it is closer to an incident than the Colton's fire department. Response times to the Project site for fire protection services are estimated to be below current average response times due to the close distance.

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

The City of Colton also collects fire service and development fees from all development projects within the City. The Project Applicant would be required to pay the applicable development impact fees (DIFs) as a condition of Project approval, which would be used to fund the capital costs associated with acquiring

land for new fire stations, constructing new fire stations, purchasing new fire equipment of such stations, and providing additional staff as needed to serve the City of Colton. Furthermore, the proposed Project will be constructed in accordance with current CBC design and development standards related to fire protection. Therefore, the proposed Project would not result in significant impacts related to fire protection service or require the expansion of existing fire protection facilities; therefore, impacts would be less than significant and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Police Protection?	☐	☐	☒	☐

The City of Colton Police Department is responsible for protecting public safety in the community (City of Colton 2019c). The Police Department is located approximately 3.4 miles northwest of the Project site at 650 North La Cadena Drive (City of Colton Police 2021). Colton's Police Department is staffed with 51 sworn officers and 32 non-sworn employees.

Development of the proposed Project may incrementally increase the demand for law enforcement services compared to existing conditions due to onsite development of more square feet. However, the proposed Project is not anticipated to introduce more employees than were previously onsite; therefore, calls for law enforcement service are expected to remain consistent with existing conditions. The Project Applicant would be required to pay the applicable DIFs as a condition of project approval, which would go toward City services, including law enforcement services. Therefore, the proposed Project would not result in significant impacts related to law enforcement service or require the expansion of existing fire protection facilities; therefore, impacts would be less than significant and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Schools?	☐	☐	☐	☒

The proposed Project is located within the Colton Joint Unified School District (CJUSD) jurisdiction. The School District currently collects statutory school facility fees ("Statutory School Fees") pursuant to Sections 17620 et seq. of the Education Code and Sections 65995 et seq. of the Government Code, and alternative school facility fees ("Alternative School Fees") collected pursuant to Sections 65995.5, and 65995.7 of the Government Code (collectively, "Reportable Fees") (CJUSD 2020). The current Developer School Fees for the Colton Joint Unified School District is $0.66/sq. ft. for commercial/industrial; alternative school fees are currently not applicable.

The nature of the proposed Project would not induce permanent population growth as no housing is proposed and therefore would not create additional demand for school service. No impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Parks?	☐	☐	☐	☒

The State of California recognizes a minimum level of service standard for parkland of three acres per 1,000 residents per the Quimby Act (Government Code Section 66477). The proposed Project would not create a substantial increase in new residents that would increase park use to the extent that modifications to existing parks or construction of new park facilities are required. No impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Other Public Facilities?	☐	☐	☒	☐

Implementation of the proposed Project does not include residential development and will not increase the local population. The proposed Project will not increase the number of employees reporting to the site. Implementation of the proposed Project would not require construction of new or expansion of existing governmental facilities. Impacts would be less than significant and no mitigation is required.

4.15.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 Recreation

4.16.1 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

The proposed Project would not create a substantial increase in new residents that would increase park use to the extent that substantial physical deterioration of the facility would occur. The proposed Project will not generate an increase in existing employees on the site, nor would it generate residents living in the City. The closest park to the proposed Project is Rich Dauer Pine Park, approximately 3,300 feet from the proposed Project. Once the Project is complete, employees will have access to this park; however, anticipated use of the park due to Project implementation will not increase beyond its usage under

existing conditions. The Project Applicant will be required to pay applicable development fees to offset the impact to parks and recreation; therefore, the development of the proposed Project would not create a significant increase in the use of existing neighborhood or regional parks or other recreational facilities. Impacts would be less than significant and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The proposed Project will not generate an increase in existing employees on the site, nor would it generate residents living in the City. No impact would occur and no mitigation is required.

