INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

BARTON ROAD BRIDGE REMOVAL AND ROAD CONSTRUCTION PROJECT

CITY OF COLTON/CITY OF GRAND TERRACE

SAN BERNARDINO COUNTY, CALIFORNIA

LSA

July 2021

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SAN BERNARDINO COUNTY, CALIFORNIA

Prepared for:

City of Colton
Public Works Department
1160 South 10th Street
Colton, California 92324

Prepared by:

LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507

LSA Project No. CNS1901

LSA

July 2021

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ACM	asbestos-containing material
ADL	Aerially Deposited Lead
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BACMs	Best Available Control Measures
bgs	below ground surface
BMP	Best Management Practice
CalEEMod	California Emission Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CEQA Guidelines	State of California Guidelines for Implementation of the California Environmental Quality Act
cfs	cubic feet per second
City	City of Colton
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CWA	Federal Clean Water Act
dBA	A-weighted decibel
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMFAC	Emission Factors
EPA	(United States) Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
in/sec	inches per second
IS	Initial Study
ISA	Initial Site Assessment
LBP	lead-based paint

LID	Low Impact Development
L_{max}	Maximum Noise Level
LOS	Level of Service
LRA	Local Responsibility Area
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
mph	miles per hour
MS4	Municipal Separate Storm Sewer System
MT CO_2e	Metric Ton Carbon Dioxide Equivalent
ND	Negative Declaration
NO_2	nitrogen dioxide
NOI	Notice of Intent
NO_x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
PCE	passenger car equivalent
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
PPV	peak particle velocity
PRC	Public Resources Code
REC	recognized environmental conditions
RHWC	Riverside Highland Water Company
RL	Report Limit
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SC	Standard Conditions
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SMBMI	San Manuel Band of Mission Indians Cultural Resources Department
STLC	Soluble Threshold Limit Concentration
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TPH	Total Petroleum Hydrocarbon
TPH-DRO	Total Petroleum Hydrocarbon, Diesel Range Organics
TPH-MORO	Total Petroleum Hydrocarbon, Motor Oil Range Organics
TSR	Traffic Study Report
TTLC	Total Threshold Limit Concentration
UPRR	Union Pacific Railroad

USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VdB	vibration velocity decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WQMP	Water Quality Management Plan

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1.0 INTRODUCTION AND PURPOSE

1.1 INTRODUCTION

Section 1.0 of this Initial Study (IS) describes the purpose, environmental authorization, the intended uses of the IS, documents incorporated by reference, and the processes and procedures governing the preparation of the environmental document. Pursuant to Section 15367 of the *State of California Guidelines for Implementation of the California Environmental Quality Act* (*CEQA Guidelines*), the City of Colton (City) is the Lead Agency under the California Environmental Quality Act (CEQA). The City has primary responsibility for compliance with CEQA and consideration of the Barton Road Bridge Removal and Road Construction Project ("Project" or "proposed Project").

The Initial Study is organized as follows:

Section 1.0 *Introduction and Purpose* provides a discussion of the Initial Study's purpose, focus, and legal requirements.

Section 2.0 *Project Description* provides a detailed description of the proposed Project.

Section 3.0 *Environmental Checklist* includes a checklist and accompanying analyses of the Project's effect on the environment. For each environmental issue, the analysis identifies the level of Project's environmental impact.

Section 4.0 *References* details the references cited throughout the document.

Appendices Includes the technical material prepared to support the analyses contained in the IS.

1.2 PURPOSE

CEQA requires that the proposed Project be reviewed to determine the environmental effects that would result if the Project were approved and implemented. The City is the Lead Agency and has the responsibility of preparing and adopting the associated environmental document prior to consideration of the approval of the proposed Project. The City has the authority to make decisions regarding discretionary actions relating to implementation of the proposed Project.

This IS has been prepared in accordance with the relevant provisions of CEQA (California Public Resources Code Section 21000 et seq.); the *CEQA Guidelines,*[1] and the rules, regulations, and procedures for implementing CEQA as adopted by the City. The objective of the Initial Study is to inform City decision-makers, representatives of other affected/responsible agencies, the public, and interested parties of the potential environmental consequences of the Project.

As established in *CEQA Guidelines* Section 15063(c), the purposes of an IS are to:

- Provide the Lead Agency (City of Colton) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND);
- Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for an ND or MND;

[1] California Code of Regulations, Title 14, Chapter 3, Sections 15000 through 15387.

- Assist in the preparation of an EIR, if one is required;
- Facilitate environmental assessment early in the design of a project;
- Provide a factual basis for finding in an ND or MND that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the project.

1.3 INTENDED USE OF THIS INITIAL STUDY

The City formally initiated the environmental process for the proposed Project with the preparation of this Initial Study. The IS screens out those impacts that would be less than significant and do not warrant mitigation, while identifying those issues that require further mitigation to reduce impacts to a less than significant level. As identified in the following analyses, Project impacts related to various environmental issues either do not occur, are less than significant (when measured against established significance thresholds), or have been rendered less than significant through implementation of mitigation measures. Based on these analytical conclusions, this IS supports adoption of an MND for the proposed Project.

CEQA[2] permits the incorporation by reference of all or portions of other documents that are generally available to the public. The IS has been prepared utilizing information from City planning and environmental documents, technical studies specifically prepared for the Project, and other publicly available data. The documents utilized in the IS are identified in Section 4.0 and are hereby incorporated by reference. These documents are available for review at the City of Colton, Public Works Department.

1.4 PUBLIC REVIEW OF THE INITIAL STUDY

The IS and a Notice of Intent (NOI) to adopt an MND will be distributed to responsible and trustee agencies, other affected agencies, and other parties for a 20-day public review period. Written comments regarding this Initial Study should be addressed to:

Victor P. Ortiz, P.E.
City Engineer
160 S 10th Street
Colton, California 92324
(909) 370-5065
vortiz@coltonca.gov

Consideration of comments raised during the 20-day public review period will be taken into account and addressed prior to adoption of the MND by the City.

[2] *CEQA Guidelines* Section 15150.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Project site is located on Barton Road over the abandoned Union Pacific Rail Road (UPRR) tracks and Southern California Edison (SCE) easement between Terrace Avenue and Grand Terrace Road straddling the boundary of the Cities of Colton and Grand Terrace. Surrounding uses in the vicinity of the Project site include industrial businesses, surface parking lots, the inactive UPRR corridor and SCE easement to the north; Barton Road and single-family residential units to the east; industrial/commercial businesses, surface parking lots, undeveloped land, and the inactive UPRR corridor and SCE easement to the south; and, Barton Road, surface parking lots, and Terrace Avenue to the west. **Figure 1: Regional Location** and **Figure 2: Project Location** shows the location of the proposed Project on a regional and local basis.

2.2 LAND USE

The Project site is located on Barton Road over the inactive UPRR corridor and active SCE easement. The Project site itself does not have a land use designation nor a zoning designation. Table 2.2.A summarizes surrounding land uses, General Plan designations and zoning designations.

Table 2.2.A: On-site and Adjacent Land Uses

Direction	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Road/Bridge	N/A	N/A
North (Colton)	Industrial Uses, Surface Parking Lots, Abandoned UPRR tracks, SCE Easement	Light Industrial	M-1 Light Industrial
North (Grand Terrace)	Industrial Businesses, Surface Parking Lots, Inactive UPRR Corridor and SCE Easement	Industrial	Restricted Manufacturing
East (Grand Terrace)	Residential units and Barton Road	Industrial	Restricted Manufacturing
South (Colton)	Industrial/Commercial Uses, Surface Parking Lots, Abandoned UPRR tracks, SCE Easement	Light Industrial	M-1 Light Industrial
South (Grand Terrace	Industrial/Commercial businesses, surface parking lot, inactive UPRR corridor and SCE easement	Industrial	Restricted Manufacturing
West (Colton)	Barton Road, Surface Parking Lots, and Terrace Avenue	Light Industrial	M-1 Light Industrial

2.3 PROJECT DESCRIPTION

The Project is being proposed to provide a safe connectivity between La Cadena and the Barton Road/Interstate-215 (I-215) interchange and to facilitate efficient access between the Cities of Colton and Grand Terrace. Barton Road Bridge was originally built in 1936 as a two-lane bridge over the UPRR railroad tracks (one lane in each direction). The bridge is structurally unsound and the 25-foot wide bridge deck does not provide adequate pedestrian or bicycle access in accordance with City standards. A review of the existing bridge's plans shows the design does not account for seismic loading, which is now required in the state of California. The Bridge Inspection Report shows a low sufficiently rating of 58.8 due to low load rating and a roadway geometry that does not meet current American Association of State Highway and Transportation Officials standards. The railroad tracks below the Barton Road Bridge have been abandoned and removed; as such, there is no longer the need to span the railroad tracks with a bridge.

The Cities of Colton (CEQA Lead Agency) and Grand Terrace (Responsible Agency) in cooperation with the California Department of Transportation (Caltrans) proposes to remove the bridge (State Bridge No. 54C0379), fill the area over the railroad corridor, and replace the bridge with a two-lane at grade asphalt roadway to connect to the existing roadway to the east and west of the bridge. There is also the need to provide continuous pedestrian and bicycle access along this stretch of Barton Road through implementation of sidewalks and Class II bicycle lanes to meet the requirements of both the Cities of Colton and Grand Terrace.

Improvements to Barton Road will begin at the east side of Terrace Avenue intersection in the City of Colton and extend to approximately 100 feet west of the intersection of Grand Terrace Avenue in the City of Grand Terrace. The curb-to-curb roadway width of 44 feet widens to approximately 70 feet of west Grand Terrace Avenue to tie into the improvements that have been made to the Barton Road/I-215 interchange. The total length of the roadway improvements is approximately 1,100 feet. The roadway will accommodate a 6-foot wide sidewalk on the north and south side of Barton Road, an 8-foot wide striped Class II bicycle lane on each side of the roadway and 14-foot wide travel lanes. Land configurations transition to join existing improvements west of Grand Terrace Avenue. Improvements associated with the proposed Project include the following:

- Demolition and removal of the existing bridge, abutments, and retaining walls on Barton Road.
- Remove and reconstruct the drainage outlet west of Grand Terrace Avenue; construct a drainage culvert across Barton Road in the vicinity of the abandoned tracks.
- Relocate the Riverside Highland Water Company line, City waterline, fiber optic cables, and gas line in the existing bridge and roadway; relocate overhead telephone lines spanning along the north side of Barton Road.
- Cut of approximately 5,800 cubic yards and fill of approximately 4,300 cubic yards to bring the bridge area to grade.
- Construct asphalt roadway, remove the vertical crest curve improving stopping sight distance consistent with the Cities standards of Barton Road's roadway classification.
- Construct curb ramps at the intersection of Barton Road and Terrace Avenue to American Disabilities Act standards. (Note: improvements associated with planned developments in the project area will be required to match the profile of the planned Barton Road improvements.)
- Construct 6-foot wide sidewalk, and 8-foot wide Class II bike lane on north and south side of Barton Road within the Project limits.
- Construct driveway approaches joining existing driveways to City of Colton and Grand Terrace standards.
- Remove a retaining wall along the north side of Baron Road right of way in front of (current) Lineage Logistics building.
- Identify and provide a construction staging area in the vicinity of the improvements.
- Close Barton Road between Terrace Avenue and Grand Terrace Avenue during construction and provide a detour for traffic. The detour will route traffic around the construction zone on Barton Road via S. Terrace Avenue, De Berry Street, and S. La Crosse Avenue.

The proposed Project will require approximately 0.60 acre of temporary construction easements and slope easements. The majority of improvements with the exception of grading of driveways to match the lowered street elevation will be contained to the Cities' existing right-of-way. Right-of-way acquisitions will occur on the following parcels: APNs 1167 121 06; 1167 121 07; 0275 223 24; 0275 223 58; and, 0275 223 16. Approximately 3,800 square feet will be acquired to increase the right of way at the location of the existing bridge to 50 feet in each direction plus approximately 50 square feet of permanent right of way acquisition will be needed in front of Assessors' Parcel Number (APN) 0275-223-16 (this parcel is located within the City of Grand Terrace). **Figure 3: Project Design** shows the design of the proposed Project along Barton Road.

2.4 METHODOLOGY

The analysis in this IS/MND provides an environmental review of the Project pursuant to CEQA. The details of the proposed Project and associated actions have been characterized in this section and are also addressed in detail throughout Section 3.0 of this IS/MND. If the Project is approved, the Project would be allowed without further discretionary approval, so long as the improvements comply with the City's regulations and project-specific mitigation measures and Conditions of Approval.

2.5 REQUIRED PERMITS AND APPROVALS

The City is expected to use this IS/MND in consideration of the proposed Project and associated actions. These actions may include, but are not limited to, the following:

- City of Colton/City of Grand Terrace Public Works Department review.

2.6 INITIAL STUDY APPENDICES

The Initial Study is based on the following environmental documents and technical studies:

Appendix A: Air Quality Report

Appendix B: Natural Environment Study Minimal Impacts (NESMI)

Appendix C: Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR)

Appendix D: Initial Site Assessment, Supplemental Hazardous Materials Survey Report, Limited Site Investigation and ADL Report

Appendix E: Drainage Study

Appendix F: Noise Memorandum

Appendix G: Traffic Study Report

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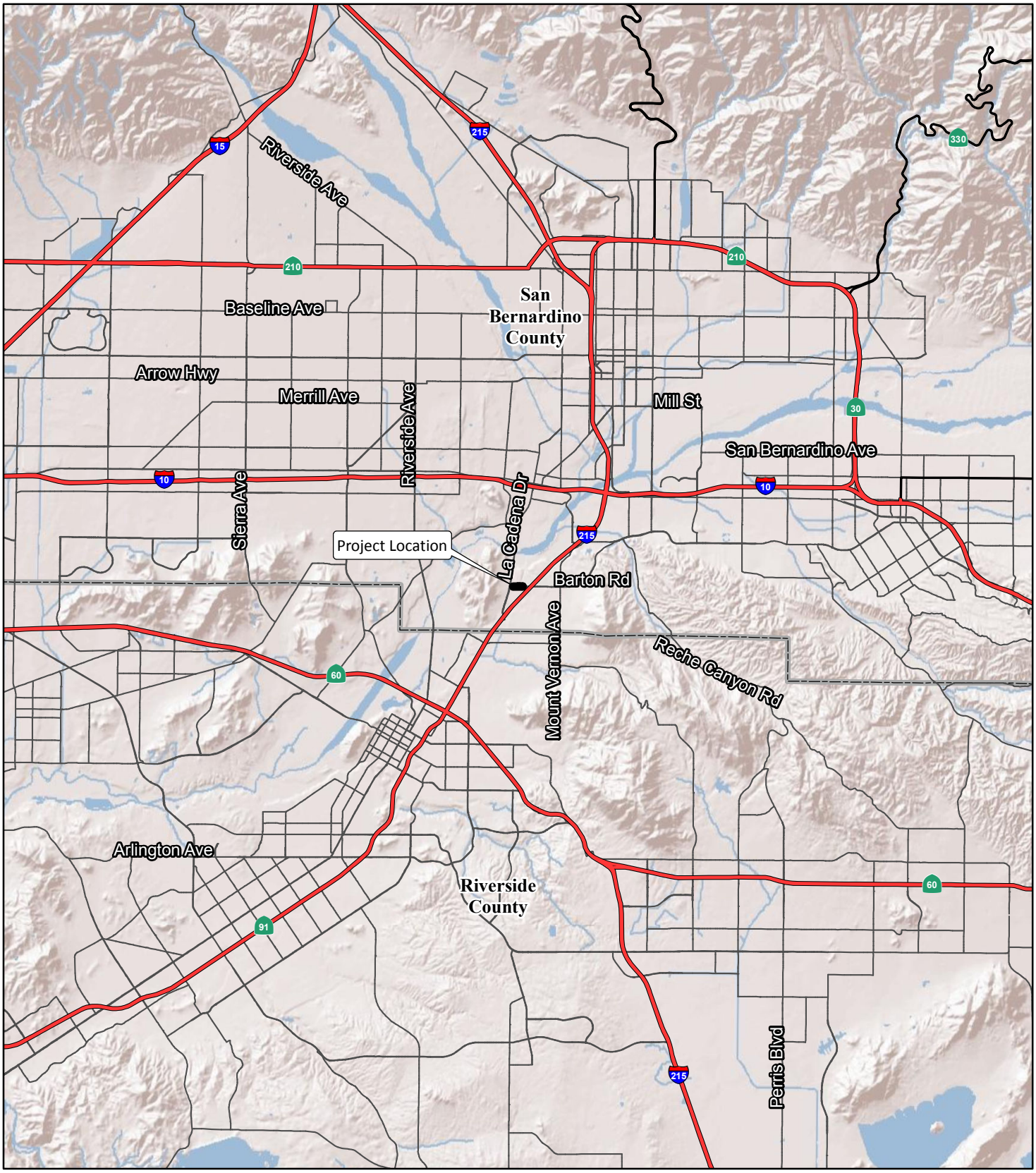

LEGEND

Project Location

FIGURE 1

N

0 1.5 3

MILES

SOURCE: Esri (2019)

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Barton Road Bridge Removal and Road Construction Project

Regional Location

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LEGEND

Project Boundary

City Boundary

FIGURE 2

0 300 600

FEET

SOURCE: Nearmap (9/20/2019); CNS Engineering (5/19/2020 and 7/13/2020); County of San Bernardino (4/2019)

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Barton Road Bridge Removal and Road Construction Project

Project Location

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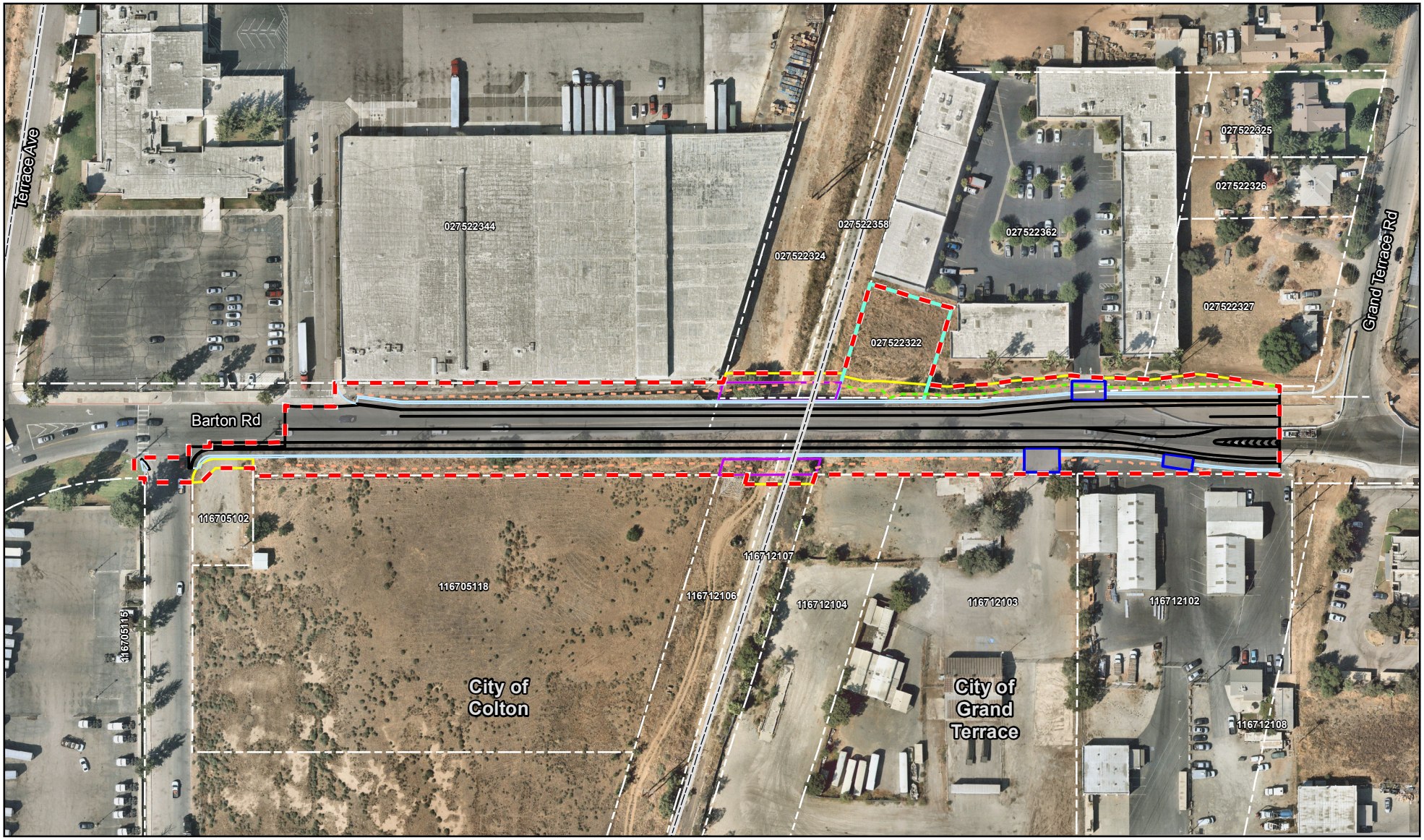

FIGURE 3

LEGEND

- Project Boundary
- Existing Right-of-Way/Parcel Boundaries
- City Boundary

Proposed Project Features

- New Pavement
- Curb/Gutter
- Driveway
- Toe of Slope
- Sidewalk
- Staging Area
- Right-of-Way Acquisition
- Slope/Drainage Easement
- Temporary Construction Easement

0 75 150
FEET

Barton Road Bridge Removal and Road Construction Project

Project Design

SOURCE: Nearmap (9/20/2019); CNS Engineering (5/19/2020 and 7/13/2020); County of San Bernardino (4/2019)

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3.0 INITIAL STUDY CHECKLIST

1. **Project Title:**
   Barton Road Bridge Removal and Road Construction Project
   Federal AID Project No. BRLS-5065(024)

2. **Lead Agency Name and Address:**
   City of Colton
   Public Works Department
   160 South 10th Street
   Colton, California 92324

3. **Contact Person and Phone Number:**
   Victor P. Ortiz, P.E., City Engineer
   (909) 370-5065
   vortiz@coltonca.gov

4. **Project Location:**
   The Project site is located on Barton Road over the abandoned Union Pacific Rail Road (UPRR) tracks and Southern California Edison (SCE) easement between Terrace Avenue and Grand Terrace Road straddling the boundary of the City of Colton and City of Grand Terrace.