4.16.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.17 Transportation

The information provided in the Checklist Responses below are based on the La Quinta Inn and Suite Hotel Focused Traffic Analysis (Translutions 2021) included as Appendix I.

4.17.1 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒

The proposed Project does not include any improvements to offsite circulation systems such that there would be conflict with a program, plan, ordinance, or policy addressing the City's circulation infrastructure. Implementation of the proposed Project would not affect any transit, roadway, bicycle or pedestrian facilities in the Project area. The existing bus stop in front of the Project site will remain as will existing sidewalks. As the proposed Project will not alter the location, type, or capacity of existing transit, roadway, bicycle, or pedestrian facilities, it would not conflict with programs, plans, ordinances, or policies

addressing the offsite circulation system. No impact would occur and mitigation measures are not required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐

Per the 2020 CEQA Statute and Guidelines § 15064.3, vehicle miles traveled (VMT) is "the most appropriate measure of transportation impacts." Based on the City's VMT Guidelines (City of Colton 2020), project located in a Low VMT area can be screened out of a full VMT analysis. The Project site is located within a City-identified Low VMT traffic analysis zone.

The City Guidelines describe specific "screening thresholds" that can be used to identify when a proposed project is anticipated to result in a less than significant impact without conducting a more detailed project-level VMT analysis. Screening thresholds are described in the following steps:

1. Trip screening;
2. Land use type screening;
3. High quality transit areas (HQTA) screening; and,
4. Low VMT Area Screening.

Consistent with City Guidelines, a land use project need only satisfy one of the above screening thresholds to result in a less than significant impact.

Projects that generate fewer than 110 daily vehicle trips also may be presumed to have a less than significant impact on VMT. The trip generation forecasted for the proposed Project anticipates that the project would generate 28 total trips in the a.m. peak hour, 23 total trips in the p.m. peak hour, and 293 daily trips. Therefore, the trip screening threshold is not met.

The City Guidelines identifies local serving retail projects less than 50,000 sq. ft. or other local serving uses (e.g., day care centers, student housing, public facilities, places of worship) may be presumed to have a less than significant impact absent substantial evidence to the contrary. The proposed Project would construct approximately 42,331 sf of new hotel space; therefore, the land use type screening threshold is met.

Projects located within a Transit Priority Area (i.e., within 0.5 mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor" may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if a project: 1) has a Floor to Area Ratio of less than 0.75; and, 2) constructs a smaller number of moderate- or high-income residential units than the existing number of affordable units. Based on the SCAG HQTA Map (SCAG 2021), the Project site is not located within 0.5 mile of an existing major transit stop, or along a high-quality transit corridor. Therefore, the HQTA screening threshold is not met.

City Guidelines state that a project's VMT generation is assumed to be negligible due to being located in an already low VMT area. A low VMT area is defined as an individual traffic analysis zone (TAZ) where VMT is determined to be 15 percent below the City of Colton's average from the 2016 Base year of 23.30 VMT. The City Guidelines also include a low VMT TAZ map of the City of Colton that illustrates the areas of the City that would meet the stated threshold. The Project site is located within a low VMT generating TAZ as compared to the City average. Therefore, the low VMT area screening threshold is met.

Based on a review of applicable VMT screening thresholds, the Project meets the land use type and low VMT area screening threshold and would result in a less than significant VMT impact. The Project was not found to meet either the trip or HQTA screening thresholds, however, meeting the land use type and low VMT area screening threshold is sufficient to determine a less than significant impact; no additional VMT analysis is required. Impacts would be less than significant and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