5. **Project Sponsor's Name and Address:**
   Albert Vergel de Dios, P.E.
   District Local Assistance Engineer
   California Department of Transportation, District 8
   464 West Fourth Street, 6th Floor
   San Bernardino, California 92401

6. **General Plan Designation:**
   Road and Bridge – No General Plan Designation

7. **Zoning:**
   Road and Bridge – No Zoning Designation

8. **Description of Project:**
   The Cities of Colton (CEQA Lead Agency) and Grand Terrace in cooperation with Caltrans proposes to remove the bridge (State Bridge No. 54C0379), fill the area over the UPRR railroad corridor/SCE easement, and replace the bridge with a two-lane at grade asphalt roadway to connect to the existing roadway to the east and west of the bridge. There is also the need to provide continuous pedestrian and bicycle access along this stretch of Barton Road through implementation of sidewalks and Class II bicycle lanes to meet the requirements of both the Cities of Colton and Grand Terrace. The Project boundary is approximately 2.9 acres. Please refer to Section 2.3 for further detail.

9. **Setting and Surrounding Land Uses:**
   Surrounding uses in the vicinity of the Project site include industrial businesses, surface parking lots, the inactive UPRR corridor and SCE easement to the north; Barton Road and single-family residential units to the east; industrial/commercial businesses, surface parking lots, undeveloped land, and the

inactive UPRR corridor and SCE easement to the south; and, Barton Road, surface parking lots, and Terrace Avenue to the west.

10. **Required Actions:**
The City is expected to use this IS/MND in consideration of the bridge demolition and roadway improvements and associated actions. These actions may include, but are not limited to, the following:

- Bridge Removal Permit;
- Street Improvement Permit;
- Traffic Management Plan; and
- Encroachment Permit (City of Grand Terrace).

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun? Please refer to Checklist Section 3.18 (Tribal Cultural Resources).

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

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

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of the initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signature:_____ Date:_____

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 AESTHETICS

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?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway?	☐	☐	☐	☒
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?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	☐	☒

a. Would the project have a substantial adverse effect on a scenic vista?

No Impact. Scenic and other important visual features typically include parks, natural open space and topographic features, and native flora. Views of the San Bernardino and San Gabriel Mountains form a scenic backdrop for the northern portion of the City of Colton. These vistas are shared amongst all of the cities surrounding/bordering the City of Colton and Grand Terrace. The only scenic resource within the City of Colton is the Santa Ana River and its surrounding natural areas. Views of this natural feature are accessible from the surrounding area as well as through the recreational use of the San Ana River area.

The Project site is located on Barton Road, straddling the cities of Colton and Grand Terrace boundary, in an urban area. There are no scenic vistas or important visual features within the boundary of the Project site. Motorists traveling westbound on Barton Road have views of the La Loma Hills while motorists traveling eastbound on Barton Road have semi-unobstructed views of Blue Mountain. The San Bernardino and San Gabriel Mountains and the Santa Ana River are not visible to motorists traveling through the Project site on Barton Road. The proposed Project includes the removal of an existing bridge crossing over the abandoned UPRR corridor, filling of the area and development of a new portion of Barton Road in place of the old bridge. No tall structures would be developed with the proposed Project resulting in views of the local hills being obstructed to motorists. The closest single-family residential units to the proposed Project are located along Grand Terrace Road and face predominantly to the east, away from the Project site. As such, the proposed Project would not obstruct views of the La Loma Hills and Blue Mountain. Overall, **no impact** on a scenic vista would occur with implementation of the Project and no mitigation is required.

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

No Impact. The proposed Project is not located along a State scenic highway, and there are no state scenic highways located within the Project vicinity.[3] Therefore, the Project will not affect any scenic resources within a State scenic highway. **No impact** would occur and no mitigation is required.

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

Less than Significant Impact. As of July 1, 2019, the United States Census Bureau estimated the City's population to be 52,148 persons and the City's land area to be approximately 15.32 square miles.[4] The Project is located in an area with at least 1,000 persons per square mile (3,404 people per square mile) and therefore meets the definition of *Urbanized Area* under Section 15387 of the *CEQA Guidelines*.

During construction, the construction vehicles and equipment would be visible during the removal of existing bridge, placement of the fill, the laying of asphalt material, and other visible general construction activity (i.e., utility relocation). However, the presence of construction vehicles would be temporary and would cease once construction is complete. Due to the temporary nature of construction activities, impacts to visual character of the site and its surroundings would be **less than significant** during construction. No mitigation is warranted.

The major scenic resource in the City of Colton is the Santa Ana River and its surrounding natural area. Views of the La Loma Hills (within the City) and Blue Mountain (located within the City of Grand Terrace). The Project consists of removal of the existing bridge crossing over the abandoned UPRR corridor and replacing it with fill to allow development of road to connect Barton Road in lieu of a new bridge. The Project site itself is not zoned by the City of Colton as Barton Road is a public right-of-way owned by the two cities. Approximately 4,500 square feet will be acquired to increase the right of way at the location of the existing bridge to 50 feet in each direction plus approximately 700 square feet of permanent right of way acquisition will be needed in front of APN 027522316. This parcel is located in the City of Grand Terrace and is currently zoned as Restricted Manufacturing; however, once acquisition occurs the portion of the parcel will become right-of-way for Barton Road. While the Project will alter the existing visual condition of the site (temporarily during construction), it would not conflict with applicable zoning and other regulations governing scenic quality, and impacts to the visual character or quality of the site and its surroundings would be **less than significant.** No mitigation is required.

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

No Impact. Construction of the Project will be limited to between the hours of 8:00 a.m. and 8:00 p.m. on any day except Sunday or between the hours of 9:00 a.m. and 8:00 p.m. on Sunday in accordance with

[3] *California Scenic Highway Mapping System.* San Bernardino County. California Department of Transportation. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm (accessed October 5, 2020).

[4] *QuickFacts, Colton, City of, California.* United States Census Bureau. https://www.census.gov/quickfacts/fact/table/coltoncitycalifornia/PST045219 (accessed October 5, 2020).

Section 8.108.040(e) of the City of Grand Terrace Municipal Code[5] Therefore, nighttime lighting during construction would not be necessary. The proposed Project does not include the installation of light standards along the Barton Road once the Project is operational. The proposed Project would not implement features (i.e., guardrails, etc.) that would increase glare in the vicinity of the Project site. No impact would occur as a result on implementation of the proposed Project and no mitigation is required.

[5] The City of Colton as a lead agency under CEQA does not have regulations pertaining to construction noise. Therefore, the City of Grand Terrace construction noise regulations (including hours of construction activity) is applicable to the proposed Project.

3.2 AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including Timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for or cause rezoning of forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The California Department of Conservation, Farmland Mapping and Monitoring Program, 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.

No agricultural operations are located on, adjacent to, or near the proposed Project site. The proposed Project site is designated as "Urban and Built-Up Land".[6] As no Prime or Unique Farmlands or Farmland of Statewide Importance (Important Farmlands) are located within or adjacent to the proposed Project site, no conversion of such Important Farmland categories will occur. **No impact** related to this issue would occur and no mitigation is required.

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

No Impact. Williamson Act contracts restrict land development of contract lands.[7] These contracts typically limit land use to agriculture, recreation, and open space, unless otherwise stated in the contract. The City of Colton General Plan Update EIR indicates that San Bernardino County does not have any Williamson Act contracts within the City limits or within Colton's Sphere of Influence.[8] The Project site is not zoned, as it is a public roadway located in the Cities of Colton and Grand Terrace. The parcel where the proposed Project will require sliver acquisition is zoned M-1 Light Industrial. Implementation of the proposed Project would not conflict with existing zoning for agricultural use, or Williamson Act contracts. Therefore, **no impact** would occur and no mitigation is required.

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))?

No Impact. Neither the Project site nor surrounding properties are zoned for forest land or timberland. Therefore, the proposed Project would have **no impact** on forest land or timberland. No mitigation is required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No forest land exists on site. As discussed in response to Checklist Question 3.2c, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, **no impact** would occur and no mitigation is required.

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

No Impact. As discussed in response to Checklist Questions 3.2a and 3.2b, no agricultural operations are located on, adjacent to, or near the proposed Project. The Project site is designated as "Urban and Built-Up Land" by the Farmland Mapping and Monitoring Program and it is not subject to a Williamson Act Contract. Land surrounding the Project site is occupied by urban uses and is zoned as M-1 Light Industrial.

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6 *San Bernardino County Important Farmland 2016*. State of California Department of Conservation, DLRP Data Downloads. https://gis.conservation.ca.gov/portal/home/group.html?id=b1494c705cb34d01acf78f4927a75b8f#overview (accessed October 6, 2020).

7 The Williamson Act is a procedure authorized under State law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land's open space or agricultural values.

8 City of Colton, City of Colton General Plan Update Environmental Impact Report, Section 4.2 Agricultural and Forest Resources, pg. 4.2-6, May 2013.

Similarly, no forestry uses exist on or near the Project site. In the absence of land designated for agricultural or forestry use, **no impact** would occur and no mitigation is required.

3.3 AIR QUALITY

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

		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?	☐	☐	☒	☐
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?	☐	☒	☐	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The analysis in this section is based on the *Air Quality Report* that was prepared for the proposed Project in October 2020 (**Appendix A: Air Quality Report**).

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

Less than Significant Impact. The Project site is in the South Coast Air Basin (Basin), which is managed by the South Coast Air Quality Management District (SCAQMD). The California Air Resources Board (CARB) has designated the Basin as nonattainment for ozone, respirable particulate matter less than 10 micrometers in size (PM_{10}), and fine inhalable particulate matter less than 2.5 micrometers in size ($PM_{2.5}$) under the California Ambient Air Quality Standards. Under the National Ambient Air Quality Standards, the United States Environmental Protection Agency (EPA) has designated the status of the Basin as extreme nonattainment for ozone and moderate nonattainment for $PM_{2.5}$.

The SCAQMD and Southern California Association of Governments (SCAG) are responsible for developing and implementing the Air Quality Management Plan (AQMP) for the Basin. The applicable AQMP is the SCAQMD Final 2016 AQMP.[9] The 2016 AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the 2016 AQMP, then the added emissions are considered to have been evaluated, are contained in the 2016 AQMP, and would not conflict with or obstruct implementation of the regional 2016 AQMP.

The proposed Project is not considered a project of statewide, regional, or area-wide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries,

[9] *Final 2016 Air Quality Management Plan*. South Coast Air Quality Management District, March 2016.

residential development of more than 500 dwelling units, shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space, etc.) as defined in the California Code of Regulations [Title 14, Division 6, Chapter 3, Article 13, §15206(b)].

The proposed Project is listed in the 2016 financially constrained Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment No. 2, which was found to conform by SCAG on July 6, 2017, and by the Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) on August 1, 2017. On September 6, 2018, SCAG's Regional Council adopted the 206 RTP/SCS Amendment No. 3 but conformity determination approval from the FHWA is pending. The proposed Project is listed in the 2017 Federal Transportation Improvement Program (FTIP) 17-00 under ID No. SDBSL08. The 2017 FTIP Consistency Amendment 17-18 was approved by SCAG on February 23, 2018, and by FTA/FHWA on March 26, 2018. The design concept and scope on the proposed Project is consistent with the Project description in the 2016 RTP and 2017 FTIP and the "open to traffic" assumptions of the SCAG's regional emissions analysis.

No changes are proposed to either the Colton or Grand Terrace General Plan Land Use Designations and zoning designations as the proposed Project would occur within the Barton Road right-of-way. A small portion of parcel APN 0275-223-16 will be acquired by the proposed Project; however, the remainder of the parcel will not be redesignated to a new land use nor will it be rezoned. Overall, the proposed Project is not growth inducing, rather it is being implemented to improve safety along Barton Road. The proposed Project was already assumed in SCAG's regional emissions analysis as such, the proposed Project is consistent with the 2016 AQMP. Impacts would be **less than significant** and no mitigation is required.

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

Less than Significant with Mitigation Incorporated. Emission Factors (EMFAC) is California's federally approved on-road mobile source emission inventory model that reflects California-specific driving and environmental conditions, fleet mix, and mobile source regulations. EMFAC is a computer model used for estimating emission rates for on-road mobile sources in California for calendar years 2000 to 2050. The EMFAC Model was used to determine emissions of the proposed Project.

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

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include carbon monoxide (CO), nitrogen oxide (NO_x), volatile organic compounds (VOC), directly emitted PM ($PM_{2.5}$ and PM_{10}), and Toxic Air Contaminants (e.g., diesel exhaust PM).

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, and paving roadway surfaces. Construction-related effects on air quality from most roadway projects would be greatest during the site preparation phase because most engine emissions are associated with the

excavation, handling, and transport of soils to and from the site. If not properly controlled, these activities would temporarily generate CO, NO_x, VOCs, PM_{10}, and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after drying. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would also depend on soil moisture, the silt content of soil, wind speed, and the amount of equipment operating at the time. Larger dust particles would settle near the source, while finer particles would be dispersed over greater distances from the construction site.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, NO_x, VOCs, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site. Areas within 500 feet of CARB-defined sensitive land uses would be labeled as no-idle areas where material storage/transfer and equipment maintenance activities are not to occur. Existing land uses in the proposed Project area identified as sensitive receptors include single-family residential and multifamily residential units and a mobile home park.

SO_2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel fuel meeting federal standards can contain up to 5,000 parts per million of sulfur, whereas on-road diesel is restricted to less than 15 parts per million of sulfur. However, under California law and CARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel, so SO_2-related issues due to diesel exhaust would be minimal.

The construction emissions were estimated for the proposed Project using the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model, Version 9.0.0, which is consistent with the guidance provided by the SCAQMD for evaluating construction impacts from roadway projects. **Table 3.3.A: Maximum Daily Project Construction Emissions** presents the maximum amount of construction-related emissions during a peak construction day for the proposed Project. The PM_{10} and $PM_{2.5}$ emissions assume a 50 percent control of fugitive dust as a result of watering and associated dust control measures. The Project construction emissions presented below are based on the best information available at the time of calculations and specify that the schedule for construction of the Project is anticipated to take approximately 14 months.

Table 3.3.A: Maximum Daily Project Construction Emissions

Construction Phase	ROG	CO	NO_x	Total PM_{10}	Total $PM_{2.5}$
Grubbing/Land Clearing (lbs/day)	1.11	9.87	11.99	16.52	3.79
Grading/Excavation (lbs/day)	9.30	69.99	105.01	20.31	7.22
Drainage/Utilities/Sub-Grade (lbs/day)	6.38	50.78	69.79	18.91	6.00
Paving (lbs/day)	1.02	13.22	12.02	0.60	0.50
Maximum (lbs/day)	**9.30**	**69.99**	**105.01**	**20.31**	**7.22**
Total (tons/construction project)	**0.98**	**7.65**	**10.96**	**2.55**	**0.85**

Source: LSA Associates, *Air Quality Report Barton Bridge Removal and Road Construction* Project Table 4-1: Maximum Daily Project Construction Emissions, page 40.
Notes: CO = Carbon monoxide; lbs/day = pounds per day; NO_x = oxides of nitrogen; $PM_{2.5}$ = particulate matter less than 2.5 microns in size; PM_{10} = particulate matter less than 10 microns in size; ROG= reactive organic gases.

Construction activities would not last for more than three years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis. Implementation of **Mitigation Measure AQ-1** would reduce maximum daily project construction emissions.

Mitigation Measure AQ-1: Prior to the commencement of any construction activities, the construction contractor shall submit a Construction Emission Control Plan for review and approval to the City of Colton Department of Public Works, which shall be implemented during construction. The Construction Emissions Control Plan shall comply with federal, State, and local regulations as specified in the measures below:

- The contractor shall adhere to the Caltrans Standard Specifications for Construction, Sections 14.9-01, 14.9-02, 14.9-03, 18-1.02C, and 18-1.03 (or Greenbook equivalent specifications). Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
- Water or a dust palliative shall be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emissions or at the right-of-way line depending on local regulations in compliance with the SCAQMD Rule 403 (Fugitive Dust).
- Soil binder shall be spread on any unpaved roads used for construction purposes, and on all project construction parking areas (providing an estimated 50 percent reduction of fugitive emissions) in compliance with the SCAQMD Rule 403 (Fugitive Dust).
- Trucks shall be washed as they leave the right-of-way as necessary to control fugitive dust emissions in compliance with the SCAQMD Rule 403 (Fugitive Dust).
- Construction equipment and vehicles shall be properly tuned and maintained. All construction equipment shall use low-sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114.
- A dust control plan shall be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities in compliance with the SCAQMD Rule 403 (Fugitive Dust).
- Equipment and material storage sites shall be located as far away from residential uses as practicable. Construction areas shall be kept clean and orderly in compliance with the SCAQMD Rule 402 (Nuisance).
- Within 500 feet of sensitive air receptors, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited to the extent feasible [as required by CCR Title 13, Section 2485(c)].
- Track-out reduction measures shall be used, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, in accordance with the State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4).
- All transported loads of soils and wet materials shall be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) shall be provided to minimize emission of dust during transportation in compliance with the SCAQMD Rule 403.

- Dust and mud that are deposited on paved, public roads due to construction activity and traffic shall be promptly and regularly removed to reduce PM emissions [State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4)].
- To the extent feasible, construction traffic shall be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times (consistent with the traffic control plan approved by the City of Colton Traffic Engineer).
- Mulch, hydroseeding or effective equivalent will be installed or vegetation planted as soon as practical after grading to reduce windblown PM. Note that certain methods of mulch/hydroseeding placement may cause dust and visible emission issues and may require controls themselves [Calltrans Standard Specifications for Construction, Sections 18.1-02C (Dust Control Binders) and 18-1.03 (Construction – Dust Palliatives)or Greenbook equivalent].

With implementation of **Mitigation Measure AQ-1** impacts pertaining to construction air quality emissions would be reduced to a **less than significant** impact.

Operational Emissions. The purpose of the Project is to provide safe connectivity between La Cadena and the Barton Road/I-215 interchange and to facilitate efficient access between Colton and Grand Terrace. The potential impact of the proposed Project on regional vehicle emissions was calculated using traffic date for the Project region and emission rates from the Emission Factor Model, Version 2017 (EMFAC 2017). **Table 3.3.B: Opening Year (2023) and Horizon Year (2045) Regional Vehicle Emissions** summarizes the Project emissions compared to the existing conditions (2019) and no build alternative conditions.

Table 3.3.B: Opening Year (2023) and Horizon Year (2045) Regional Vehicle Emissions

Alternative	Vehicle Exhaust					Fugitive Dust	
	ROG	CO	NO_x	PM_{10}	$PM_{2.5}$	PM_{10}	$PM_{2.5}$
Opening Year (2023) (lbs/day)							
Existing (2019)	0.54	13.78	3.87	0.06	0.58	0.05	0.23
No Build Alternative (2023)	0.64	16.86	4.23	0.05	1.00	0.05	0.40
Change from Existing	0.10	3.09	0.36	0.00	0.41	0.00	0.16
Build Alternative (2023)	0.47	14.33	3.64	0.04	1.00	0.04	0.40
Change from Existing	*-0.07*	*0.55*	*-0.22*	*-0.02*	*0.41*	*-0.01*	*0.16*
Change from No Build Alternative	*-0.17*	*-2.53*	*-0.58*	*-0.01*	0.00	*-0.01*	0.00
Horizon Year (2045) (lbs/day)							
Existing (2019)	0.54	13.78	3.87	0.06	0.58	0.05	0.23
No Build Alternative (2023)	0.56	12.28	2.38	0.03	1.43	0.03	0.57
Change from Existing	0.02	-1.50	-1.49	-0.03	0.85	-0.02	0.34
Build Alternative (2023)	0.50	11.67	2.04	0.03	1.43	0.03	0.57
Change from Existing	*-0.04*	*-2.11*	*-1.83*	*-0.03*	*0.85*	-0.03	*0.34*
Change from No Build Alternative	*-0.06*	*-0.61*	*-0.34*	*0.00*	*0.00*	0.00	*0.00*

Source: LSA Associates, *Air Quality Report Barton Bridge Removal and Road Construction* Project Table 4-2: 2023 Opening Year and 2045 Horizon Year Regional Vehicle Emissions, page 43.
Note: Totals may not appear to total correctly due to rounding. Fugitive dust consists of tire and brake wear and re-entrained road dust.
CO = Carbon monoxide; EMFAC = Emission Factor Model; lbs/day = pounds per day; NO_x nitrogen oxides; $PM_{2.5}$ = particulate matter less than 2.5 microns in size; PM_{10} = particulate matter less than 10 microns in size; ROG = reactive organic gases.

Table 3.3.B shows the vehicle exhaust emissions in 2023, the No Build Alternative and the proposed Project emissions are all lower than the existing condition emissions, except for fugitive dust PM_{10} and

$PM_{2.5}$ emissions. Additionally, the proposed Project for horizon year 2045 criteria pollutant emissions from vehicle exhaust are all less than the No Build Alternative emissions under the horizon year. The fugitive $PM_{2.5}$ and PM_{10} emissions consist of tire wear, brake dust, and re-entrained road dust emissions that are purely related to the increased regional vehicle miles traveled and not solely generated by the proposed Project. The slight increase in fugitive PM_{10} and $PM_{2.5}$ emissions will not cause violations of the State PM_{10} and $PM_{2.5}$ ambient air quality standards in the South Coast Air Basin. As such, the proposed Project would not substantially contribute or cause deterioration of existing air quality in the area. Impacts will be **less than significant** and no mitigation measures are required.

c. Expose sensitive receptors to substantial pollutant concentrations?

***Less than Significant Impact*.** The Air Quality Report included a decision tree to determine if CO local analysis was required for the proposed Project in accordance to the Caltrans Transportation Project-Level Carbon Monoxide Protocol. The following provides a step-by-step explanation of the decision tree where each level cited is followed by a response as to why CO local analysis is required or not required.

1. **Is the Project exempt from all emissions analyses?** No. The proposed Project is not one of the exempt projects listed in the Caltrans Transportation Project-Level Carbon Monoxide Protocol; therefore, the proposed Project is not exempt from all emissions analyses.
2. **Is the Project exempt from regional emissions analyses?** No. Because the proposed Project would expand and add traffic lanes to an existing bridge, it is not exempt from regional emission analysis.
3. **Is the Project locally defined as regionally significant?** No. The proposed Project would replace an existing two-lane bridge with a widened two-lane surface road. Therefore, the proposed Project is not regionally significant.
4. **Are there a currently conforming Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP)?** Yes.
5. **Is the Project included in the regional emissions analysis supporting the currently conforming RTP and TIP?** Yes. The proposed Project is included in the SCAG 2016 RTP and the 2019 FTIP.
6. **Has the Project design concept and/or scope changed significantly from that in the regional analysis?** No. Regional conformity for the proposed Project has been demonstrated for the RTP and the FTIP. The proposed Project is consistent with the Project description in the 2016 RTP/SCS and the 2019 FTIP.
7. **Is the Project in a CO nonattainment area?** No. The Project site is in an area that has demonstrated attainment with the federal CO standards.
8. **Was the area redesignated as "attainment" after the 1990 Clean Air Act?** Yes.
9. **Has "continued attainment" been verified with the local Air District, if appropriate?** Yes. The U.S. EPA designated the Basin as attainment/maintenance on June 11, 2007.
10. **Does the Project worsen air quality?** No. Because the proposed Project would not meet any criteria discussed below, it would not potentially worsen air quality.
    a. ***The project significantly increases the percentage of vehicles operating in cold start mode. Increasing the number of vehicles operating in cold start mode by as little as 2 percent should be considered potentially significant.*** The percentage of vehicles operating in cold start mode is the same or lower for the bridge under study compared to those used for the intersections in the attainment plan. It is assumed that all vehicles on the Barton Road are in a fully warmed-up mode. Therefore, this criterion is not met.

b. ***The Project significantly increases traffic volumes. Increases in traffic volumes in excess of 5 percent should be considered potentially significant. Increase the traffic volume by less than 5 percent may still be potentially significant if there is also a reduction in average speeds.*** The proposed Project will improve safety and operation for vehicles traveling on Barton Road between La Cadena and the I-215 interchange. Although the Project would result in lower traffic delays and traffic congestion, the proposed Project would not increase traffic volumes on Barton Road between La Cadena and the I-215 interchange. Therefore, this criterion is not met.

c. ***The Project worsens traffic flow. For uninterrupted roadway segments, a reduction in average speeds (within a range of 3 to 50 miles per hour [mph]) should be regarded as worsening traffic flow. For intersection segments, a reduction in average speed or an increase in average delay should be considered as worsening traffic flow.*** The proposed Project would represent the lowest volume-to-capacity ratio for the Project's roadway segment of Barton Road between La Cadena and the I-215 interchange under Opening Day (2023) and Horizon Year (2045) conditions. Because the Project would not worsen traffic flow, rather expanding existing lanes to provide improvements to traffic flow and safety, this criterion is not met.

Based on the CO protocol steps discussed above, the proposed Project would be considered satisfactory, and no further CO analysis is needed.

The U.S. EPA modified the nitrogen dioxide (NO_2) NAAQS to include a 1-hour standard of 100 part per billion in 2010. Currently, there is no federal project-level NO_2 analysis requirement. However, NO_2 is among the near-road pollutants of concern. Within the Project area, it is unlikely NO_2 standards for sensitive receptors will be approached or exceeded based on the relatively low ambient concentrations of NO_2 in the South Coast Air Basin and on the long-term trend toward reduction of NO_x emissions. Based on this, a specific analysis of NO_2 was not warranted for the proposed Project.

The existing traffic on Barton Road is well below the criteria of 125,000 average daily trips or 10,000 truck trips pertaining to the requirement for Mobile Source Air Toxics Analysis. The proposed Project is not expected to result in a substantial change to automobile or truck volumes on Barton Road or adjacent streets. Consequently, the emission effects of the proposed Project would be low, and it is expected that there would be no appreciable difference in overall Mobile Source Air Toxics Analysis emissions between the No Build Alternative and the proposed Project. Because the emission effects of the proposed Project would be low, it is expected that there would be no appreciable difference in overall Mobile Source Air Toxics Analysis emissions between no development occurring and the proposed Project occurring.

Overall, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations compared to existing emissions and emissions under a No Build Alternative. Impacts would be **less than significant** and no mitigation measures would be required.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

***Less than Significant Impact*.** Other emissions, including objectionable odors, may occur during the operation of diesel-fueled equipment during construction of the proposed Project. However, these emissions would be short in duration and are expected to be isolated to the immediate vicinity of the construction site or transport route. SCAQMD Rules 402, 403, and 431.2, as well as Title 13, Section 2449(d)(d) of the CCR, require the Project applicant to include implementation of standard control measures for fugitive dust and diesel equipment emissions. Additionally, operators of off-road vehicles

(i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) are required to limit vehicle idling to five minutes or less; register and label vehicles in accordance with CARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property." Adherence to these rules is standard regulatory policy for all construction projects in California and would reduce impact levels from other emissions such as objectionable odors to **less than significant**. No mitigation is required.

3.4 BIOLOGICAL RESOURCES

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?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

The analysis in this section is based on the Barton Road Bridge Removal and Road Construction Project Natural Environment Study Minimal Impacts (NESMI) that was prepared and approved for the proposed Project in July 2020 *(**Appendix B: Natural Environment Study Minimal Impacts [NESMI]**).*

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?

Less than Significant with Mitigation Incorporated. The proposed Project site is currently occupied by Barton Road and the Barton Road Bridge over the abandoned UPRR corridor. A Biological Study Area (BSA) was created to encompass the proposed Project footprint and typical habitats in the immediate project vicinity that may be directly or indirectly affected by the proposed Project. The BSA includes the Barton Road right-of-way between the east side of the South Terrace Avenue intersection in the City of Colton and extends to approximately 75 feet west of the intersection of Grand Terrace Avenue in the City of Grand Terrace. Vegetative communities within the BSA consist of nonnative grasslands and ornamental trees and shrubs. No natural communities are present in the BSA.

According to the California Natural Diversity Data Base maintained by the California Department of Fish and Wildlife (CDFW)[10] and the California Native Plant Society Inventory of Rare and Endangered Plants,[11] there are several records of species of plants and animals or sensitive plant associations that are found within the *San Bernardino South, California* USGS 7.5-minute quadrangle. Review of these databases indicate that 54 special-status species as being potentially present within the vicinity of the BSA. Of the 54 special-status plant and animal species potentially present in the BSA, 19 are federally/State listed as threatened or endangered, and one is a candidate for State listed as Endangered. No suitable habitat is present for any of the 19 federally/State listed species or single candidate species due to the disturbed/developed site conditions. In addition, no designated critical habitats occur within the BSA. Thirty-four of the 54 species listed are non-listed special-status species with potential to occur in the Project area. Habitat is not present for 33 of the non-listed special status species in the BSA due to the disturbed/developed conditions; however, habitat is presented for one species, the western yellow bat.

The western yellow bat may utilize the palm trees in the BSA for roosting and may use habitat in the BSA for foraging activities. Implementation of the proposed Project may require removal of ornamental trees, as part of roadway construction. As such, the proposed Project has the potential to affect the yellow bat as well as other non-special status bat species that may use ornamental vegetation for roosting within the BSA. To reduce potential impacts to the yellow bat and other bat species, the following mitigation measures would be implemented.

Mitigation Measure BIO-1: Prior to construction, an approved bat biologist shall be retained by the Project proponent to conduct a bat assessment survey to determine the presence or absence of bat species that may occur within the Project limits. Should the presence of bat species be determined during this assessment, the following measures shall be implemented:

- Nighttime exit counts and acoustic surveys shall be performed by a qualified bat biologist at all structures and palm trees that may be subject to project-related impacts. These surveys shall be performed during the recognized bat maternity season (April 1 through August 31, but preferably in June or July) and as far in advance of construction as possible in order to provide adequate time for mitigation planning.

[10] *California Natural Diversity Data Base, RareFind 5 and Biogeographic Information and Observation System online mapping tool.* California Department of Fish and Wildlife. https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data (accessed July 2020).

[11] *Inventory of Rare and Endangered Plants.* California Native Plant Society. http://www.rareplants.cnps.org/result.html?adv=t&cnps=1A:1B:2A:2B:3:4&fesa=FE:FT&quad=3411716 (accessed July 2020).

- Construction activities at structures housing maternity colonies shall be coordinated with an approved bat biologist and CDFW.
- If direct impacts to bat-roosting habitat are anticipated, humane evictions and exclusions of roosting bats shall be performed under the supervision of an approved bat biologist after August 31 in the fall (September or October) prior to any work activities that would result in direct impacts or direct mortality to roosting bats. This action shall be performed in coordination with the CDFW. To avoid potential mortality of flightless juvenile bats, evictions and exclusions of bats cannot be performed during the maternity season (April 1 through August 31). Winter months are also inappropriate for bat eviction because not all individuals in a roost will emerge on any given night. In addition, long-distance movements to other roost sites are more difficult during the winter when prey availability is scarce, resulting in high mortality rates of evicted bats.
- Alternative bat-roosting habitat structures shall be installed on the structures prior to the eviction/exclusion of bats from that structure. The design, numbers, and locations of these roost structures shall be determined in consultation with an approved bat biologist.
- If permanent, direct impacts to bat-roosting habitat are anticipated and a humane eviction/exclusion is performed, alternative permanent roosting habitat shall be provided to ensure no net loss of bat-roosting habitat. This action shall be coordinated with the CDFW, and locations of these roost structures shall be determined in consultation with an approved bat biologist to ensure that the installed habitat provides adequate mitigation for impacts.
- The loss of a night roost can negatively affect the use of a foraging area, and consequently may result in reduced fecundity in species that are already slow to reproduce. If night roosting is confirmed at any of the structures within the proposed Project area, the following measure to minimize potential impacts to night-roosting and foraging bats shall be implemented:
    - At structures where night roosting is suspected or confirmed, work shall be limited to the daylight hours to the greatest extent feasible to avoid potential disruption of foraging. If night work cannot be avoided, night lighting shall be focused only on the area of direct work, airspace access to and from the roost features of the structure shall not be obstructed, and light spillover into the adjacent foraging areas shall be minimized to the greatest extent feasible.

Through implementation of **Mitigation Measure BIO-1**, impacts to species identified as a candidate, sensitive, or special-status would be reduced to **less than significant levels with mitigation incorporated.b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

No Impact. Certain habitats/natural communities are considered to be of special concern based on, 1) federal, State, or local laws regulating their development; 2) limited distributions; and/or 3) whether they support the habitat requirements of special-status plants or animals. Per the *Natural Environment Study (Minimal Impacts)*, no riparian habitat, sensitive natural communities, or wetland habitat is located on the Project site. Therefore, **no impact** would occur to any riparian habitat or other sensitive natural community. No mitigation is required.

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 Impact. The U.S. Army Corps of Engineers regulates discharges of dredge or fill material into water of the U.S. including wetlands and non-wetland bodies of water that meet specific criteria. To be considered a jurisdictional wetland under Section 404 of the Federal Clean Water Act (CWA), an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology. No potential jurisdictional features were found to be present within the Project limits.

Per the *Natural Environment Study (Minimal Impacts)*, no drainages, vernal pools, or other riparian or wetland areas are located on site; therefore, the Project would not affect potentially jurisdictional waters. The Project is not subject to the regulatory authority of the U.S. Army Corps of Engineers under Section 404 of the CWA, the Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA, or the CDFW under Sections 1600 et seq. of the California Fish and Game Code. Therefore, the proposed Project would have no effects on State or federally protected wetlands. **No impact** would occur and no mitigation is required.

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?

Less than Significant with Mitigation Incorporated. Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The Project site is located on Barton Road in an urbanized area straddling the city boundary of Colton and Grand Terrace. The Project site does not function as a wildlife corridor; however, colonies of bats could use the palm trees within the Project boundary for roosting and nursery sites. Impacts to bats would be reduced through implementation of **Mitigation Measure BIO-1** as identified above in Section 3.4(a). Existing ornamental vegetation within the Project boundary could also support nesting raptors, special-status birds, and other migratory bird species between February 15 through August 31 (bird breeding season); therefore, the proposed Project (specifically during construction) may result in direct or indirect impacts to nesting birds. Although the Project does have potential to affect migratory/nesting birds, implementation of **Mitigation Measure BIO-2** would protect migratory birds during the nesting bird season when unfledged offspring would not be able to safely flee the site during construction through the provision of appropriate buffers within which construction would not be allowed.

Mitigation Measure BIO-2: If feasible, project construction and any vegetation removal should begin outside of bird breeding season (typically between September 1 and February 14). In the event that project construction cannot be conducted outside the bird breeding season, and vegetation will be removed, focused surveys shall be conducted by a qualified biologist prior to ground-disturbing

activities. Should nesting birds be found, an exclusionary buffer shall be established by a qualified biologist. The buffer may be up to 500 feet in diameter depending on the species of nesting bird found. This buffer shall be clearly marked in the field by construction personnel under guidance of the qualified biologist, and construction or clearing shall not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active. Nesting bird habitat within the BSA shall be resurveyed during bird breeding season if there is a lapse in construction activities longer than seven days.

Implementation of **Mitigation Measures BIO-1** and **BIO-2** would reduce the Project's interference with the movement of any native resident or migratory species and would reduce impacts to native wildlife nursery sites. Impacts would therefore be **less than significant with mitigation incorporated.**

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. City of Grand Terrace Municipal Code Section 12.18.100, "Removal," prohibits tree removal or injury within City streets and parkways without a permit. City of Colton Municipal Code Sections 12.20.040 and 12.20.041 requires permits for planting, trimming, removal, chemical treatment or otherwise disturb any City tree and provides a list of tree protection guidelines, respectively. The proposed Project would require the removal of trees to increase the right-of-way for Barton Road and implementation of sidewalks and a Class II bicycle lane in each direction of the road. The Project proponent, as a condition of approval, would be required to obtain tree permits from each City in order to ensure compliance with each cities Municipal Code Sections. As no conflict with any local policies or ordinances protecting biological resources would occur, no mitigation is required. The Project would not conflict with any ordinances protecting biological resources, such as trees, and impacts would be **less than significant**.

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?

No Impact. The Project site is not within any adopted habitat conservation plans, natural community conservation plans, or any other regional planning areas identified by the U.S. Fish and Wildlife Service, CDFW, or the cities of Colton and Grand Terrace.[12,13] Therefore, implementation of the proposed Project would not conflict with the provisions of any adopted local or regional conservation plans. **No impact** to adopted habitat conservation plans would occur and no mitigation is required.

[12] *California Natural Diversity Data Base, RareFind 5 and Biogeographic Information and Observation System online mapping tool.* California Department of Fish and Wildlife. https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data (accessed October 8, 2020).

[13] *Information for Planning and Consultation, Facilities.* United States Fish and Wildlife Service. https://ecos.fws.gov/ipac/location/VKT4QFYV5FHP5FCSEJAK4YRDEM/resources#facilities (accessed October 8, 2020).

3.5 CULTURAL RESOURCES

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?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

The analysis in this section is based on the *Historic Property Survey Report (HPSR)* and *Archaeological Survey Report (ASR) for the Barton Road Bridge Removal and Road Construction* that were both prepared for the proposed Project in August 2020 (**Appendix C: Historic Survey Report [HPSR] and Archaeological Survey Report [ASR]**).

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant with Mitigation Incorporated. Pursuant to *CEQA Guidelines* §15064.5, the term "historical resource" shall include:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

B. Is associated with the lives of persons important in our past.

C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

D. Has yielded, or may be likely to yield, information important in prehistory or history.

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

The Historic Property Survey Report prepared for the proposed Project indicated that there have been 17 cultural resource studies previously conducted within one mile of the Project site, two of which included parts of the Project site. A linear cultural resource transects the Project site (36-006101, the historic period UPRR route) and 25 additional cultural resources have been documented within one mile of the Project site. The additional cultural resources include prehistoric (habitation site, rock shelters, milling features, and artifact scatters) and historic period (rock shelter) archaeological resources, along with historic period utilities, railroads, water conveyance systems, a residence, school, and bridge. The segment of UPRR route transecting the Project site was evaluated in 2009 as not eligible for the National Register either individually or as contributing segments to the overall alignment. The Barton Road Bridge is listed in the California Historical Significance Local Agency Bridge List as a Category 5 Bridge; however, it is not eligible for the National Register. With the exception of the Barton Road Bridge, none of the resources identified is listed in any of the registers, directories, or inventories. The nearest prehistoric resource (a habitation site and artifact scatter) was documented approximately 0.57 mile north of the proposed Project site. Additional previous research indicated that two additional built environment resources (21842 Grand Terrace Road and 21892 Grand Terrace Road); however, these two historic period residences were evaluated as not eligible for the National Register and concurred with by the State Historic Preservation Office in 2011.

Due to the minimal results of the records search and the survey conducted for the proposed Project, along with the average depth of road subgrades (3+ feet) and severe disturbance of urban road right-of-way, there is a small potential for intact subsurface cultural deposits being found during Project construction activities. If previously unidentified cultural materials are unearthed during project construction, the following mitigation measure shall be implemented to reduce potential impacts to historic and archaeological resources:

Mitigation Measure CUL-1: If deposits of prehistoric or historical archaeological materials are discovered during non-monitored Project activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist contacted, if one is not present, to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. The City of Colton and Grand Terrace shall also be notified. Project personnel shall not collect or move any archaeological materials uncovered by construction activities.

Any adverse impacts to the finds shall be avoided by Project construction activities. If avoidance is not feasible, the archaeological deposits shall be evaluated to determine if they qualify as a historical resource or unique archaeological resource, or as historic property. If the deposits do not so qualify, avoidance is not necessary. If the deposits do so qualify, adverse impacts on the deposits shall be avoided, or such impacts shall be mitigated. Mitigation may consist of, but is not limited to, recovery and analysis of the archaeological deposit; recording the resource; preparing a report of findings; and

accessioning recovered archaeological materials at an appropriate curation facility. Educational public outreach may also be appropriate. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological deposits discovered. The report shall be submitted to the City of Colton and City of Grand Terrace.

With implementation of **Mitigation Measure CUL-1**, impacts to "historical resources" as defined under *CEQA Guidelines* §15064.5 or "archaeological resources" pursuant to *CEQA Guidelines* §15064.5 would be reduced to **less than significant levels with mitigation incorporated**.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact. No known human remains are present on the Project site and there is no evidence that Native Americans are buried on the Project site. 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 the earthmoving activities will be followed. Construction contractors are required to adhere to CCR Section 15064.5(e), PRC Section 5097, and Section 7050.5 of the State's Health and Safety Code. In the event of an unanticipated discovery of a human burial, human bone or suspected human bone, or funerary objects associated with a human burial, the law requires all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. The construction contractor, project proponent, 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 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. No specific mitigation is required.

3.6 ENERGY

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?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. The Project's consumption of energy during construction is calculated via the California Emission Estimator Model (CalEEMod), as detailed in **Appendix A: Air Quality Report**. Energy consumption during operation of the proposed Project has not been considered as the proposed Project includes removal of an existing bridge, replacement with fill and new roadbed to reconnect Barton Road, installation of Class II bicycle lanes, and sidewalks for improved safety and pedestrian/bicyclists connection.