The proposed Project is a compatible use in the C-2 zone and would not create land use incompatibilities. The La Quinta Inn and Suite Hotel Focused Traffic Analysis (Translutions, Inc. 2021) performed a sight distance analysis to determine if adequate sight distance is provided for drivers at intersections in the Project vicinity. Decision sight distance is the distance needed for a driver to detect an unexpected or otherwise difficult-to-perceive information source or condition in a roadway environment that may be visually cluttered, recognize the conditions or its potential threat, select an appropriate speed and path, and initiate and complete complex maneuvers. The site distance analysis at Project driveways was conducted to determine the adequacy of sightlines along East Washington Street. The analysis concluded that adequate site distance exists at both Project driveways to provide safe maneuvering to exit the Project site. Impacts would be less than significant and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d)	Result in inadequate emergency access?	☐	☐	☐	☒

The Project site is currently accessible by emergency responders via the two existing driveways leading onto the Project site from East Washington Street. Implementation of the proposed Project would include the retention of both driveways. City staff and the City Fire Department will review and approve final site plans and will ensure that all driveways are accessible by emergency vehicles. No impact would occur and no mitigation is required.

4.17.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.18 Tribal Cultural Resources

4.18.1 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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	☐	☐	☒	☐

CEQA defines a "historical resource" as a resource that meets one or more the following criteria: (1) is listed in, or determined eligible for listing in, the CRHR (California Register); (2) is listed in a local register of historical resources as defined in PRC § 5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC § 5024.1(g); or (4) is determined to be a historical resource by a Project's Lead Agency (PRC § 21084.1 and State CEQA Guidelines § 15064.5[a]). "Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. The project site is currently occupied by operational solid waste and materials recovery facility and is neither listed nor eligible for listing on a local or State historic resource register.

An SLF search was conducted through the NAHC. The NAHC responded that the search of the SLF indicated "… results were positive" and requested contact with the Chemehuevi Indian Tribe (CIT) and San Manuel Band of Mission Indian (SMBMI). Both the CIT and SMBMI noted that while the site exists within a sensitive area of ancestral territory, due to the disturbed nature of the Project site, both tribes do not have concerns with development of the Project. The tribe further stated it does not believe the Project would have any impact to a nearby SLF site. In the absence of an identified resource listed eligible for listing in a local or State historic resource register or identified tribal resource, no significant impact will occur; therefore, no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☒	☐	☐

AB 52 requires the City to evaluate a project's potential impact to tribal cultural resources. An SLF search was conducted through the NAHC. The NAHC responded that the search of the SLF Pursuant to AB 52, the City initiated contact and requested consultation from the following tribal governments/tribal representatives:

- Agua Caliente Band of Cahuilla Indians – Patricia Garcia-Plotkin, Director
- Agua Caliente Band of Cahuilla Indians – Jeff Grube, Chairperson
- Augustine Band of Cahuilla Mission Indians – Amanda Vance, Chairperson
- Cabazon Band of Mission Indians – Doug Welmas, Chairperson
- Cahuilla Band of Indians – Daniel Salgado, Chairperson
- Chemehuevi Indian Tribe – Sierra Pencille, Chairperson
- Gabrieleño Band of Mission Indians - Kizh Nation – Andrew Salas, Chairperson
- Gabrieleño/Tongva San Gabriel Band of Mission Indians – Anthony Morales, Chairperson
- Gabrieleño /Tongva Nation – Sandonne Goad, Chairperson
- Gabrieleño Tongva Indians of California Tribal Council – Robert Dorame, Chairperson
- Gabrieleño -Tongva Tribe – Charles Alvarez
- Los Coyotes Band of Cahuilla and Cupeño Indians – Shane Chapparosa, Chairperson
- Morongo Band of Mission Indians – Denisa Torres, Cultural Resources Manager
- Morongo Band of Mission Indians – Robert Martin, Chairperson
- Pala Band of Mission Indians – Shasta Gaughen, Tribal Historic Preservation Officer
- Pechanga Band of Luiseno Indians – Paul Macarro, Cultural Resources Coordinator

- Pechanga Band of Luiseno Indians – Mark Macarro, Chairperson
- Quechan Tribe of the Fort Yuma Reservation – Manfred Scott, Acting Chairman
- Quechan Tribe of the Fort Yuma Reservation – Jill McCormick, Historic Preservation Officer
- Ramona Band of Cahuilla – John Gomez, Environmental Coordinator
- Ramona Band of Cahuilla – Joseph Hamilton, Chairperson
- Rincon Band of Luiseno Indians – Cheryl Madrigal, Tribal Historic Preservation Officer
- Rincon Band of Luiseno Indians – Bo Mazzetti, Chairperson
- San Manuel Band of Mission Indians – Jessica Mauck, Director of Cultural Resources
- Santa Rosa Band of Mission Indians – Lovina Redner, Tribal Chair
- Serrano Nation of Mission Indians – Wayne Walker, Co-Chairperson
- Serrano Nation of Mission Indians – Mark Cochrane, Co-Chairperson
- Soboda Band of Luiseño Indians – Scott Cozart, Chairperson
- Soboda Band of Luiseño Indians – Joseph Ontiveros, Cultural Resource Department
- Torres-Martinez Desert Cahuilla Indians – Michael Mirelez, Cultural Resource Coordinator

All tribal governments identified above except for the SMBMI provided no comments and concluded consultation on March 10, 2021.

The SMBMI noted the site exists within a sensitive area of Serrano ancestral territory; however, due to the disturbed nature of the Project, the SMBMI does not have concerns with development of the Project. The tribe further stated it does not believe the Project would have any impact to a nearby SLF site (as reported by the NAHC) (February 24, 2021). The SMBMI requested the City include the following mitigation in project documents:

4.18.2 Mitigation Measures

TCR-1: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact and/or post-contact cultural resources discovered during Project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor onsite.

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

Implementation of the measures identified by the SMBMI will ensure potential impacts related to the inadvertent discovery of any cultural material are reduced to a less than significant level. The SMBMI reviewed the language and concluded consultation on April 15, 2021.

4.19 Utilities and Service Systems

4.19.1 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒

The proposed Project will be on an already developed parcel that used to be the site of a restaurant. The Project site is currently served by adequate utilities and the relocation or construction of new utilities is not required. Any new drainage features/improvements for the proposed Project will be reviewed and approved by the City during the building plan check process. As part of this process, all Project-related drainage features would be required to meet the City's Public Works Department and RWQCB standards. Project-related drainage features would be designed, installed, and maintained per Public Works Department standards and the final WQMP.

The proposed Project would connect to existing water (potable and irrigation) conveyance facilities in the Project vicinity. Based on the presence of existing utility lines on and adjacent to the Project site, the Project would not require or result in the relocation or construction of new wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities which could cause significant environmental effects. No impacts would occur and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

The City of Colton Water Department provides potable and non-potable water to its patrons. The water department operates 15 wells, five main booster pumping plants, nine water storage reservoirs, two pressure-reducing facilities, and more than 120 miles of water transmission and distribution pipelines (Water Systems Consulting, Inc [WSC] 2016). Tables 1.12 and 1.13 identify that the City's surplus of water will be available through the year 2040 under normal year, single dry year, and multiple dry year scenarios (WSC 2016).

Table 1.12. City of Colton Normal Year/Single Dry Year Water Supply and Demand

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

Table 1.13. City of Colton Multiple Dry Year Water Supply and Demand

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

The City of Colton is covered by the San Bernardino Valley Urban Water Management Plan. Regional per-capita water consumption in 2015 was estimated at 190 gallons per person per day while the City of Colton's per capita consumption in 2015 was 175 gallons per person per day (WSC 2016). Water consumed by the proposed Project would be distributed through the City's existing potable water system and previously served the former restaurant when in operation. As previously identified, the proposed

Project is not anticipated to introduce more employees than were previously onsite and the level of demand is not expected to adversely affect the City's existing water facilities, and also would not require the construction of new or expanded facilities. For these reasons, the Project would have a less than significant impact on future water supplies and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