The project's consumption of energy during construction has been calculated via CalEEMod. The CalEEMod output for energy consumption incorporates project compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the California Code of Regulations. Adherence to this regulation, including the implementation of Best Available Control Measures (BACM), is a standard requirement for any construction or ground disturbance activity occurring within the South Coast Air Basin. BACMs include, but are not limited to, requirements that the Project proponent utilize only low-sulfur fuel (i.e., having a sulfur content of 15 parts per million by weight or less); ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and higher that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the CARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 50 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the Project, in accordance with California Department of Resources Recycling and Recovery (CalRecycle) regulations.

Construction Energy Usage. Approximately 5,500 cubic yards of soil will be removed as part of the proposed Project, and 4,300 cubic yards of fill will be imported to the Project site in order to bring the bridge area to grade with Barton Road. The CalEEMod output assumes 330 daily vehicle miles traveled (VMT) for asphalt hauling emissions and 2,360 daily VMT for worker commute emissions. One crawler

tractor, two excavators and one signal board are anticipated to be used during grubbing/land clearing activities; one crane, two crawler tractors, four excavators, two graders, three rollers, three rubber tired loaders, four scrapers, one signal board, and two tractors/loaders/backhoes are anticipated to be used during grading/excavation activities; during drainage/utilities/subgrade activities one air compressor, one generator set, two graders, one plate compactor, one pump, one forklift, four scrapers, one signal board, and two trenchers will be used. During paving activities, one paver, one paving equipment, one roller, one signal board, and two tractors/loaders/backhoes will be used during this stage of construction.

Based on these construction assumptions, construction activities would consume a total of approximately 8,825.60 gallons of gasoline and 1,488,601 gallons of diesel fuel consumption over the 14-month construction period for the proposed Project. Construction of the proposed Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be **less than significant** and no mitigation is required.

b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The Project would be required to comply with codes pertaining to energy conservation standards as stated in Response to Question 3.6a in effect at the time of construction. Therefore, the proposed Project would be consistent with applicable plans related to renewable energy and energy efficiency. Impacts would be **less than significant** and no mitigation is required.

3.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii Strong seismic ground shaking?

iii Seismic-related ground failure, including liquefaction?

iv Landslides?

i. ***No Impact.*** The Alquist-Priolo Earthquake Fault Zoning Act (Act) mitigates fault rupture hazards by prohibiting the development of structures for human occupancy across the trace of an active fault. The Act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The boundary of an "Earthquake Fault Zone" is generally 500 feet from major active faults and between 200 and 300 feet from well-defined minor faults. Based on the information published by the Department of Conservation, State of California the Project site is not located within an Alquist-Priolo Special Study Zone.[14] The Rialto-Colton Fault line is approximately 1.6 miles northeast of the Project site.[15] Therefore, **no impact** related to fault rupture would result from the implementation of the project. No mitigation is required.

ii. ***Less than Significant Impact.*** Like all of southern California, the Project site has and will continue to be subject to ground shaking generated from activity on local and regional faults. Based on United States Seismic Design Maps, the proposed structures may be subject to and must accommodate up to a maximum site horizontal acceleration of 0.910g with two percent probability of being exceeded in 50 years.[16] No permanent occupation of the site would occur as the Project includes replacement of Barton Road Bridge with a filled new portion of Barton Road. In addition, the proposed Project is removing a seismically deficient bridge and replacing it with an at-grade roadway which is a beneficial impact to the traveling public. Impacts would be **less than significant** because the proposed Project would not construct large-scale, habitable structures or expose site visitors to any geologic or seismic hazards. No mitigation is required.

iii. ***No Impact.*** Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion. Review of the California Department of Conservation Hazard Map indicates the Project site is not in an area susceptible to seismically induced liquefaction.[17] Therefore, **no impacts** related to liquefaction risk are anticipated to occur and no mitigation is required.

iv. ***No Impact.*** The Project site is characterized by flat topography. Review of the California Department of Conservation Hazard Map indicates the Project site is not in an area susceptible to seismically

[14] California Department of Conservation, California Geological Survey, Website: https://maps.conservation.ca.gov/cgs/fam/. Accessed October 9, 2020.

[15] California Department of Conservation, California Geological Survey, Website: https://maps.conservation.ca.gov/cgs/fam/. Accessed October 9, 2020.

[16] California Department of Conservation, Ground Motion Interpolator, Website: https://www.conservation.ca.gov/cgs/Pages/PSHA/ground-motion-interpolator.aspx. Accessed October 9, 2020.

[17] California Department of Conservation, California Geological Survey, Website: https://maps.conservation.ca.gov/cgs/fam/. Accessed October 9, 2020.

induced landslides.[18] The City of Colton General Plan EIR, Exhibit 4.6-4, confirms that the Project site is not located on land susceptible to landslides. Therefore, the likelihood of a landslide on the Project site is low and **no impacts** associated with landslides would occur. No mitigation is required.

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

Less than Significant Impact. The proposed Project site is currently occupied by Barton Road and the Barton Road Bridge spanning the abandoned UPRR corridor. The proposed Project would include the removal of Barton Road Bridge, which will be replaced by fill, to develop a new roadbed that will connect to the existing Barton Road. Approximately 5,500 cubic yards of soil will be removed from the Project site, and replaced with approximately 4,300 cubic yards of fill to bring the bridge area to grade with Barton Road. The proposed Project would implement standard erosion control measures in accordance with Caltrans, the City of Colton Municipal Code Chapter 15.22 Floodplain Management Regulations, and the City of Grand Terrace Municipal Code Chapter 15.62 Floodplain Management, which would reduce substantial soil erosion. The proposed Project will also remove and reconstruct the drainage outlet west of Grand Terrace Avenue and construct a drainage culvert across Barton Road in the vicinity of the abandoned UPRR corridor. These design features will convey stormwater once the Project is complete and would assist in reducing soil erosion and loss of topsoil downstream and in off-site locations around the Project site. Compliance with City's Municipal Code and National Pollutant Discharge Elimination System (NPDES) requirements would ensure that the proposed project would have a **less than significant impact** related to soil erosion or loss of topsoil. No mitigation is required.

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

Less than Significant Impact. Liquefaction occurs primarily in saturated, loose, fine-to-medium-grained alluvial soils in areas where the groundwater table is within 50 feet of the surface. Shaking suddenly causes soils to lose strength and behave as a liquid.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. 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). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures.

Factors that contribute to slope failure and landslides include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures.

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. Most of the damage caused by subsidence is the result of oil, gas, or groundwater extraction from below the ground surface. Ground subsidence may occur as a response to natural forces such as earthquake

[18] California Department of Conservation, California Geological Survey, Website: https://maps.conservation.ca.gov/cgs/fam/. Accessed October 9, 2020.

movements, which can cause abrupt elevation changes of several feet or densification of low density granular soils during an earthquake event that may cause several inches of settlement.

Hydrocompaction, or soil collapse, typically occurs in recently deposited Holocene (less than 11,000 years before present time) soils that were deposited in an arid or semi-arid environment. Soils prone to collapse are commonly associated with man-made fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. Sudden substantial settlement may occur when saturated, collapsible soils lose their cohesion. 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.

The proposed Project is located on near level topography and is not located in an area subject to liquefaction, landslides, subsidence, lateral spreading, or collapse. As such, the proposed Project has a low susceptibility to such geological hazards.

Where exposure to these hazards cannot be entirely avoided, the Project would implement established engineering and construction criteria designed to reduce the risk associated with unstable soils, landslides, lateral spreading, subsidence, liquefaction, soils collapse, and expansive soils. Compliance with existing regulations and requirements would reduce the risk of unstable geologic soils or units to **less than significant levels**. No mitigation is required.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. Expansive soils generally have a substantial amount of clay particles that can give up water (shrink) or absorb water (swell). The change in the volume exerts stress on structures and other loads placed on these soils. The extent or range of the shrink/swell is influenced by the amount and kind of clay present in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and they can occur in hillside areas as well as low-lying alluvial basins.

Soils on the Project site consist of Greenfield sandy loam, 2 to 9 percent slopes. The City of Colton General Plan EIR, Exhibit 4.6-4, shows that the Project site is not located on soils that are subject to expansive conditions. In addition soils that are used for in-fill onsite would be engineered to not be subject to shrink and swell. Based on the location of the Project on non-expansive soils, impacts would be **less than significant** and no mitigation is required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project, consisting of road improvements/bridge removal, would not require the construction or expansion of septic tanks or wastewater treatment facilities. Therefore, alternative wastewater disposal systems would not be utilized. **No impact** would occur and no mitigation is required.

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

Less than Significant with Mitigation Incorporated. The Project site is underlain by weakly indurated alluvial fan deposits derived from local terrains of plutonic rocks (Qoa), which are Pleistocene in age.[19] Pleistocene sediments mapped at the surface have high potential to contain significant nonrenewable paleontological resources, and therefore are considered high to paleontological sensitivity. Pleistocene alluvial sediments elsewhere throughout Riverside and San Bernardino counties and the Inland Empire have been reported to yield significant fossils of extinct animals from the Ice Age. Fossils recovered from these Pleistocene sediments represent extinct taxa including mammoths, mastodons, ground sloths, dire wolves, saber-toothed cats, large and small horses, large and small camels, and bison, as well as plant macro- and microfossils.

The majority of the Project site has already been disturbed due to development of Barton Road, surrounding commercial/industrial uses, and other urbanized uses. Construction activities of the proposed Project will include removal of approximately 5,500 cubic yards of soil, replaced by approximately 4,300 cubic yards of fill to bring the bridge area to grade with Barton Road. It is anticipated excavation will not exceed 16 feet in depth from ground level; as such, the potential to find undiscovered paleontological resources is considered low. Nonetheless, since the proposed Project is located in an area of high paleontological sensitivity, **Mitigation Measure GEO-1** is required in the event that unanticipated paleontological resources are unearthed during Project construction.

Mitigation Measure GEO-1: Prior to issuance of grading permits, the City of Colton shall verify that the following note is included on the construction plans:

> **"**If paleontological resources are encountered during the course of ground disturbance, work within 60 feet of the find shall be halted and an exclusionary buffer shall be established. A paleontologist shall be contacted to assess the find for scientific significance. No ground-disturbing activity within the 60-foot exclusionary buffer may occur without the consent of the paleontologist and the City of Colton. If determined to be significant, the fossil(s) shall be collected from the field. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the collection."
>
> This measure shall be implemented to the satisfaction of the City of Colton.

Implementation of **Mitigation Measure GEO-1** would reduce impacts to paleontological resources to **less than significant levels with mitigation incorporated** by ensuring paleontological resources, if found, would be subject to scientific recovery and evaluation.

[19] *Geologic Map of the Riverside East and San Bernardino South Quadrangles, Riverside and San Bernardino Counties, California.* Dibblee, T.W., and Minch, J.A. United States Geological Survey. 2002. https://ngmdb.usgs.gov/ngm-bin/pdp/zui_viewer.pl?id=34334 (accessed October 9, 2020).

3.8 GREENHOUSE GAS EMISSIONS

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?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The analysis in this section is based on the Air Quality Report that was prepared for the proposed Project in October 2020 (**Appendix A: Air Quality Report**).

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. *State CEQA Guidelines* Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting." Climate change is a global issue and is described in the context of the cumulative environment. Therefore, the Project is considered in the context of multiple sectors and the combined efforts of many industries, including development. The primary greenhouse gas (GHG) emissions generated by the Project would be carbon dioxide (CO_2) during Project construction. The following analysis represents an estimate of the Project's GHG emissions through the quantification of CO_2 emissions (**Appendix A**). It should be noted that methane and nitrous oxide emissions are also anticipated, but are negligible (i.e., less than 1 metric ton per year). The following Project activities were analyzed for their contribution to global CO_2 emissions.

Lead agencies may elect to rely on thresholds of significance recommended or adopted by state or regional agencies with expertise in the field of global climate change (CEQA Guidelines Section 15064.7[c]). CEQA leaves the determination of significance to the reasonable of the lead agency and encourages lead agencies and publish thresholds of significance to use in determining the significance of environmental effects. However, the City of Colton has not established specific quantitative significance threshold for GHG emissions for roadway improvement projects. For all nonindustrial projects, the SCAQMD proposes a screening threshold of 3,000 metric tons CO_2 equivalent (MT CO_2e) per year. The SCAQMD has determined that projects with emissions less than the screening threshold would not result in a significant cumulative impact. The 3,000 MT CO_2e per year screening threshold is used in the analysis below to determine the impact associated with Project construction GHG emissions.

Construction and Operational Emissions. Greenhouse gas emissions associated with the proposed Project will occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term GHG emissions associated with Project-related

changes to vehicular trips. The construction emissions were estimated for the proposed Project using the Sacramento Metropolitan Air Quality Management District's Road Construction Model (RoadMod, Version 9.0.0). The results are presented below in **Table 3.8.A: Construction Greenhouse Gas Emissions**.

Table 3.8.A: Construction Greenhouse Gas Emissions

Construction Phase	CO_2e (MT/ Phase)
Grubbing/Land Clearing (lbs/day)	29.99
Grading/Excavating (lbs/day)	1,014.24
Drainage/Utilities/Sub-Grade (lbs/day)	449.59
Paving (lbs/day)	73.44
Maximum (tons/phases)	1,014.24
Total (tons/construction project)	**1,727.58**

Source: LSA, *Air Quality Report*, Table 4-3 Project Construction Greenhouse Gas Emissions, pg. 49, October 2020.
Note: MT=Metric tons; CO_2e = Carbon dioxide equivalent; lbs/day = pounds/day

As indicated in **Table 3.8.A**, Project construction would result in total emissions of 1,727.58 MT of CO_2e, over the 14-month period of construction activity of the proposed Project. The amount of CO_2e emissions generated during Project construction will not exceed the SCAQMD 3,000 MT CO_2e per year screening threshold; as such, impacts will be **less than significant** and no mitigation measures are required.

The proposed Project will have low- to no-potential for an increase in GHG emissions. Construction emissions will be unavoidable, but there will likely be long-term GHG benefits from improved operation and smoother traffic flow along Barton Road and nearby roads. **Table 3.8.B: Modeled Annual CO_2 Emissions** and VMT provides the amount of GHG emissions the proposed Project will generate over its life versus existing conditions (2019) versus a No Build Alternative in Opening Year (2023) and Horizon Year (2045) conditions.

Table 3.8.B: Modeled Annual CO_2 Emissions and VMT

Alternative	CO_2 Emissions (metric tons/year)	Annual Vehicle Miles Traveled (VMT)[1]
Existing/Baseline Year 2019	2.18	3,106,177
Opening Year (2023)		
No Build	3.33	5,304,145
Project	2.89	5,304,145
Horizon Year (2045)		
No Build	3.44	7,574,670
Project	3.27	7,574,670

Source: LSA, *Air Quality Report*, Table 4-4 Modeled Annual CO_2 Emissions and Vehicle Miles Traveled, by Alternative, pg. 50, October 2020.
Note: Traffic data from Traffic Study Report, emissions calculated using EMFAC2017 with SAFE Rule adjustments factors. [1] Annual VMT values derived from Daily VMT values multiplied by 347, per CARB methodology. CO_2 = carbon dioxide; VMT = vehicle miles traveled.

Table 3.8.B shows that the Project in the Opening Year and Horizon Year will generate more CO_2 emissions compared to the existing conditions of 2019. The increased buildout of the City of Colton and City of Grand Terrace contributes to this increase and is not solely generated by implementation of the proposed Project. When the proposed Project (in Opening Year 2023 and Horizon Year 2045 conditions) is compared to a No Build Alternative (in Opening Year 2023 and Horizon Year 2045 conditions), the proposed Project will generate lower amounts of CO_2 emissions during Opening and Horizon Year conditions. This will occur due to the reduced congestion generated by implementation of the proposed Project. Therefore, impacts related to the generation of GHG emissions, either directly, indirectly or cumulatively, that may have a significant impact on the environment would be **less than significant**. No mitigation is required.

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

***Less than Significant Impact*.** The CARB, a part of the California Environmental Protection Agency is responsible for the coordination and administration of both federal and State air pollution control and climate change programs within California. In this capacity, the CARB conducts research, sets California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. While the City does not have an established Climate Action Plan, it is one of the partnership cities that participates in the San Bernardino County Regional Greenhouse Gas Reduction Plan.

The proposed Project is required to comply with Title 13-Section 2449 of the CCR and the CalRecycle Sustainable (Green) Building Program regulations, which include implementation of standard control measures for construction equipment emissions. Adherence to these regulations, including the implementation of Best Available Control Measures (BACMs) is a standard requirement for any construction or ground disturbance activity occurring within the South Coast Air Basin.

BACMs include, but are not limited to, requirements that the project proponent utilize only low-sulfur fuel (i.e., having a sulfur content of 15 parts per million by weight or less); ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the CARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 50 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the Project, in accordance with CalRecycle regulations.

As stated previously, the proposed Project is required to comply with SCAQMD Rule 431.2; Title 13-Section 2449 of the CCR; and CalRecycle/Green Building Program regulations, which include implementation of standard control measures for diesel equipment emissions. Through compliance with BACMs as part of applicable regulatory policies designed to reduce emissions, the proposed Project's estimated GHG emissions (1,727.58 MT of CO_2e/construction period would be less than the SCAQMD Tier 3 threshold of 3,000 MT CO_2e/year, as detailed in **Table 3.8.A**) would support a more sustainable community in accordance with Executive Order S-3-05 and Assembly Bill (AB) 32. Therefore, the proposed Project will not generate greenhouse gas emissions that will have a significant impact on the environment, nor will the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Associated impacts will be **less than significant** and no mitigation is required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

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?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

The analysis in this section is based on the Initial Site Assessment (ISA) Barton Road Bridge Removal and Road Construction Project *that was prepared for the proposed Project in July 2020 (***Appendix D: Initial Site Assessment**).

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. Potentially hazardous materials such as fuels, oils, and remnant of creosote treated railroad ties may be transported to and from the Project site during the 14-month construction period.

The transport, use, and storage of hazardous materials during construction would be regulated by the City of Colton Fire Department, Grand Terrace Fire Service, under contract with the San Bernardino County Fire Department, in accordance with the City of Colton Local Hazard Mitigation Plan/City of Grand Terrace Hazard Mitigation Plan, and California Occupational Safety and Health Administration regulations. Additionally, the United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transport of hazardous materials by truck and rail on State highways and rail lines, as described in Title 49 of the Code of Federal Regulations, and implemented by Title 13 of the CCR.

As detailed in the City of Colton Local Hazard Mitigation Plan and City of Grand Terrace Hazard Mitigation Plan, the transport, use, and storage of hazardous materials during site preparation and project operation would be conducted pursuant to all applicable local, State, and federal laws, and in cooperation with the San Bernardino County Department of Environmental Health Services, Hazardous Materials Division.

Ground disturbance would include removal of the existing Barton Road Bridge, grubbing of vegetation, excavation, and placement of fill up to Barton Road grade to make a new roadbed in place of the removed bridge. Due to the relatively small size of the Project site and scale of proposed construction activities, construction of the Project is not expected to require hazardous materials or a mixture containing a hazardous material in a quantity at any one time above the thresholds described in California Health and Safety Code Section 25503 and Section 25507(a) (1) through (6).

Compliance with all applicable laws and regulations during Project construction and operation would ensure impacts associated with the routine transport, use, storage, or disposal of hazardous materials remain **less than significant**. No mitigation is required.

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?

Less than Significant Impact with Mitigation Incorporated. As described previously, the proposed Project would not use or handle significant quantities of hazardous materials. The Initial Site Assessment. prepared for the proposed Project included a records review of the Project site that included selected federal and state environmental regulatory databases as well as responses from state and local regulatory agencies. The Project site was not identified in the current regulatory databases as being a site of hazardous materials concern. The facilities listed in the databases do not appear to represent recognized environmental conditions (REC) to the Project site, with the exception of the following:

- Soils with “black, trace petroleum odor” were encountered in geotechnical boring B-3 (located approximately 100 feet west of the bridge) at a depth of 20 feet below ground surface.

A Limited Site Investigation and Aerially Deposited Lead (ADL) assessment of the Project site was conducted in December 2000. The objective of this investigation was to evaluate the presence of ADL within the shallow shoulders of the unpaved roadway shoulders and evaluate the presence of total

petroleum hydrocarbon (TPH) and volatile organic compound concentrations above laboratory reporting limits. During the investigation, nine shallow soil borings (SB-1 through SB-9) were conducted to a depth of 2 feet below ground surface (bgs) (using hand-auger tooling). One deep soil boring (B-2) was advanced to 31.5 feet bgs (using a truck-mounted hallow-stem auger drill rig). Representative soil samples from each boring were collected, with each documented for soil lithology, color, moisture content, and staining. The soils encountered generally consisted of alternating layers of silty sand and sand silt. A sandy silt with engineered gravel fill material was collected within 12.5 inches of the deep boring. No soil staining was observed from the soils retrieved from the borings. Twenty-six samples from the borings were selected for laboratory analysis.

VOC concentrations were below the specific laboratory report limit (RL) for soil samples analyzed from the deep boring (20 bgs.) TPH-diesel range organics (DRO) and TPH-motor oil range organics (MORO) were detected in soil boring B-2 at a depth of 20 feet bgs; however, the detected TPH-DRO and TPH-MORO concentrations were several orders of magnitude below their respective environmental screening limits for residential and commercial use.[20]

Soil samples were collected to evaluate ADL. Total lead concentrations were detected above the laboratory RL in all but four samples. The detectable concentrations of total lead, total threshold limit concentration (TTLC), ranged from 3.1 to 85 mg/kg, with the maximum total lead concentration in the sample collected at 0.5 feet bgs from soil SB-08-0.5. Further lead analysis, indicated a Soluble Threshold Limit Concentration (STLC) of 6.8 mg/l in sample SB-06-0.5, while the sample one foot bsg at this boring indicated an STLC below the laboratory RL. Elevated lead concentrations, interpreted as ADL, were limited to soil samples collected from 0.5 foot bsg. Total lead concentrations were below the environmental screening limits for commercial use.

Per the investigation, "Based on the field observations and laboratory data, evidence of significant impairment (was) not identified in the areas accessible and investigated, and at the time the investigation was conducted." Additional assessment of soil in the project area does not appear warranted at this time.

While soil impacts above regulatory screening levels or above the applicable residential and commercial screening levels were not identified at the locations explored, due to current and historical uses, there is the potential that other areas within the project limits may have impacts. **Mitigation Measure HAZ-1** has been identified to address potential issues related to any affected soils that may be encountered during the course of project construction.

Mitigation Measure HAZ-1: Prior to the commencement of Project construction, a soil management plan shall be developed to identify the appropriate and applicable procedures to be followed with respect to worker health and safety during future excavations and construction activities in areas of potential soil impacts.

The soil management plan shall detail the appropriate and applicable local, State, and federal regulations regarding the proper characterization, treatment, and/or disposal of any impacted soils encountered during excavation or construction activities. Any impacted soil encountered shall be appropriately handled pursuant to the project soil management plan.

[20] Limited Site Investigation and Aerially Deposited Lead Report Barton Road Bridge Removal and Road Construction Project Project No. BRLS-5065(024); Bridge No. 54C-0379, Terracon, April 6, 2021.

Reconnaissance of the Project site resulted in observation of a stormwater drain near the easement located at 21800 Barton Road, on the northeastern perimeter of the site. No evidence of chemical waste disposal, noxious odors, or other indications of releases were observed near the vicinity of the stormwater drain. Based on observation, the drain does not constitute a REC to the site. One gas pipeline marker (Southern California Gas Company) at the northeastern portion of the Barton Road Bridge, and associated pipeline on the underside of the bridge was observed. It was determined that the gas pipe marker and pipeline does not constitute a REC to the site.

A pole-mounted transformer, owned and maintained by Southern California Edison is located on the southern perimeter of the site (southeast of the Barton Road Bridge); however, no information with regard to polychlorinated biphenyls content of the transformer fluids was observed. Evidence of current or prior release of polychlorinated biphenyls was not observed in the vicinity of the electrical equipment during the site reconnaissance; as such, the pole-mounted transformer does not represent a REC to the site.

Miscellaneous household trash (plastic shopping bags, food wrappers, paper drinking cups) were observed scattered throughout the Barton Road Bridge underpass, on the central portion of the Project site. Based on visual observations, the trash did not appear to be hazardous in nature and no evidence of chemical waste disposal, noxious odors, or other indications of releases were observed near the vicinity of the trash. As such, the household trash does not constitute a REC to the site.

Remnants of 12 railroad ties were observed in the area of Barton Road Bridge underpass, on the central portion of the Project site. The railroad ties appeared to be creosote treated, broken and deteriorating. As such, the railroad ties do not constitute a REC to the Project site.

As part of the Initial Site Assessment an asbestos survey and lead-based paint (LBP) survey of the Project site was conducted. Suspect asbestos-containing material (ACM) was observed during the field surveys on the concrete abutment, concrete retaining wall, concrete encase around valve and pipe, black asphalt road, black creosote, multicolor texture coat on abutment, and black pipe wrap on 12-inch diameter pipe. No ACM was detected in the samples collected for analysis. The mastic associated with the road reflectors on Barton Road are assumed to be ACM. Suspect LBP was observed during the site field surveys on the gray pain (guard rail and metal cross beam), white paint (concrete with valve under the bridge, metal bollard on the northeastern portion of the road), yellow paint (gas pipe under the bridge), and the red with blue paint (on the curb on the northwestern portion of the site). Lead and chromium were detected in the samples that were analyzed. Implementation of **Mitigation Measure HAZ-2** would ensure that ACMs, LBPs and chromium are appropriately collected during Project construction activities and properly removed from the site.

Mitigation Measure HAZ-2: During construction, the Project contractor shall comply with the occupational Safety and Health Administration Standard 1926.6 related to lead abatement, and all other applicable state and federal requirements for handling and disposal of LBP, ACM, and universal wastes. AS ACM, LBP and chromium has been detected in features existing on the Project site, these materials, during Project construction, shall be abated and removed from the site in accordance with all applicable regulations, including Occupational Safety and Health Administration requirements. The City of Colton shall verify that the abatement and removal of ACM, LBP and chromium has been completed prior to any development activities on the Project site.

The Project would be constructed and operated in accordance with applicable local, State, and federal laws pertaining to hazardous materials. Since the proposed Project uses would not include significant quantities of hazardous materials, and the Project site does not currently contain any recognized environmental conditions or historical recognized environmental conditions, release of hazardous materials into the environment from construction and operation of the Project is not reasonably foreseeable. Implementation of **Mitigation Measures HAZ-1** and **HAZ-2** would also reduce the potential impacts associated with soil contaminated with "black, trace petroleum odor", ACM, LBP, and chromium in demolition materials. Therefore, impacts would be **less than significant with implementation of mitigation measures**.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The nearest school to the Project site is Grand Terrace Elementary School (12066 Vivienda Avenue Grand Terrace) approximately 0.26 mile to the northeast. Interstate 215 is between the proposed Project and Grand Terrace Elementary School. The proposed Project during construction and operation would not emit hazardous materials or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts will be **less than significant** and not mitigation is required.

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

No Impact. Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by the California Environmental Protection Agency Hazardous Materials Data Management Program. The Department of Toxic Substances Control (DTSC) compiles information from subsets of the following databases to make up the Cortese List, which includes, but is not limited to:

1. The DTSC list of contaminated or potentially contaminated hazardous waste sites listed in the California Sites database, formerly known as ASPIS, is included;
2. The California State Water Resources Control Board listing of leaking underground storage tanks is included; and
3. The California Integrated Waste Management Board list of sanitary landfills that have evidence of groundwater contamination or known migration of hazardous materials (formerly WB-LF, now AB 3750).

According to the Project specific Initial Site Assessment none of the sites within 500 feet of the Project site nor the Project site itself were included on the Hazardous Waste and Substances Sites (Cortese) List, DTSC (GeoTracker), or RWQCB (EnvironStor) databases. Therefore, **no impact** related to the Cortese List or other governmental databases compiled pursuant to Government Code Section 65962.5 would occur and no mitigation is required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project site is located approximately 5.57 miles northeast of the Flabob Airport in the City of Jurupa Valley and 5.54 miles southwest of the San Bernardino International Airport, which are the

nearest airports. The Project is not within an airport land use plan[21,22] or within two miles of a public airport or public use airport. Therefore, the Project would not result in a substantial safety hazard related to airports. **No impact** would occur and no mitigation is required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. During construction of the proposed Project, Barton Road will be temporarily closed between Terrace Avenue and Grand Terrace Avenue. The Cities of Colton and Grand Terrace consider Barton Road an emergency evacuation route in their General Plans. As a condition of approval for the Project, a detour plan will be prepared and distributed to emergency service, fire department, and police department staff that provides service to the Project site and surrounding uses. . The detour will route traffic around the construction zone on Barton Road via S. Terrace Avenue, De Berry Street, and S. La Crosse Avenue throughout the duration of construction. Once the proposed Project is complete, Barton Road between Terrace Avenue and Grand Terrace Avenue and vehicle flow conditions will be restored back to near existing conditions. Based on the above discussion, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be **less than significant** and no mitigation measures are required.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. The Project site is not located within or immediately adjacent to a State Responsibility Area or Local Responsibility Area (LRA) designated as a Very High Fire Hazard Severity Zone (VHFHSZ) by Cal Fire.[23] The western boundary of the Project site is approximately 995 feet east of an LRA designated as a VHFHSZ. The City of Colton Fire Department provides fire suppression and emergency medical services to the City. Fire Station 213 located approximately 1.28 miles to the north at 1100 South The closest fire station is in Colton on La Cadena Drive which will serve the Project site. The City of Grand Terrace is within the service area of the San Bernardino County Fire Department for fire and rescue services. Fire Station 23 is located at 22582 City Center Court in Grand Terrace and is approximately 1 mile east of the Project site. The Project site is therefore adequately served by fire departments.

The proposed Project will remove the Barton Road Bridge (and replace it with fill and new roadbed) which is susceptible to burning in a fire due to its composition. As such, once the proposed Project is complete, Barton Road will be less susceptible to fire destruction in the area over the abandoned UPRR corridor. The proposed Project does not include features that will expose people or structure (either directly or indirectly) to a significant risk of loss, injury or death involving wildland fire. Impacts will be **less than significant** and no mitigation measures are required.

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21 *San Bernardino International Airport Authority. 2010. Airport Layout Plan Narrative Report for San Bernardino International Airport. September 22.*

22 *Riverside County. 2004. Flabob Airport, Riverside County ALUCP—West County Airports Background Data.*

23 California State Geoportal, FHSZ in LRA, Website: https://gis.data.ca.gov/datasets/CALFIRE-Forestry::fhsz-in-lra?geometry=-117.349%2C34.031%2C117.309%2C34.038. Accessed on October 8, 2020.

3.10 HYDROLOGY AND WATER QUALITY

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 groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management in the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on or off site?	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. Result in flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The analysis in this section is based on the *Drainage Study for Barton Road Improvements* that was prepared for the proposed Project in January 2020 (**Appendix E: Drainage Study**).

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact. The Cities of Colton and Grand Terrace are co-permittees under Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB) Order number R8-2010-0036, NPDES Permit No. CAS618036, also known as the Municipal Separate Storm Sewer System or MS4 permit. The San Bernardino County Water Quality Management Plan was developed to implement compliance with the MS4 permit. The construction of the proposed Project would require ground-disturbing activities that could result in eroded soils and other pollutants entering watersheds, such as the Santa Ana River watershed. Pollutants, such as sediment, nutrients, heavy metals, toxic organics, trash and debris, and contaminants, may be conveyed by storm runoff from impermeable surfaces (e.g., buildings, streets, and parking lots). The City of Colton implements NPDES requirements for surface water discharge for all qualifying activities.

Short-Term Construction. The Project site is in approximately 2.8 acres in size (excess of one acre); therefore, the Project is required to obtain coverage under an NPDES Construction Permit, which includes the submittal of a Notice of Intent (NOI) application to the Santa Ana RWQCB, the receipt of a Waste Discharge Identification Number from the SWRCB, and the preparation of a Storm Water Pollution Prevention Plan (SWPPP) for construction discharges. An SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. The SWPPP is intended to facilitate a process whereby the operator evaluates potential pollutant sources at the site and selects and implements Best Management Practices (BMPs) designed to prevent or control the discharge of pollutants in storm water runoff. During the construction period, the Project applicant would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, check dams, hydroseed, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of on-site activities. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City of Colton and representatives of the Santa Ana RWQCB.

An NPDES permit would generally specify an acceptable level of a pollutant or pollutant parameter in a discharge (for example, a certain level of bacteria). The permittee may choose which technologies to use to achieve that level. Some permits, however, do contain certain generic BMPs. **Table 3.10.A: General Best Management Practices** lists BMPs for runoff control, sediment control, erosion control, and housekeeping that may be used during the construction of the proposed Project.

Table 3.10.A: General Best Management Practices

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

Source: *National Menu of Stormwater Best Management Practices*. United States Environmental Protection Agency. https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater#constr (accessed July 16, 2019). More detailed Best Management Practices are available at this web site.

The implementation of NPDES permits ensures that the State's mandatory standards for the maintenance of clean water and the federal minimums are met. Through implementation of the BMPs detailed in an

SWPPP and periodic inspections by the Santa Ana RWQCB staff, water quality impacts during construction would be **less than significant** and no mitigation is required.

Long-Term Operation. The proposed Project site is located within the jurisdiction of the Santa Ana RWQCB. The overall Project area drains in the westerly direction; however, the abandoned UPRR railroad corridor drains in the northern direction towards the Santa Ana River. The I-215/Barton Road interchange constructed inlets at the easterly limits of the Project boundary and has included several new storm drain inlets and subsurface pipe to collect the runoff from the interchange area. The proposed Project will implement a design concept that perpetuates the existing drainage pattern of the area in order not to impact existing downstream properties.

The Project area has been divided into four drainage areas. **Table 3.10.B: Pre-Project Condition Peak Flow Rate for Drainage Areas** shows the drainage areas of the Project along with their 100-year flow rate and 10-year flow rate under pre-project construction conditions.

Table 3.10.B: Pre-Project Condition Peak Flow Rate for Drainage Area

Subarea	Drainage Area (acres)	100-Year Flow Rate (ft^3/s)	10-Year Flow Rate (ft^3/s)
A	0.44	1.42	2.5
B	6.11	9.7	5.9
C	0.4	1.3	0.9
D	0.4	1.2	0.8

Source: JLC Engineering and Consulting, Inc. *Drainage Study for Barton Road Improvements, Table 1, pg. 2, March 2, 2020.*

As part of the design, the proposed Project will be required to construct storm drain system improvements to ensure storm drain infrastructure has been sized sufficiently to intercept the Project stormwater runoff. The drain system improvements are as follows:

- Construction of a 30-inch culvert that will be located under the proposed fill area that will replace the existing Barton Road Bridge. The 30-inch culvert will allow flows to be perpetuated from the south side of Barton Road to the north side of Barton Road in order to sustain the existing drainage pattern.
- Construction of two inlet structures that will be located west of the existing Barton Road Bridge. The two inlets will intercept the street surface flow and convey the stormwater runoff to a proposed water quality BMP. After the low flows are treated, the runoff will be conveyed into the proposed 30-inch storm drain.
- Construction of an 18-inch storm drain that will convey the runoff from the two existing inlets into the proposed 30-inch culvert. The existing design connects to an existing circular inlet structure that connects to an existing 8-inch outlet pipe. This design is substandard and must be repaired to provide adequate flood protection for Barton Road.

Table 3.10.C: Post-Project Condition Peak Flow Rate for Drainage Areas shows the peak flow 100-year and 10-year rates for the Project drainage areas once the above design features are in place as part of the proposed Project.

The drainage infrastructure improvements for the proposed Project, as indicated in **Table 3.10.C**, results in a decrease in Area A flow rates and an increase in flow rates for Area B. The changes in the flowrates for these subareas are attributed to the altering of drainage areas that result from the removal of the Barton Road Bridge and the high point that exists over the railroad corridor. Overall, the changes in flow

rate are insignificant and will not adversely affect downstream property owners or downstream receiving waters. Receiving waters will include Santa Ana River Reach 4, Santa Ana River Reach 3, Prado Dam, Santa Ana River Reach 2, Santa Ana River Reach 1, and the Pacific Ocean. The EPA-approved 303(D) List of Water Quality Limited Segments identifies indicator bacteria, coliform bacteria, copper, and lead as 303(D) listed impairments for downstream receiving waters. To address potential water contaminants, the proposed Project would be required to comply with applicable federal, State, and local water quality regulations.

Table 3.10.C: Post-Project Condition Peak Flow Rate for Drainage Area

Subarea	Drainage Area (acres)	100-Year Flow Rate (ft^3/s)	10-Year Flow Rate (ft^3/s)
A	0.15	0.41	0.26
B	6.56	12.2	7.5
C	0.4	1.2	0.8
D	0.4	1.2	0.8

Source: JLC Engineering and Consulting, Inc. *Drainage Study for Barton Road Improvements, Table 2, pg. 2, March 2, 2020.*

Standard Conditions: No mitigation is required; however, compliance with the provisions of the NPDES permit and incorporation of a Final Water Quality Management Plan Low Impact Development (LID) BMPs are regulatory requirements that apply to all projects. These requirements are detailed below as **Standard Conditions (SC) HYD-1** through **HYD-3** to be included in the conditions of approval for the proposed Project.

Standard Condition HYD-1: Prior to the issuance of a grading permit, the City of Colton Public Works Department shall file and obtain a Notice of Intent (NOI) with the 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 retained by the City of Colton and submitted to Caltrans for coverage under the NPDES General Construction Permit. The NOI shall address the potential for an extended and discontinuous construction period based on funding availability. This measure shall be implemented to the satisfaction of the Director of the City Engineering Division of the Public Works Department or designee.

Standard Condition HYD-2: Prior to the issuance of a grading permit, the City of Colton Public Works Department shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire construction period. In addition, the SWPPP shall emphasize structural and nonstructural Best Management Practices (BMPs) to control sediment and non-visible discharges from the Project site. The SWPPP shall include inspection forms for routine monitoring of the site during both the grading 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 funding availability. The SWPPP shall be kept on site for the entire duration of Project construction and shall be available to the local RWQCB for inspection at any time. BMPs to be implemented may include the following:

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

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

This measure shall be implemented to the satisfaction of the Director of the City of Colton Public Works Department or his/her designee.

Standard Condition HYD-3: Prior to issuance of a grading permit, the City of Colton Public Works Department shall submit evidence to Caltrans and put into the Project's administrative record that the Low Impact Development (LID) Best Management Practices (BMPs) specified in a Final Water Quality Management Plan (a Preliminary WQMP) shall be written into the grading and development plans submitted to the City for review and approval to manage water quality and hydrologic effects of the proposed Project. Specifically, the LID BMPs shall be implemented to ensure the Project meets or exceeds the minimum design capture volume of the site.

Periodic maintenance of LID BMPs during Project operation shall be in accordance with the schedule outlined in a Final WQMP. This measure shall be implemented to the satisfaction of the Director of the City of Colton Public Works Department or designee.

The Preliminary WQMP will be prepared and approved as a routine action during the processing of the project by the City; therefore, it is reasonable to conclude that the required measures and features detailed in a Final WQMP to safeguard water quality would be incorporated into the proposed Project. Adherence to **Standard Conditions HYD-1** through **HYD-3** and the requirements included in the NPDES permit, SWPPP, and a Final WQMP would ensure potential water quality impacts remain **less than significant.** No mitigation is required.

b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management in the basin?

Less than Significant Impact. The Project site is located within the Riverside Highland Water Company (RHWC) service area, and the San Bernardino Valley Municipal Water District. According to the San Bernardino Valley Municipal Water District 2015 Urban Water Management Plan (UWMP), the RHWC'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).[24]

The proposed Project includes removal of Barton Road Bridge over the abandoned UPRR corridor, replacement of the bridge with fill and a new roadbed to connect Barton Road in place of where the bridge

[24] San Bernardino Valley Municipal Water District. 2015 Urban Water Management Plan. Page 15-13. June 2016.

used to be, installation of drainage improvements, and, installation of sidewalks and Class II bicycle lanes to promoted connectivity for non-motorized transportation between the City of Colton and City of Grand Terrace. All of the actions associated with the proposed Project will occur along the existing Barton Road between South Terrace Avenue and Grand Terrace Road. Therefore, the Project would not substantially contribute to groundwater depletion, nor would it interfere with groundwater recharge. The Project site is not located within a designated groundwater recharge area and it does not propose direct additions or withdrawals of groundwater. Furthermore, the proposed construction does not reach depths that would impair or alter the direction or rate of flow of groundwater.

Through implementation of **Standard Condition HYD-3**, the LID BMPs specified in a Final WQMP would be implemented to treat the Project site's minimum design capture volume and on-site storm water runoff will be conveyed off-site in a similar manner as occurring under existing conditions. Periodic maintenance of any BMPs during Project operation will be in accordance with the schedule outlined in the WQMP. Therefore, through implementation of **Standard Condition HYD-3**, impacts associated with groundwater supplies would be **less than significant**. No mitigation is required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i Result in substantial erosion or siltation on or off site?