The City of Colton owns and operates a wastewater treatment plant located at 1201 South Rancho Avenue located approximately 1.6 miles east of the Project site. The City of Colton Water Reclamation Facility (WRF) accepts domestic, commercial, and industrial wastewater generated within the Cities of Colton, Grand Terrace, and some unincorporated areas of San Bernardino County (City of Colton 2021). The Colton WRF receives wastewater from a population of 65,867 persons. The average daily flows at the Colton WRF are 5.6 million gallons per day (mgd). The Colton WRF has a current operating capacity of eight mgd and an ultimate design capacity of 10.4 mgd. The secondary treated wastewater is then directed to a Rapid Infiltration-Extraction (RIX) Facility that is owned and operated by the cities of Colton and San Bernardino, where the wastewater undergoes additional treatment before it is discharged to the Santa Ana River. The RIX facility is designed to treat 41 mgd of influent but treats an average of approximately 33 mgd.

The Design Guidelines for Water and Sewer Facilities prepared by the Water Agencies' Standards (WAS) provides a wastewater treatment demand factor of 1,500 gallons per day per gross acre for commercial uses (WAS 2014). Based on this factor (and a site size of 1.21 gross acres), the former facility on the Project site generated and estimated 1,815 gallons of wastewater per day. Implementation of the proposed Project includes development of a new hotel. The proposed Project will not change the commercial use of the Project site; therefore, wastewater generation due to Project implementation would not increase wastewater demand at the site to a level that would exceed existing wastewater capacity. The wastewater treatment facility serving the Project site would continue to be able to accommodate the wastewater generated by the proposed Project. A less than significant impact to wastewater facilities would occur and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Solid waste disposal services are provided by Colton Disposal, a division of CR&R Environmental Services, Inc., which collects solid waste in Colton under contract with the City. The majority of the solid waste is sent to the Mid-Valley Sanitary Landfill in Rialto and the San Timoteo Sanitary Landfill in Redlands. The Mid-Valley Sanitary Landfill has a remaining capacity of 67.5 million cubic yards with the maximum permitted throughput of 7,500 tons per day and an existing daily surplus of 4,850 tons. The San Timoteo Sanitary Landfill has a remaining capacity of 13.6 million cubic yards with a maximum permitted throughput of 2,000 tons per day (CalRecycle 2019).

Implementation of the proposed Project includes development of a new hotel. The proposed Project will not change the commercial use of the Project site; therefore, solid waste generation due to Project implementation would not increase solid waste demand at the site to a level that would exceed existing capacity at receiving landfills. As adequate daily surplus capacity exists at the receiving landfill, development of the proposed Project would not significantly affect current operation or the expected lifetime of the landfill serving the Project site. Therefore, the proposed Project would not cause an impact related to solid waste disposal. A less than significant impact related to this issue would occur and no mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

The proposed project would be required to comply with applicable local, State, and federal provisions pursuant to the reduction and/or recycling of construction waste including the applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991). . No Project impact with regard to statutes/regulations related to the reduction of solid waste would occur; therefore, no mitigation is required.

4.19.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

4.20.1 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

The Project site is not located in a State Responsibility Area (SRA) or a VHFHSZ; however, an SRA is located approximately 1.2 miles southeast and a VHFHSZ is located less than 0.25 mile south of the Project site. The Project site occurs within the historic wildfire perimeter as well as the Moderate FHSZ (City of Colton 2018). The Project site does not fall within a high or very high FHSZ. The Project involves the construction of a new hotel and reconfiguration of an existing parking lot. It does not involve any changes to offsite roads and would not affect the City's evacuation routes or emergency response plan. The proposed Project would designed, constructed, and maintained in accordance with the City's Emergency Plan (Chapter 2.28.100 of the City Code of Ordinances) which would ensure the provision of adequate vehicular access and would provide for sufficient emergency access and evacuation from all areas of the site. Impacts would be less than significant and no mitigation is required.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐

As described under Checklist Response XX(a), the Project site is not located in an SRA or on land classified as VHFHSZ; however, the Project site is close to such areas. Based on historical records, most of Colton burns fairly rarely (approximately every 126 to 150 years) (City of Colton 2019c). The Project site occurs within the historic wildfire perimeter as well as the Moderate FHSZ (City of Colton 2018).