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

iii Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

iv Impede or redirect flood flows?

i. ***Less than Significant Impact.*** There are no known drainages, ponds, or other places where water collects on the Project site. The overall Project area drains in a westerly direction; however, the abandoned UPRR railroad corridor drains in a northern direction towards the Santa Ana River. The I-215/Barton Road interchange constructed inlets at the easterly limits of the Project boundary and has included several new storm drain inlets and subsurface pipes to collect the runoff from the interchange area. The proposed Project will implement a design concept that perpetuates the existing drainage pattern of the area in order not to impact existing downstream properties. Pursuant to **Standard Condition HYD-2**, the City of Colton will prepare an SWPPP prior to the issuance of grading permits. The SWPPP will include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading 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 would include inspection forms for routine monitoring of the site during the 14-month construction period to ensure NPDES compliance and that additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP would address the potential for an extended and discontinuous construction period based on funding availability. Upon completion of construction, the Project site would be paved (similar to existing conditions), which would prevent erosion and siltation of sediments. Through implementation of **Standard Condition HYD-2,** the Project would not result in substantial erosion or siltation on or off site. Impacts would be **less than significant** and no mitigation is required.

ii. ***Less than Significant Impact.*** Pursuant to **Standard Condition HYD-3**, the LID BMPs specified in the Preliminary WQMP would be implemented to convey the Project site's minimum design capture volume. According to the project-specific *Hydrology Study*, development of the proposed Project would result in a decrease in Area A flow rates and an increase in flow rates for Area B during 100-year flows. The changes in the flowrates for these subareas are attributed to the altering of drainage areas that result from the removal of the Barton Road Bridge and the high point that exists over the abandoned UPRR corridor. Overall, the changes of flow rate is insignificant and will not adversely affect downstream property owners or downstream receiving waters considering the anticipated 100-year peak flow rate for the Santa Ana River of 140,000 cubic feet per seconds. Periodic maintenance of any required BMPs during Project operation would be in accordance with the schedule outlined in a Preliminary WQMP. With implementation of **Standard Conditions HYD-2** and **HYD-3**, impacts related to substantial alteration of the existing drainage pattern of the site or area or substantial increase in the rate or amount of surface runoff in a manner that would result in on-site or off-site flooding would be **less than significant.** No mitigation is required.

iii. ***Less than Significant Impact.*** The CWA delegates authority to the states to issue NPDES permits for discharges of storm water from construction, industrial, and municipal entities to Waters of the United States. The purpose of the MS4 permit is to meet the Santa Ana RWQB's requirements to mitigate for the negative impact of increases in storm water runoff caused by new development and redevelopment. The project storm water discharge rates cannot exceed the pre-development runoff condition for 2-year 24-hour storm total or the 85th percentile 24-hour storm runoff event by more than five percent to be in compliance with the MS4 post-construction and site design requirements.

The Project is 2.8 acres in size (over one acre in size) and therefore is required to have coverage under the State's General Permit for Construction Activities (SWPPP). Pursuant to **Standard Condition HYD-2,** a project-specific SWPPP will be prepared and detailed BMPs will be implemented during construction to reduce/eliminate adverse water quality impacts. All impacts related to runoff during site preparation, and construction would be addressed by the SWPPP.

The overall Project area drains in a westerly direction; however, the abandoned UPRR railroad corridor drains in a northern direction towards the Santa Ana River. The I-215/Barton Road interchange constructed inlets at the easterly limits of the Project boundary and has included several new storm drain inlets and subsurface pipes to collect the runoff from the interchange area. The proposed Project will implement a design concept that perpetuates the existing drainage pattern of the area in order not to impact existing downstream properties.

Pursuant to **Standard Condition HYD-3,** the LID BMPs specified in a Final WQMP will be implemented to treat the Project site's minimum design capture volume. Additional Project design features, such as maintenance of existing surface flows across the Project site through the proposed BMPs would further maintain the site's existing drainage pattern and prevent additional sources of polluted runoff. Periodic maintenance of any required drainage facilities during Project operation will be in accordance with the schedule outlined in the Preliminary WQMP.

Any sources of storm water pollution will be addressed through adherence to NPDES and MS4 permit requirements. Implementation of **Standard Conditions HYD-2** and **HYD-3** will ensure polluted runoff during site preparation and construction would be addressed by the SWPPP. Therefore, impacts related to the creation or contribution of runoff water that would exceed the capacity of existing or

planned storm water drainage systems or provide substantial additional sources of polluted runoff would be **less than significant.** No mitigation is required.

iv. ***Less than Significant Impact*.** According to the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer, the Project site is located within Panel 06071C8687J in Zone X, identified as an "Area of Minimal Flood Hazard." The overall Project area drains in a westerly direction; however, the abandoned UPRR railroad corridor drains in a northern direction towards the Santa Ana River. The I-215/Barton Road interchange constructed inlets at the easterly limits of the Project boundary and has included several new storm drain inlets and subsurface pipes to collect the runoff from the interchange area. The proposed Project will implement a design concept that perpetuates the existing drainage pattern of the area in order not to impact existing downstream properties. The drainage infrastructure improvements for the proposed Project, as indicated in **Table 3.10.C**, results in a decrease in Area A flow rates and an increase in flow rates for Area B. The changes in the flowrates for these subareas are attributed to the altering of drainage areas that result from the removal of the Barton Road Bridge and the high point that exists over the railroad corridor. Overall, the changes of flow rate is insignificant and will not adversely affect downstream property owners or downstream receiving waters. Therefore, the Project would not impede or redirect flood flows. Impacts would be **less than significant** and no mitigation is required.

d. Result in flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation?

Less than Significant Impact. According to the FEMA National Flood Hazard Layer, the Project site is located within Panel 06071C8687 in Zone X, identified as an "Area of Minimal Flood Hazard." According to the City's General Plan EIR, there are no major dams located within the City of Colton.[25] The closest dam inundation area is approximately 2.5 miles to the north east of the Project site along the Santa Ana River floodplain in the vicinity of I-10/I-215 interchange. Considering that the Project site is not near this dam inundation zone, the failure of Seven Oaks Dam and failure of Levee ID 4964 will not be a significant threat to the proposed Project site. In the event that local sheet flooding occurs, as it has in the past, storm drain improvements implemented as part of the proposed Project will be constructed to convey water off-site similar to existing conditions.

There would be a less than significant impact regarding inundation of the proposed Project site by a tsunami because the Project site is approximately 42 miles northeast of the Pacific Ocean. The proposed Project is not located near a lake or open body of water; accordingly, a seiche occurrence that could affect the Project site is highly unlikely. Therefore, impacts associated with release of pollutants due to Project inundation would be **less than significant**. No mitigation is required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. As detailed in response to Checklist Question 3.10b, the proposed Project would not substantially contribute to groundwater depletion, nor would it interfere with groundwater recharge. The Project does not propose direct additions or withdrawals of groundwater, as it is a bridge removal and road improvement Project along Barton Road. Furthermore, construction proposed by the

[25] City of Colton. General Plan EIR, Exhibit 4.9-3 Hydrologic Hazards, page 4.9-35, May 2013.

Project would not involve construction at depths that would impair or alter the direction or rate of groundwater flow.

The implementation of NPDES permit in accordance with **Standard Condition HYD-1** ensures that the State's mandatory standards for maintenance of clean water and the federal minimums are met. Through implementation of the BMPS detailed in an SWPPP pursuant to **Standard Condition HYD-2**, water quality impacts would be less than significant during construction. Since the Project would not inhibit groundwater recharge potential and would only result in minimal potential increase in the demand for water during construction, the Project would not conflict with any applicable water quality control plan or sustainable groundwater management plan. Impacts would be **less than significant** and no mitigation is required.

Through implementation of **Standard Condition HYD-3**, the LID BMPs specified in a Final WQMP will be implemented to treat the Project site's minimum design capture. Periodic maintenance of any BMPs during Project operation will be in accordance with the schedule outlined in the WQMP. Therefore, through implementation of **Standard Condition HYD-3**, impacts from conflict with or obstruction of a water quality control plan or sustainable groundwater management plan would be **less than significant**. No mitigation is required.

3.11 LAND USE AND PLANNING

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

a. Physically divide an established community?

No Impact. The Project site is currently occupied by Barton Road and Barton Road Bridge. The proposed Project includes removal of the Barton Road Bridge over the abandoned UPRR corridor and will be replaced by fill to build a new portion of Barton Road. The Project will also include sidewalks and new Class II bicycle lanes which will add connectivity along Barton Road for pedestrians and bicyclists. The proposed Project would not physically divide an established community. **No impact** related to the physical division of an established community would occur and no mitigation is required.

b. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The proposed Project will be developed on the existing Barton Road on the boundary of the cities of Colton and Grand Terrace. The existing Barton Road Bridge spanning the abandoned UPRR corridor will be removed and replaced with fill and a new portion of Barton Road. The City of Colton General Plan *Mobility Element* includes discussion about improvements to Barton Road which are consistent with the proposed Project.[26] The Project site is not zoned; however, the portion of parcel 0275-223-16-0000 (located in Grand Terrace) that will be acquired by the proposed Project is zoned Restricted Manufacturing by the City of Grand Terrace Zoning Code. Once the sliver portions of the parcel are acquired, the land will no longer be zoned Restricted Manufacturing and will be considered right-of-way for Barton Road. Implementation of the proposed Project would not cause a significant environmental impact due to a conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts will be **less than significant** and no mitigation is required.

[26] City of Colton, City of Colton General Plan Mobility Element, August 20, 2013.

3.12 MINERAL RESOURCES

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Project site is located within Mineral Resource Zone 3 (MRZ-3).[27] MRZ-3 is defined as an area containing minerals of undetermined significance. The proposed Project is located in an area that is already occupied by Barton Road and urbanized uses. As such, if minerals are located within the Project boundary, they have already been loss due to previous development around the site and development of Barton Road. No mineral resource or mineral resource extraction or processing activity occurs on or adjacent to the Project site. Implementation of the proposed Project would not result in the loss of City or State-identified mineral resources. Therefore, **no impacts** associated with the loss of mineral resources would occur and no mitigation is required.

[27] California Department of Conservation CGS Information Warehouse: Mineral Land Classification, https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed October 6, 2020.

3.13 NOISE

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?	☐	☐	☒	☐
b. Result in generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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 analysis in this section is based on the *Barton Road Bridge Removal and Road Construction Project Technical Noise Memorandum* that was prepared for the proposed Project in June 2020 (**Appendix F: Noise Memorandum**).

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?

Less than Significant Impact. Two types of short-term noise could occur during construction of the proposed Project. First, construction crew commutes and the transport of construction equipment and materials to the site would incrementally increase noise levels on roadways in the Project area. There would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 A-weighted decibels [dBA]). The effect on longer-term (hourly or daily) ambient noise levels would be small because the hourly/daily construction-related vehicle trips are small when compared to existing hourly/daily traffic volume on Barton Road. The grading and excavation phase of the Project would generate the most trips of all the construction phases (i.e., 84 vehicles per hour or 171 vehicles per day). Barton Road would be used to access the Project site. The existing hourly/daily traffic volumes on Barton Road are estimated to be 596 vehicles per hour or 7,292 vehicles per day. Construction-related traffic would increase traffic noise levels on nearby roads by up to 0.6 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, there would be no incremental increase in ambient noise from construction-related vehicle trips, and short-term, construction-related impacts associated with worker commutes and equipment transport to the Project site would be **less than significant** and no mitigation is required.

The second type of short-term noise is related to noise generated during excavation, grading, and building erection on the Project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. **Table 3.13.A: Typical Maximum Construction Equipment Noise Levels (L_{max})** lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, taken from the 2006 FHWA Roadway Construction Noise Model.[28]

Typical noise levels at 50 feet from an active construction area range up to 88 dBA L_{max} (maximum instantaneous sound level) at 50 feet during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders.

Project construction is expected to require the use of a scrapers, bulldozers, and water trucks/pickup trucks. Noise associated with the use of construction equipment is estimated to be between 55 and 85 dBA Lmax at a distance of 50 feet from the active construction area for the site preparation phase. As detailed in **Table 3.13.A**, the maximum noise level generated by each scraper is assumed to be approximately 85 dBA Lmax at 50 feet. Each bulldozer would generate approximately 85 dBA Lmax at 50 feet. The maximum noise level generated by water trucks/pickup trucks is approximately 55 dBA Lmax at 50 feet.

Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 88 dBA Lmax at a distance of 50 feet from the active construction area. The closest residences to the project construction boundary are 90 feet from the project construction boundary and would be exposed to construction noise levels of 83 dBA Lmax after distance attenuation. In addition, noise generated from the construction activities would stop once project construction is completed. Implementation of measures that include compliance with the construction hours specified by the City of Grand Terrace (the City of Colton does not have noise compliance times in their Municipal Code) prohibiting construction activity between the hours of 8:00 p.m. and 8:00 a.m. would reduce construction noise that could affect nearby residences. Additionally, the proposed Project will implement Caltrans Standard Specifications, Section 14-8.02 (as a condition of approval) which specifies that noise levels from the construction contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 dBA Lmax at a distance of 50 feet. Therefore, no construction noise impacts would occur with the implementation of measures described above. Short-term noise impacts would be **less than significant** and no mitigation is required.

[28] *Roadway Construction Noise Model.* Federal Highway Administration HEP-06-015. DOT-VNTSC-FHWA-06-02. NTIS No. PB2006-109012. Highway Construction Noise Handbook. August 2006. https://www.fhwa.dot.gov/Environment/noise/construction_noise/rcnm/index.cfm (accessed July 26, 2019) (FHWA, 2006).

Table 3.13.A: Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Acoustical Usage Factor (percent)[1]	Maximum Noise Level (L_{max}) at 50 feet [2]
Backhoe	40	80
Compactor (ground)	20	80
Compressor	40	80
Crane	16	85
Dozer	40	85
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Forklift	40	85
Front-End Loader	40	80
Grader	40	85
Impact Pile Driver	20	95
Jackhammer	20	85
Pavement Scarifier	20	85
Paver	50	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder	40	73

Source: *Barton Road Bridge Removal and Road Construction Project Technical Noise Memorandum, June 2020, Table A: Typical Construction Equipment Noise Levels, pg. 6.*

Note: The noise levels reported in this table are rounded to the nearest whole number.

[1] The usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

[2] The maximum noise levels were developed based on Specification 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project. L_{max} = maximum instantaneous noise level

Long-Term Stationary Noise. The proposed Project includes removal of a bridge on Barton Road spanning over the abandoned UPRR corridor. Once removed, the bridge will be replaced by fill and a new portion of Barton Road will be laid. Sidewalks and Class II bicycle lanes will also be constructed as part of the Project to promote pedestrian/bicyclist connection along Barton Road. The proposed Project will not include design features that would generate stationary noise.

Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site container and chassis drop-off and pick-up activities, forklift operations, heating, ventilation, and air conditioning equipment, and parking lot activities. Therefore, no long-term stationary noise reduction measures are required. **No impacts** from long-term stationary noise sources would occur and no mitigation is required.

Long-Term Off-Site Traffic Noise Impacts. The proposed Project includes removal of a bridge on Barton Road spanning over the abandoned UPRR corridor. Once removed, the bridge will be replaced by fill and

a new portion of Barton Road will be laid. Sidewalks and Class II bicycle lanes will also be constructed as part of the Project to promote pedestrian/bicyclist connection along Barton Road. The proposed Project, once completed, will not generate an increase in average daily traffic (ADT) volumes along Barton Road or other surrounding roads beyond what occurs under existing conditions. Under 23 Code of Federal Regulations (CFR) 772.5, this Project is not considered a Type I Project. A Type I Project is defined as follows:

- The construction of a highway on new location or the physical alteration of an existing highway where there is either:
    - Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or,
    - Substantial Vertical Alteration. A project that removes shielding therefore exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or,
    - The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as an High-Occupancy Vehicle lane, High-Occupancy Toll lane, bus lane, or truck climbing lane; or,
    - The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or,
    - The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or,
    - Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or,
    - The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza; or,
    - If a project is determined to be a Type I project under this definition then the entire project area as defined in the environmental document is a Type I project.

Based on the details described above, implementation of the proposed Project would not increase vehicle volume on local roadways. Therefore, **no impacts** will occur pertaining to project-related traffic noise impacts on off-site sensitive receptors would occur. No mitigation measures are required.

b. Result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. The vibration damage potential threshold criteria for old buildings, older residential structures, and modern industrial buildings is 0.25 peak particle velocity (PPV) (inches per second [in/sec]), 0.3 PPV (in/sec), 0.5 PPV (in/sec), respectively. In addition, the vibration annoyance potential criteria for continuous/frequent intermittent sources from the same manual. The vibration annoyance potential criteria are: barely perceptible at 0.01 PPV (in/sec), distinctly perceptible at 0.04 PPV (in/sec), strongly perceptible at 0.1 PPV (in/sec), and severe at 0.4 PPV (in/sec). Project construction is expected to use a large bulldozer and loaded truck, which would generate ground-borne vibration levels of 0.089 PPV (in/sec) and 0.076 PPV (in/sec), respectively, when measured at 25 feet. Vibration intensive construction equipment such as pile drivers, jackhammers, or vibratory rollers will not be used during Project construction.

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the Project boundary (assuming the construction equipment would be used at or near the Project boundary) because vibration impacts normally occur within the buildings. **Table 3.13.B: Vibration Source Amplitudes for Construction Equipment** shows the PPV and vibration velocity decibels (VdB) values at a distance of 25 feet from the construction vibration source. As shown in **Table 3.13.B**, bulldozers and loaded trucks would generate a groundborne vibration level of 87 and 86 VdB, respectively, when measured at a distance of 25 feet, based on the Transit Noise and Vibration Impact Assessment Manual.

Table 3.13.B: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV at 25 Feet (inches/second)
Vibratory Roller	0.210
Large Bulldozer[2]	**0.089**
Caisson Drilling	0.089
Loaded Trucks[2]	**0.076**
Jackhammer	0.035
Small Bulldozer	0.003
Crack-and-seat operations	2.4

Source: Barton Road Bridge Removal and Road Construction Project Technical Noise Memorandum, June 2020, Table D: Vibration Source Amplitudes for Construction Equipment, pg. 8.
Note: Equipment and associated source vibration levels that are expected to be used on the Project site are shown in **bold**. PPV = peak particle velocity

Table 3.13.C: Summary of Construction Vibration Levels lists the projected vibration level from various construction equipment expected to be used on the Project site to the nearest buildings in the Project vicinity. For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 feet. The closest residential building to the south is approximately 100 feet from the project construction boundary. As shown in **Table 3.13.C**, the closest single-family residence at 90 feet from the project construction boundary would experience vibration levels of up to 69 VdB (0.011 PPV in/sec). All other residences are farther than 100 feet from the project construction boundary and would experience lower vibration levels.

The nearest industrial building, residential building is located 15 feet, 90 feet, and 25 feet, respectively, from the Project site and would experience vibration levels of up to 0.191 PPV (inches/second), 0.013 PPV (inches/second), and 0.089 PPV (inches/second), respectively. Other industrial buildings in the Project area are farther away and would experience lower vibration levels that would not exceed community annoyance threshold and damage threshold. These vibration levels would range from barely perceptible to strongly perceptible, which may result in community annoyance. However, these vibration levels would not exceed the damage potential threshold criteria for old buildings, old residential structures, and modern industrial buildings at 0.25 PPV (inches/second), 0.3 PPV (inches/second), and 0.5 PPV (inches/second), respectively. Therefore, impacts pertaining to construction vibration would be **less than significant** and no vibration mitigation measures are required.

Long-Term Operational Vibration. Once developed, the Project would not generate vibration. No impact would occur and no mitigation measures are required.

Table 3.13.C: Vibration Source Amplitudes for Construction Equipment					
Land Use	**Direction**	**Equipment/ Activity**	**Reference Vibration Level (PPV) at 25 feet**	**Distance to Building (feet)**	**Vibration Level (PPV)**
Industrial (21700 Barton Road)	North	Large bulldozers	0.089	15	0.191
		Loaded trucks	0.076	15	0.164
Industrial (21800 Barton Road)	North	Large bulldozers	0.089	35	0.054
		Loaded trucks	0.076	35	0.046
Residential	Northeast	Large bulldozers	0.089	90	0.013
		Loaded trucks	0.076	90	0.011
Industrial	South	Large bulldozers	0.089	25	0.089
		Loaded trucks	0.076	25	0.076
Old Industrial Structure	South	Large bulldozers	0.089	25	0.089
		Loaded trucks	0.076	25	0.076

Source: Barton Road Bridge Removal and Road Construction Project Technical Noise Memorandum, June 2020, Table E: Summary of Construction Equipment and Activity Vibration, pg. 9.
Notes: The vibration damage potential threshold criteria for old buildings, old residential structures, and modern industrial building is 0.25 PPV (in/sec), 0.3 PPV (in/sec), and 0.5 PPV (in/sec), respectively. PPV = peak particle velocity.

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 are to excessive noise levels?

No Impact. There are no private airstrips located within the vicinity of the Project site. The Project is beyond the 65 dBA Community Noise Equivalent Level impact zone from San Bernardino International Airport based on the Airport Layout Plan Narrative Report for San Bernardino International Airport,[29] and beyond the 55 dBA Community Noise Equivalent Level noise contour of both Flabob Airport and Riverside Municipal Airport based on the Riverside County Airport Land Use Compatibility Plan.[30] Therefore, the Project would not expose people residing or working in the project area to excessive noise levels and **no impact** would occur. No mitigation is required.

[29] San Bernardino International Airport Authority. 2010. *Airport Layout Plan Narrative Report for San Bernardino International Airport.* September 22.

[30] Riverside County Airport Land Use Commission. *Riverside Municipal Airport; Riverside County Airport Land Use Compatibility Plan, Volume 20 Policy Document*. March 2005.

3.14 POPULATION AND HOUSING

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)?	☐	☐	☐	☒
b. Displace substantial amounts of people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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)?

No Impact. The proposed Project is a transportation improvement that will include the removal of the Barton Road Bridge over the abandoned UPRR corridor straddling the City of Colton and City of Grand Terrace boundary line. Fill and a new portion of Barton Road will be developed to replace the removed bridge. Additionally, sidewalks and Class II bicycle lanes will be added for pedestrian and bicyclist connectivity as part of the Project. The Project will employ construction workers during construction of the site; however, these positions would likely be filled by individuals local to the area. The Project also does not include any significant infrastructure improvements or the significant extension of roads (as Barton Road already exists) that could indirectly induce growth in either City. Therefore, the proposed Project will not directly or indirectly cause population growth. **No impact** would occur and no mitigation is required.

b. Displace substantial amounts of people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project will be implemented on Barton Road. A sliver portion of parcel 0275-223-16-0000 (located in Grand Terrace) will be acquired by the proposed Project. This parcel is zoned as Restricted Manufacturing and is not occupied by housing. As such, implementation of the proposed Project would not displace substantial amounts of people or housing, necessitating the construction of replacement housing elsewhere. Therefore, **no impact** would occur and no mitigation is required.