The site is topographically flat and, based on weather conditions, can be exposed to offshore (Santa Ana winds) or onshore winds, similar to other urbanized portions of the City. If wildfires occur nearby, there is potential for smoke to drift into the City and increase pollutant concentrations for the employees of the Project site. Such conditions will most likely be temporary as fires that produce the smoke are controlled and extinguished. Due to the location of the proposed Project site in a heavily urbanized area, the exposure of employees on the site to uncontrolled spread of a wildfire is low. The City of Colton (and San

Bernardino County providing mutual aid) has systems in place to protect employees and residents in the event that wildfires are burning outside of the City limits and spreading toward the City.

Implementation of the Proposed project will not exacerbate wildfire risks, exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Direct, indirect, and cumulative impacts will be less than significant with implementation of the proposed Project. No mitigation will be required.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐

The Project site currently contains the remnants of a former restaurant and parking lot. The Project site plan does not involve the installation of infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities. Utilities to serve the Project site already exist and development of the proposed Project will connect to existing utilities.

Prior to the issuance of final building permit, the City will review final site plans for the proposed Project to ensure that design features will not exacerbate fire risk. The proposed Project will not result in temporary or ongoing impacts related to the installation or maintenance or infrastructure that will exacerbate fire risk and as such, a less than significant impact would occur. No mitigation is required.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The proposed Project is located on a site that is already developed and topographically flat. It is surrounded by land that is heavily developed. Employees will not be exposed to significant risks from downslope flooding, landslides, or drainage changes due to wildfires. No impact would occur and no mitigation is required.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

The proposed Project is located on a previously developed parcel and is surrounded by I-215 and commercial businesses. The area's land use designation is General Commercial (C-2). The Project site is outside of the Santa Ana River Parkway and Trail which is used as a wildlife corridor. There are no special-status species expected to occur on the Project due to its current development. There is no suitable habitat for wildlife species, other than the potential for nesting birds and bats. With Mitigation Measure **BIO-1** and b in place to ensure any bats and nesting birds are not impacted by construction-related activities, impacts to the quality of the environment, habitat of fish or wildlife species, or range of rare or endangered plant or wildlife would be less than significant. In addition, implementation of Mitigation Measure **CUL-1** would reduce potential impacts on historical and archaeological resources to less than significant levels.

Does the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	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)?	☐	☒	☐	☐

The impacts of the proposed Project would be individually limited and not cumulatively considerable. With implementation of the various mitigation measures recommended, all potential environmental impacts of the proposed Project would be reduced to less than significant levels, including potential cumulative impacts. When viewed in conjunction with other closely related past, present, and reasonably

foreseeable future projects, development of the proposed Project would not cumulatively contribute to impacts. Impacts would be less than significant.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

As described in this Initial Study, implementation of the proposed Project would result in potential impacts related biological and cultural resources, geology and soils, and tribal cultural resources during construction. With implementation of the various mitigation measures recommended in this checklist, all potential environmental impacts of the proposed Project would be reduced to less than significant levels. Therefore, implementation of the recommended mitigation measures, compliance with City General Plan policies, application of standard conditions, and application of standard BMPs during construction would ensure that the Project would not result in environmental impacts that would cause substantial direct or indirect adverse impacts on humans.

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5.0 LIST OF PREPARERS

5.1 City of Colton

City of Colton

Mario Suarez, Planning Manager

David Alvarez. Senior Planner

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CEQA Documentation/Air Quality/Biological Resources/Cultural Resources/Greenhouse Gas/Noise

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