3.15 PUBLIC SERVICES

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

Fire Protection

Less than Significant Impact. The City of Colton Fire Department provides fire suppression and emergency medical services to the City. Fire Station 213 located approximately 1.28 miles to the north at 1100 South La Cadena Drive is the nearest Colton Fire Station that will serve the Project site. Station 213 is staffed by a captain, engineer, and firefighter/paramedic and is the Heavy Rescue Unit headquarters. The station is equipped with one fire engine.[31]

The City of Grand Terrace is within the service area of the San Bernardino County Fire Department for fire and rescue services.[32] Fire Station 23 is located at 22582 City Center Court in Grand Terrace and is approximately 1 mile east of the Project site.

San Bernardino County Fire Station 23 and Colton Fire Department Station 213 is within an estimated three-minute travel time to the Project site. Through compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, travel time between the nearest fire station and the Project site is expected to remain approximately three minutes. The National Fire Protection Association maintains a four-minute response time standard for first responders, 90 percent of the time, and the Project site's proximity to San Bernardino County Fire Station 23 and Colton Fire Department Station 213 would not preclude the Grand Terrace Fire Department's or City of Colton Fire Department's ability to meet the National Fire Protection Association standard. Additionally, both cities maintain mutual aid agreements with surrounding cities, which allow for the services of nearby fire departments to assist both cities during major emergencies. Therefore, the Project would not conflict with the City's response time standard.

During construction, Barton Road will be closed to traffic between Terrace Avenue and Grand Terrace Avenue during the duration of construction activities. As a condition of approval, the construction contractor retained by the Project proponent will be required to develop a road closure detour plan

[31] City of Colton, City of Colton General Plan Update Environmental Impact Report, 4.14 Public Services, May 2013, pg. 4.14-1.

[32] *Fire.* City of Grand Terrace. https://www.grandterrace-ca.gov/departments/fire (accessed October 7, 2020).

(detour plan) to enable motorists to travel safely around the closed portion of Barton Road and to allow fire department and emergency service access to the Project area. The proposed detour will route traffic around the construction zone on Barton Road via S. Terrace Avenue, De Berry Street, and S. La Crosse Avenue. The detour plan will be provided to the Colton Fire Department and San Bernardino Fire Department in order for them to plan emergency routes to the Project site and surrounding uses in the event of an emergency. Once the Project is completed, fire department service would not increase as the Project is not growth inducing. Because of the variety and proximity of existing fire protection services, no new or expanded fire stations are required to service the Project site during construction and operational activities. A **less than significant** impact would occur and no mitigation is required.

Police Protection

Less than Significant Impact. The City of Colton Police Department will serve the Project site. The Police Department headquarters is in the City's civic center located at 650 North La Cadena Drive, approximately 3 miles north of the Project site.[33] The City of Grand Terrace contracts with the San Bernardino County Sheriff-Coroner Department.[34] The Project site is located two miles to the northwest of the City crime prevention headquarters, with an estimated three-minute travel time to the Project site.

Similar to fire protection services, the Project site is already within the service area of the Colton Police Department and San Bernardino County Sheriff and would continue to be served by both departments upon Project implementation. Compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, would ensure response times to the Project site are not significantly altered.

As a condition of approval, the construction contractor retained by the Project proponent will be required to develop a road closure detour plan (detour plan) to enable continuous access to the site and surrounding uses during Project construction. This detour plan will be shared with the Colton Police Department and San Bernardino County Sheriff's Department to ensure that both can plan proper routing to the Project area during associated road closures. Any construction equipment left at staging areas will be properly secured to reduce vandalism or theft during construction activities. This will reduce calls to service to the Project site from the Colton Police Department and San Bernardino County Sherriff's Department during the construction period. Once completed, calls for service to the site from local law enforcement is anticipated to be the same as under existing conditions. Since the proposed Project would not generate a substantial increase in population, any incremental increase in demand for police services would not create the need for new or altered police facilities. Therefore, impacts would be **less than significant** and no mitigation is required.

Schools

No Impact. While the Project site is located within the Colton Joint Unified School District, because the Project does not include a residential component, no direct increase in the local student population would occur. Employment opportunities resulting from the construction of the proposed Project is likely to be filled by existing local residents; therefore, no significant indirect increase in the local student population would occur and there would be **no impact** on schools. No mitigation is required.

[33] City of Colton, City of Colton General Plan Update Environmental Impact Report, 4.14 Public Services, May 2013, pg. 4.14-2.

[34] *Police Services*. City of Grand Terrace. https://www.grandterrace-ca.gov/departments/police_services (accessed October 7, 2020).

Parks/Recreational Facilities

Less than Significant Impact. Refer to responses to Checklist Questions 3.16a and 3.16b. Impacts would be **less than significant** and no mitigation is required.

Other Public Facilities

No Impact. The Project does not include a residential component and any employment opportunities resulting from the construction of the proposed Project are likely to be filled by existing local residents; therefore, no significant direct or indirect increase in the City's population is anticipated.

In the absence of any increase in population, the construction of new or expansion of existing governmental facilities is not required. **No impact** to other public facilities would occur and no mitigation is required.

3.16 RECREATION

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?	☐	☐	☒	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less than Significant Impact. In the absence of any direct or significant increase in population, no increase in demand for park/recreation facilities would occur; therefore, no expansion of existing or development of new park/recreation areas would occur. While the Santa Ana River Trail is located just north of the Project site, the Project would not impede any City policy or plan to maintain access or connectivity of the trail system. The proposed Project would complete new sidewalk and Class II bike lane connectivity along Barton Road which would promote easier access to the Santa Ana River Trail north of the site via South La Cadena Drive. Therefore, the proposed Project would have **less than significant** impacts related to the increased use of public parks and recreation facilities or construction or expansion of park or recreation facilities. No mitigation is required.

3.17 TRANSPORTATION

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?	☐	☐	☒	☐
b. Would the project conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

The analysis in this section is based on the *Traffic Study Report: Barton Road Bridge Removal and Road Construction Project* that was prepared for the proposed Project in February 2020 (**Appendix G: Traffic Study Report**).

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than Significant Impact. Both the City of Colton and the City of Grand Terrace General Plans identify intersection thresholds of significance. These thresholds use level of service (LOS), a ratio of traffic volume to roadway capacity. Levels of service are defined using the letter grades A through F, in which LOS A[35] represents the least amount of traffic congestion and LOS F[36] the most. Both cities use LOS D as the minimum level of service criteria for intersections. Any intersection operating at LOS E or F is considered to be unacceptable.

A Project-specific *Traffic Study Report* (TSR) (**Appendix G**) was prepared to assess potential circulation impacts associated with the proposed Project. The TSR was conducted to conform to analysis standards and parameters established by the City of Colton. The City of Colton guidelines prescribe the use of the *Highway Capacity Manual* methodology in determining the level of service for signalized intersections. The TSR summarized the analysis for the existing year 2019, 2023, and 2045 design year under two conditions, including: (1) Existing, (2) Opening Year, and (3) Buildout Year).

[35] LOS A is defined as a delay per vehicle of ≦ 10 seconds for unsignalized intersection and ≦ 10 seconds for signalized intersection.

[36] LOS F is defined as a delay per vehicle of > 50 seconds for unsignalized intersection and > 80 seconds for signalized intersection.

Streets in the site vicinity that will be affected by the proposed Project include La Cadena Drive, Terrace Avenue, Grand Terrace Road, and Barton Road. The following provides a summarization of the existing conditions of the roads in the vicinity of the Project site:

La Cadena Drive. La Cadena Drive is a north-south, four-lane roadway divided by a raised median. The posted speed limit in the study area is 50 mph. La Cadena Drive is the only Divided Major Highway in the City of Grand Terrace and runs along the boundary of the two cities. A Divided Major Highway, such as La Cadena Drive, consists of a 120-foot right-of-way with a divided 64-foot improved section and a raised median. La Cadena Drive connects the City of Grand Terrace to the City of Colton to the north and connects to the City of Riverside to the south. According to the Land Use Plans of the Cities of Colton and Grand Terrace, the land uses along La Cadena Drive are light industrial and industrial park zones, respectively.

Terrace Avenue. Terrace Avenue is a north-south, two-lane roadway. It is classified as a Local Street in the Cities of Colton and Grand Terrace. The speed limit for this road in the Project area is 25 mph. Terrace Avenue is divided into two street segments by Barton Road where the north segment extends along the boundary of City of Grand Terrace and City of Colton, and the south segment continues into the City of Colton. This street provides direct access to residential neighborhoods. With a 60-foot right-of-way and a 36-foot improved section, local streets have direct residential lots fronting onto them and are the standard street category within residential neighborhoods. According to both City of Colton and City of Grand Terrace Land Use Plans, the land uses in the vicinity of the Project along Terrace Avenue are light industrial and industrial park zones, respectively.

Grand Terrace Road. Grand Terrace Road is a north-south, two-lane roadway. It is located approximately 550 feet east of the Project site. The posted speed limit of the road in the study area is 25 mph. Grand Terrace Road is one of the collector streets in the City of Grand Terrace and extends partially into the City of Colton and along the boundaries of the two cities. With a 66-foot right-of-way and a 44-foot improved section, this category of roadway connects local traffic with residential neighborhoods and the arterial highway network. According to the Land Use Plans of the two cities, the land uses along Grand Terrace Road are medium density residential and industrial zones.

Barton Road. Barton Road is an east-west, four-lane roadway. The posted speed limit is 40 mph. This is one of the major highways in the City of Grand Terrace and it provides service to non-local commuters along Interstate 215 (I-215) as well as local access to the public. Major highways have a 100-foot right-of-way with a 72-foot improved section. The roadway classification is characterized with four travel lanes, minimal curb cuts, and signalized intersections. Barton Road also provides direct access to the regional freeway I-215 and commercial corridors; it runs through the City of Grand Terrace. Barton Road continues into the City of Colton with most of its land uses designated as general commercial, industrial, and low-density residential zones. Barton Road between South La Cadena Drive and Grand Terrace Road has a 2019 average daily traffic (ADT) volume of 7,292 vehicles.

The study area for the TSR encompasses the above identified road segments and four intersections in the Project vicinity. The intersections include: La Cadena Drive and Barton Road; North Leg of Terrace Avenue and Barton Road; South Leg of Terrace Avenue and Barton Road; and Grand Terrace Road and Barton Road. The four intersections, as of 2019, operated at LOS B or LOS C conditions during AM and PM Peak Hours. **Table 3.17.A: Opening Year (2023) and Horizon Year (2045) Intersection LOS** summarizes the delay time and LOS under each of these conditions at the four study intersections.

As shown in **Table 3.17.A**, the Barton Road/South Leg Terrace Road intersection will operate at unacceptable LOS F conditions during the PM peak hours in the Horizon Year (2045) and the Barton Road/La Cadena Drive intersection will operate at unacceptable LOS F conditions during the AM peak hours in the Horizon Year (2045). This is due to the anticipated build-out of the Cities of Colton and Grand Terrace and is not directly caused by the proposed Project.

Table 3.17.A: Opening Year (2023) and Horizon Year (2045) Intersection LOS

Intersection	Peak Hour	Control	2023		2045	
			Delay	LOS	Delay	LOS
Barton Road at La Cadena Drive	AM	Signal	52.3	D	52.3	**F**
	PM		33.3	C	33.3	C
Barton Road at North Leg Terrace Road	AM	TWSC	15.1	C	21.7	C
	PM		15.0	C	25.9	D
Barton Road at South Leg Terrace Road	AM	TWSC	16.2	C	25.9	D
	PM		28.0	D	131.6	**F**
Barton Road at Grand Terrace Road	AM	Signal	26.9	C	59.9	E
	PM		19.8	B	26.0	C

Source: Table 11: City of Colton and City of Grand Terrace *Traffic Study Report: Barton Road Bridge Removal and Road Construction Project* Table 11: Opening Year and Horizon Year Traffic Segment ADT, pg. 16, February 2020.
Notes: TWSC = Two-way stop-controlled. **Bolded LOS** = Unacceptable LOS

Barton Road, during Project construction, will be closed, requiring a detour to be implemented. The detour is anticipated to generate some delays in the traffic flow around the proposed Project. The detour will route traffic around the construction zone on Barton Road via S. Terrace Avenue, De Berry Street, and S. La Crosse Avenue. Analysis presented in the TSR determined this detour would not generate major queuing spill back on La Cadena Drive or at Grand Terrace Boulevard. The delay is not significantly higher and both of these intersections will continue to operate at acceptable LOS during Project construction. The closure of Barton Road during Project construction will, therefore, not contribute to substantial degradation of intersection LOS.

The proposed Project will include new sidewalks and a Class II bicycle lane along Barton Road in the area where the Barton Road Bridge over the UPRR corridor will be removed. These additions associated with the proposed Project will result in a benefit to the Cities of Colton and Grand Terrace bicycle and pedestrian facilities by creating better connectivity for these alternative modes of transportation.

Implementation of the proposed Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts will be **less than significant** and no mitigation measures are required.

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

No Impact. *CEQA Guidelines* Section 15064.3, subdivision (b) establishes "vehicle miles traveled" (VMT) criteria in lieu of LOS for analyzing transportation impacts and was signed into law as Senate Bill (SB) 743 in 2013. Regulatory changes to the *CEQA Guidelines* that implement SB 743 were approved by the Office of Planning and Research on December 28, 2018. However, lead agencies had until July 1, 2020, which is the statewide implementation date, to opt-in use of the new VMT metric. In cases where lead agencies use LOS for analyzing transportation impacts, they may continue to do so until July 1, 2020.

In June 2020, the City of Colton published *TO#234 City of Colton VMT (Vehicle Miles Traveled) Guidelines for the City of Colton, California* which provides the City of Colton VMT methodology for various projects by analyzing the VMT per capita, employee, and/or per service population. In concurrence with the California Office of Planning and Research Guidelines, transportation projects in the City of Colton that will not significantly impact the amount of vehicle travel can be excluded from VMT analysis.[37] The proposed Project includes removal of the Barton Road Bridge over the UPRR corridor, replacing the bridge with fill and a new roadbed to connect to Barton Road, new sidewalks, and new Class II bicycle lanes. The Project will not generate more vehicle volume above the existing volume along Barton Road nor will it generate more vehicle miles traveled compared to existing conditions. The proposed Project will therefore not conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b). **No impact** will occur and no mitigation measures are required.

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

Less than Significant Impact. The proposed Project is being implemented as the Barton Road Bridge was originally built in 1936 over the UPRR corridor and is now structurally unsound and does not provide adequate, safe, pedestrian or bicycle access along Barton Road. The design of the existing Barton Road Bridge does not account for seismic loading, which is required for public safety in California due to the high seismic activity in the state. If the proposed Project is not implemented, it would continue to present a hazard to the public (motorists, pedestrians, bicyclists) traveling along Barton Road between South Terrace Avenue and Grand Terrace Road. The proposed Project would remove the structurally unsound bridge and replace it with fill and road that would replenish the Barton Road connection where the bridge used to be located. The proposed Project will also implement sidewalks and a Class II bicycle lane designed to City of Colton and City of Grand Terrace standards. This design feature will improve safe travel for pedestrians and bicyclists along Barton Road between South Terrace Avenue and Grand Terrace Road. Overall, the proposed Project would not substantially increase hazards due to a geometric design feature, but would actually improve the overall safety of Barton Road for pedestrians, motorists, and bicyclists between South Terrace Avenue and Grand Terrace Road. Impacts will be **less than significant.** No mitigation is required.

d. Result in inadequate emergency access?

Less than Significant Impact. Roadway facilities with regional access typically serve as evacuation routes in the event of an emergency. The City of Grand Terrace General Plan Public Health[38] and Safety Element and the City of Colton General Plan Safety Element[39] identifies Barton Road and La Cadena Avenue as major evacuation routes. Specific evacuation routes depend upon the type of emergency and its location, but La Cadena Avenue are within 1,000 feet of the proposed Project and the proposed Project is on Barton Road.

During construction of the proposed Project, Barton Road will be temporarily closed between Terrace Avenue and Grand Terrace Avenue. As a condition of approval for the Project, a detour plan will be prepared and distributed to emergency service, fire department, and police department staff that provides service to the Project site and surrounding uses. As part of the detour plan, signs will be installed

[37] City of Colton, City of Colton Vehicle Miles Traveled (VMT) Guidelines, Section 2.4 Transportation Projects, page 27. Website: https://www.ci.colton.ca.us/AgendaCenter/ViewFile/Item/2599?fileID=3138. Accessed October 12, 2020.

[38] City of Grand Terrace General Plan –Page V-14.

[39] City of Colton General Plan Safety Element, Figure S-11: Evacuation Routes, page S-26, 2018.

along nearby roads to inform motorists that Barton Road is closed and it is necessary to take the detours. Once the proposed Project is complete, Barton Road between Terrace Avenue and Grand Terrace Avenue and vehicle flow conditions will be restored back to near existing conditions. Based on the above discussion, implementation of the proposed Project would not result in inadequate emergency access. Impacts would be **less than significant** and no mitigation measures are required.

3.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

The Historic Property Survey Report prepared for the proposed Project indicated that there have been 17 cultural resource studies previously conducted within one mile of the Project site, two of which included parts of the Project site. A linear cultural resource transects the Project site (36-006101, the historic period UPRR route) and 25 additional cultural resources have been documented within one mile of the Project site. The additional cultural resources include prehistoric (habitation site, rock shelters, milling features, and artifact scatters) and historic period (rock shelter) archaeological resources, along with historic period utilities, railroads, water conveyance systems, a residence, school, and bridge. The segment of UPRR route transecting the Project site was evaluated in 2009 as not eligible for the National Register either individually or as contributing segments to the overall alignment. The Barton Road Bridge is listed in the California Historical Significance Local Agency Bridge List as a Category 5 Bridge; however, it is not eligible for the National Register. With the exception of the Barton Road Bridge, none of the resources identified is listed in any of the registers, directories, or inventories. The nearest prehistoric resource (a habitation site and artifact scatter) was documented approximately 0.57 mile north of the proposed Project site. Additional previous research indicated two additional built environment resources (21842 Grand Terrace Road and 21892 Grand Terrace Road); however, these two historic period residences were evaluated as not eligible for the National Register and concurred with by the State Historic Preservation Office in 2011.

Due to the minimal results of the records search and the survey conducted for the proposed Project, along with the average depth of road subgrades (3+ feet) and severe disturbance of urban road right-of-way, there is a small potential for intact subsurface cultural deposits being found during Project construction

activities. If previously unidentified cultural materials are unearthed during project construction, implementation of previously identified **Mitigation Measure CUL-1** would reduce impacts to potential historic resources to a **less than significant** level.

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

Chapter 532, Statutes of 2014 (i.e., AB 42), requires Lead Agencies evaluate a project's potential impact to "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

Per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. Pursuant to provisions of AB 52, the City contacted (November 11, 2020) the following Native American groups:

- Agua Caliente Band of Cahuilla Indians;
- Augustine Band Cahuilla Band of Indians;
- Cabazon Band of Mission Indians;
- Cahuilla Band of Indians;
- Gabrieleño Band of Mission Indians – Kizh Nation;
- Gabrieleno/Tongva San Gabriel Band of Mission Indians;
- Gabrielino/Tongva Nation;
- Gabrielino Tongva Indians of California Tribal Council;
- Gabrielino-Tongva Tribe;
- Los Coyotes Band of Cahuilla and Cupeno Indians;
- Morongo Band of Mission Indians;
- Pala Band of Mission Indians;
- Pechanga Band of Luiseño Indians;
- Quechan Tribe of the Fort Yuma Reservation;
- Ramona Band of Cahuilla;
- Rincon Band of Luiseño Indians;
- San Manuel Band of Mission Indians;
- Santa Rosa Band of Cahuilla Indians;
- Serrano Nation of Mission Indians; and

- Soboba Band of Luiseño Indians.

The Augustine Band of Cahuilla Indians stated in their response (November 16, 2020), "At this time, we are unaware of specific cultural resources that may be affected by the proposed project." The tribe requested to be notified in the event any cultural material is discovered during project construction.

The Cabazon Band of Mission Indians stated in their response (November 18, 2020), "There is no presence of Native American resources that may be impacted by your future project regarding the replacement of the existing two-lane bridge on Barton Road and road construction project in Colton, CA."

The San Manuel Band of Mission Indians (SMBMI) stated in their response (November 17, 2020), "The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the disturbance, nature, and location of the proposed project, and given the CRM Department's present state of knowledge, SMBMI does not have any concerns with the project's implementation, as planned, at this time."

No other Native American groups responded to the City's invitation to consult on the project.

The SMBMI requested the following mitigation to address potential future impacts relative to Native American cultural resources:

Mitigation Measure TCR-1: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-2, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment.

If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-2. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

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

Mitigation Measure TCR-2: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted if any pre-contact and/or historic-era cultural resource(s) are discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regard 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. Should SMBMI elect to place a monitor on site,

this Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project.

Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) 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 **Mitigation Measures TCR-1** and **TCR-2** would reduce impacts to tribal cultural resources to a **less than significant level** by ensuring appropriate notification, protection, and assessment of any tribal cultural material encountered during the course of project construction.

3.19 UTILITIES AND SERVICE SYSTEMS

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, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Comply with federal, State, and local management reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a. Require or result in the relocation or construction of new or expanded water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?

Less than Significant Impact. The proposed Project will include the removal and reconstruction of the drainage outlet west of Grand Terrace Avenue, construction of a drainage culvert across Barton Road in the vicinity of the abandoned UPRR corridor, and the relocation of the Riverside Highland Water Company line, the City of Colton waterline, fiber optic cable, and a gas line in the existing bridge and roadway and relocation of overhead telephone lines along the north side of Barton Road. The City of Colton will coordinate directly with the utility providers to ensure relocation of facilities adequately occurs and no additional environmental affects above and beyond those analyzed in this document occurs.

The approval of drainage features/improvements occurs through the City's plan check process. As part of this process, all project-related drainage features will be required to meet the City's Public Works Department and Santa Ana RWQCB standards. On-site project-related drainage features will be designed,

installed, and maintained per Public Works Department standards and the requirements identified in the Final WQMP (per **Mitigation Measure HYD-3**) prepared for the Project.

There would be no significant environmental effects specifically related to the relocation of utility facilities that are not encompassed within the Project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this Initial Study. Therefore, impacts related to relocation of utilities would be **less than significant**. No additional mitigation is required.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less than Significant Impact. The Project site is served by the RHWC. According to the SBVR 2015 UWMP, the RHWC relies on groundwater from five separate groundwater basins. The RHWC actual per capita water use per day in 2015 was 166 gallons.[40] The proposed Project will require non-potable water during construction activities for dust suppression. The amount of water that will be required during the 14 month construction period will be minimal and will more than likely be trucked in and stored onsite or obtained through hooking up of nearby existing fire hydrants. Once the Project is complete, water use will not be required. Comparing historically low conditions to demand projections, the RHWC has adequate water supplies available to meet projected demands should a multiple-dry year period occur. Also, the RHWC has ample water supply to serve the Project during the 14-month construction period. Impacts would be **less than significant** and no mitigation is required.

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?

Less than Significant Impact. The proposed Project includes removal of the Barton Road Bridge over the abandoned UPRR corridor, installation of fill and new roadbed in place of the bridge, new sidewalks and new Class II bicycle lanes, to provide safe connectivity between La Cadena and the Barton Road/I-215 interchange and efficient access between the Cities of Colton and Grand Terrace. During Project construction, portable restrooms will be set up for construction workers. The portable restrooms will be emptied as required and its contents will be transported to local wastewater facilities for treatment. Construction of the proposed Project will minimally increase the amount of wastewater generated that will need to be treated at local facilities. Once complete, the proposed Project will not generate wastewater that will need to be treated at local facilities. The wastewater treatment provider will have adequate capacity to serve the Project during its construction period (14 months). Impacts will be **less than significant** and no mitigation measures are required.

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?

Less than Significant Impact. Solid waste collection and disposal within the City are provided by Colton Disposal. There are a number of active landfills that currently serve the City of Colton; however, solid waste is first transported to the CR&R Inland Regional Material Recovery Facility located at 2059 E. Streel Road in Colton. The solid waste is sorted at this facility and non-recyclable waste is then transported to active landfills serving the City of Colton for appropriate disposal. The proposed Project will only generate

[40] San Bernardino Valley Regional Urban Water Management Plan, 2016. Page 15-8.

solid waste (construction debris) during the 14-month construction period. The construction debris will be transported to the Inland Regional Material Recovery Facility where it will be sorted for recycling purposes (as applicable) and then transported to the appropriate landfill. The amount of construction debris that will be generated by the proposed Project is estimated to be minimal and will not be enough to exceed the capacity of local active landfills or transfer facilities. Therefore, impacts associated with excessive generation of solid waste would be **less than significant.** No mitigation is required.

e. Comply with federal, State, and local management reduction statutes and regulations related to solid waste?

Less than Significant Impact. The City of Colton requires all projects to adhere to all source reduction programs set forth for the disposal of solid waste, including construction demolition materials. The City General Plan sets out goals and policies to provide for an efficient and environmentally sound solid waste collection, recycling, and disposal system. The proposed Project would adhere to all applicable local, State, and federal solid waste disposal standards. Therefore, impacts associated with solid waste disposal regulations would be **less than significant**. No mitigation is required**.**

3.20 WILDFIRE

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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
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?	☐	☐	☒	☐

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Project site is not located within or immediately adjacent to a State Responsibility Area or Local Responsibility Area (LRA) designated as a Very High Fire Hazard Severity Zone (VHFHSZ) by Cal Fire.[41] The western boundary of the Project site is approximately 995 feet east of an LRA designated as a VHFHSZ. The Project does not include the construction or occupation of any structures or facilities within a wildland fire area.

During construction of the proposed Project, Barton Road will be temporarily closed between Terrace Avenue and Grand Terrace Avenue. As a condition of approval for the Project, a detour plan will be prepared and distributed to emergency service, fire department, and police department staff that provides service to the Project site and surrounding uses. As part of the detour plan, signs will be installed along nearby roads to inform motorists that Barton Road is closed and it is necessary to take the detours. Once the proposed Project is complete, Barton Road between Terrace Avenue and Grand Terrace Avenue and vehicle flow conditions will be restored back to near existing conditions. Based on the above discussion, implementation of the proposed Project would not substantially impair an adopted emergency

[41] California State Geoportal, FHSZ in LRA, Website: https://gis.data.ca.gov/datasets/CALFIRE-Forestry::fhsz-in-lra?geometry=-117.349%2C34.031%2C117.309%2C34.038. Accessed on October 8, 2020.

plan or emergency evacuation plan. Impacts would be **less than significant** and no mitigation measures are required.

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?

Less than Significant Impact. The Project site is currently occupied by Barton Road and the Barton Road Bridge spanning the abandoned UPRR corridor in an urban area straddling the Colton and Grand Terrace city boundary line. Small areas of vegetation exist on land within the site that is not occupied by urban uses. Some of these vegetated areas will be replaced by roadway features with implementation of the proposed Project. The Project site is relatively flat. The proposed Project would not exacerbate wildfire risks due to slope, prevailing winds, or other factors and would not expose the traveling public to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Impacts would be **less than significant** and no mitigation is required.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may result in temporary or ongoing impacts to the environment?

Less than Significant Impact. The proposed Project will require the removal and reconstruction of the drainage outlet west of Grand Terrace Avenue and construction of a drainage culvert across Barton Road in the vicinity of the abandoned UPRR corridor. The Project will also require relocation of the Riverside Highland Water Company line, the City of Colton waterline, fiber optic cables, and a gas line in the existing bridge and roadway and relocation of overheard telephone lines along the north side of Barton Road. All of these relocation/reconstruction requirements will occur with oversight from owners of the facilities or from public works departments of Colton and Grand Terrace as applicable. These features associated with the proposed Project are not anticipated to result in temporary or ongoing impacts to the environment. Impacts would be **less than significant** and no mitigation measures are required.

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?

Less than Significant Impact. The Project site is not located within or immediately adjacent to a State Responsibility Area or Local Responsibility Area (LRA) designated as a Very High Fire Hazard Severity Zone (VHFHSZ) by CAL FIRE.[42] The western boundary of the Project site is approximately 995 feet east of an LRA designated as a VHFHSZ.

The landscape up gradient of the Project site consists of developed land except within the abandoned UPRR corridor where development is absent. The proposed Project will include removal and reconstruction of the drainage outlet west of Grand Terrace Avenue and will also include construction of a drainage culvert across Barton Road in the vicinity of the abandoned UPRR corridor. These features of the Project will improve drainage in the area of the Project site once the proposed Project becomes operational. Since the Project site is located up gradient (upslope) of landscape features that could be subject to post-fire slope instability or drainage changes, the risk of flooding or landslides from wildfires

[42] California State Geoportal, FHSZ in LRA, Website: https://gis.data.ca.gov/datasets/CALFIRE-Forestry::fhsz-in-lra?geometry=-117.349%2C34.031%2C117.309%2C34.038. Accessed on October 8, 2020.

is minimal. Therefore, the risk of downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes is **less than significant**. No mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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?	☐	☒	☐	☐
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.)	☐	☐	☒	☐
c. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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?

Less than Significant with Mitigation Incorporated. The proposed Project's impacts to biological resources and cultural resources were analyzed in this Initial Study, and all direct, indirect, and cumulative impacts were determined to have no impact, a less than significant impact, or reduced to a less than significant impact with implementation of mitigation. No endangered or threatened species were identified on the Project site. Development of the proposed Project would not cause fish or wildlife populations to drop below self-sustaining levels or restrict the movement/distribution of a rare or endangered species. The proposed Project would not affect any threatened or endangered species or associated habitat. Potential impacts to roosting bats in palm trees on the site and nesting birds would be mitigated to **less than significant** levels with implementation of **Mitigation Measures BIO-1** and **BIO-2**.

Development of the proposed Project would not affect known historic, archaeological, or paleontological resources. There are no known unique or cultural values associated with the Project site, nor are known

religious or sacred uses associated with the Project site. In the event that undiscovered cultural or archaeological resources are uncovered during Project construction, implementation of **Mitigation Measure CUL-1** would ensure impacts are reduced to a less than significant level. Additionally, the Project applicant is required to comply with CCR Section 15064.5(e), California Health and Safety Code Section 7050.5, and PRC Section 5097.98 as a matter of policy in the event human remains are encountered at any time. Furthermore, **Mitigation Measures TCR-1** and **TCR-2**has been identified to address potential impacts if subsurface cultural resources pertaining to Native Americans would be encountered during construction. Implementation of the above identified mitigation measures as well as adherence to regulations governing human remains, would reduce potential impacts to cultural and paleontological resources to **less than significant.**

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.)

Less than Significant Impact. The proposed Project has either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated with respect to all environmental issues pursuant to CEQA. Due to the limited scope of direct physical impacts to the environment associated with the proposed Project, the Project's impacts are primarily project-specific in nature.

The proposed Project is listed in the 2016 financially constrained RTP/SCS Amendment No 2, which was found to conform by SCAG on July 6, 2017, and by the FTA/FHWA on August 1, 2017. On September 6, 2018, SCAG's Regional Council adopted the 206 RTP/SCS Amendment No. 3 but conformity determination approval from the FHWA is pending. The proposed Project is listed in the 2017 Federal Transportation Improvement Program (FTIP) 17-00 under ID No. SDBSL08. The 2017 FTIP Consistency Amendment 17-18 was approved by SCAG on February 23, 2018, and by FTA/FHWA on March 26, 2018. The design concept and scope on the proposed Project is consistent with the Project description in the 2016 RTP and 2017 FTIP and the "open to traffic" assumptions of the SCAG's regional emissions analysis.

The proposed Project would not exceed significance thresholds for air-quality impacts during short-term construction-related activities or for operation. As such, standard conditions and/or mitigation measures to reduce air quality impacts are not warranted. Construction and operational noise would not exceed City thresholds; therefore, no standard conditions or mitigation measures are warranted.

The analysis presented in this Initial Study takes into account cumulative effects the proposed Project would have in the Cities of Colton and Grand Terrace. Overall, all impacts described herein have been reduced to a level that is less than significant and the Project's contribution to cumulative impacts would also be reduced with implementation of site-specific mitigation measures and conditions of approval identified in this document. The proposed Project would have a **less than cumulatively considerable impact**.

c. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact with Mitigation Incorporated. As analyzed throughout this IS/MND, incorporation of mitigation measures and conditions of approval would reduce Project impacts to a level that is less than significant. This document has concluded that the proposed Project would not have environmental effects that will cause direct or indirect substantial adverse effects on human beings.

Overall, impacts would be **less than significant with mitigation measures** and conditions of approval implemented.

4.0 REFERENCES

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5.0 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared for use in implementing mitigation for the Barton Road Bridge Removal and Road Construction Project.

The program has been prepared in compliance with State law and the Mitigated Negative Declaration (MND) prepared for the Project by the City of Colton.

CEQA requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Resource Code Section 21081.6). The law states the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The MMRP contains the following elements:

1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes mitigation identified in the MND.

5.1 MANDATORY FINDINGS OF SIGNIFICANCE

As the Lead Agency, the City is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project site. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

5.2 STANDARD CONDITIONS

Standard Conditions are presented in instances where the proposed project would not create a significant impact but would be required to adhere to regulatory requirements in order to ensure impacts do not become significant. Standard Conditions outline compliance with various federal, State, and/or local acts, laws, rules, regulations, municipal codes, etc.

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Project Name: Barton Road Bridge Removal and Road Construction Project **Applicant:** **City of Colton**
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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
MITIGATION MEASURES					
AIR QUALITY					
Mitigation Measure AQ-1: Prior to the commencement of any construction activities, the construction contractor shall submit a Construction Emission Control Plan for review and approval to the City of Colton Department of Public Works, which shall be implemented during construction. The Construction Emissions Control Plan shall comply with federal, State, and local regulations as specified in the measures below: • The contractor shall adhere to the Caltrans Standard Specifications for Construction, Sections 14.9-01, 14.9-02, 14.9-03, 18-1.02C, and 18-1.03 (or Greenbook equivalent specifications). Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. • Water or a dust palliative shall be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emissions or at the right-of-way line depending on local regulations in compliance with the SCAQMD Rule 403 (Fugitive Dust).	City of Colton Department of Public Works	Prior to construction activities.	Review and monitoring by City of Colton Department of Public Works.		Halt in construction activities.

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
• Soil binder shall be spread on any unpaved roads used for construction purposes, and on all project construction parking areas (providing an estimated 50 percent reduction of fugitive emissions) in compliance with the SCAQMD Rule 403 (Fugitive Dust). • Trucks shall be washed as they leave the right-of-way as necessary to control fugitive dust emissions in compliance with the SCAQMD Rule 403 (Fugitive Dust). • Construction equipment and vehicles shall be properly tuned and maintained. All construction equipment shall use low-sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114. • A dust control plan shall be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities in compliance with the SCAQMD Rule 403 (Fugitive Dust). • Equipment and material storage sites shall be located as far away from residential uses as practicable. Construction areas shall be kept clean and orderly in compliance with the SCAQMD Rule 402 (Nuisance). • Environmentally sensitive areas shall be established near sensitive air receptors. Within					

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
these areas, construction activities involving the extended idling of diesel equipment or vehicles shall be prohibited to the extent feasible [as required by CCR Title 13, Section 2485(c)]. • Track-out reduction measures shall be used, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, in accordance with the State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4). • All transported loads of soils and wet materials shall be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) shall be provided to minimize emission of dust during transportation in compliance with the SCAQMD Rule 403. • Dust and mud that are deposited on paved, public roads due to construction activity and traffic shall be promptly and regularly removed to reduce PM emissions [State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4)]. • To the extent feasible, construction traffic shall be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times (consistent with the traffic control plan					

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
approved by the City of Colton Traffic Engineer). • Mulch shall be installed or vegetation planted as soon as practical after grading to reduce windblown PM in the area. Note that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues and may require controls such as dampened straw [Caltrans Standard Specifications for Construction, Sections 18.1-02C (Dust Control Binders) and 18-1.03 (Construction – Dust Palliatives) or Greenbook equivalent].					
BIOLOGICAL RESOURCES					
Mitigation Measure BIO-1: Prior to construction, an approved bat biologist shall be retained by the Project proponent to conduct a bat assessment survey to determine the presence or absence of bat species that may occur within the Project limits. Should the presence of bat species be determined during this assessment, the following measures shall be implemented: • Nighttime exit counts and acoustic surveys shall be performed by a qualified bat biologist at all structures and palm trees that may be subject to project-related impacts. These surveys shall be performed during the recognized bat maternity season (April 1 through August 31, but preferably in June or July) and as far in advance of construction as	City of Colton approved Bat Biologist.	Prior to and during construction activities.	Monitoring by Bat Biologist.		Stop construction activities until issues resolved.

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
possible in order to provide adequate time for mitigation planning. • Construction activities at structures housing maternity colonies shall be coordinated with an approved bat biologist and CDFW. • If direct impacts to bat-roosting habitat are anticipated, humane evictions and exclusions of roosting bats shall be performed under the supervision of an approved bat biologist after August 31 in the fall (September or October) prior to any work activities that would result in direct impacts or direct mortality to roosting bats. This action shall be performed in coordination with the CDFW. To avoid potential mortality of flightless juvenile bats, evictions and exclusions of bats cannot be performed during the maternity season (April 1 through August 31). Winter months are also inappropriate for bat eviction because not all individuals in a roost will emerge on any given night. In addition, long-distance movements to other roost sites are more difficult during the winter when prey availability is scarce, resulting in high mortality rates of evicted bats. • Alternative bat-roosting habitat structures shall be installed on the structures prior to the eviction/exclusion of bats from that structure. The design, numbers, and locations of these roost structures shall be determined in consultation with an approved bat biologist.					

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
• If permanent, direct impacts to bat-roosting habitat are anticipated and a humane eviction/exclusion is performed, alternative permanent roosting habitat shall be provided to ensure no net loss of bat-roosting habitat. This action shall be coordinated with the CDFW, and locations of these roost structures shall be determined in consultation with an approved bat biologist to ensure that the installed habitat provides adequate mitigation for impacts. • The loss of a night roost can negatively affect the use of a foraging area, and consequently may result in reduced fecundity in species that are already slow to reproduce. If night roosting is confirmed at any of the structures within the proposed Project area, the following measure to minimize potential impacts to night-roosting and foraging bats shall be implemented: o At structures where night roosting is suspected or confirmed, work shall be limited to the daylight hours to the greatest extent feasible to avoid potential disruption of foraging. If night work cannot be avoided, night lighting shall be focused only on the area of direct work, airspace access to and from the roost features of the structure shall not be obstructed, and light spillover into the					

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
adjacent foraging areas shall be minimized to the greatest extent feasible.					
Mitigation Measure BIO-2: If feasible, project construction and any vegetation removal should begin outside of bird breeding season (typically between September 1 and February 14). In the event that project construction cannot be conducted outside the bird breeding season, and vegetation will be removed, focused surveys shall be conducted by a qualified biologist prior to ground-disturbing activities. Should nesting birds be found, an exclusionary buffer shall be established by a qualified biologist. The buffer may be up to 500 feet in diameter depending on the species of nesting bird found. This buffer shall be clearly marked in the field by construction personnel under guidance of the qualified biologist, and construction or clearing shall not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active. Nesting bird habitat within the BSA shall be resurveyed during bird breeding season if there is a lapse in construction activities longer than seven days.	Qualified Biologist retained by the City.	Prior to construction and between September 1 and February 14.	Monitoring by Qualified Biologist.		Stop construction activities until issues resolved.
CULTURAL RESOURCES					
Mitigation Measure CUL-1: If deposits of prehistoric or historical archaeological materials are discovered during non-monitored Project activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist	Qualified Archaeologist retained by the City.	During construction.	Monitoring by Qualified Archaeologist.		Stop construction activities until issues resolved.

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
contacted, if one is not present, to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. The City of Colton and Grand Terrace shall also be notified. Project personnel shall not collect or move any archaeological materials uncovered by construction activities. Any adverse impacts to the finds shall be avoided by Project construction activities. If avoidance is not feasible, the archaeological deposits shall be evaluated to determine if they qualify as a historical resource or unique archaeological resource, or as historic property. If the deposits do not so qualify, avoidance is not necessary. If the deposits do so qualify, adverse impacts on the deposits shall be avoided, or such impacts shall be mitigated. Mitigation may consist of, but is not limited to, recovery and analysis of the archaeological deposit; recording the resource; preparing a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Educational public outreach may also be appropriate. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological deposits discovered. The report shall be submitted to the City of Colton and City of Grand Terrace.					

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
GEOLOGY AND SOILS					
Mitigation Measure GEO-1: Prior to issuance of grading permits, the City of Colton shall verify that the following note is included on the construction plans: **"**If paleontological resources are encountered during the course of ground disturbance, work within 60 feet of the find shall be halted and an exclusionary buffer shall be established. A paleontologist shall be contacted to assess the find for scientific significance. No ground-disturbing activity within the 60-foot exclusionary buffer may occur without the consent of the paleontologist and the City of Colton. If determined to be significant, the fossil(s) shall be collected from the field. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the collection." This measure shall be implemented to the satisfaction of the City of Colton.	City of Colton	Prior to issuance of grading permits and during construction.	Qualified Paleontologist retained by the City.		Stop construction activities until issues resolved.

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
HAZARDS AND HAZARDOUS MATERIALS					
Mitigation Measure HAZ-1: Prior to the commencement of Project construction, a soil management plan shall be developed to identify the appropriate and applicable procedures to be followed with respect to worker health and safety during future excavations and construction activities in areas of potential soil impact. The soil management plan shall detail the appropriate and applicable local, State, and federal regulations regarding the proper characterization, treatment, and/or disposal of any impacted soils encountered during excavation or construction activities. Any impacted soil encountered shall be appropriately handled pursuant to the project soil management plan.	City of Colton Public Works Department	Prior to construction.	Preparation of project-specific Soil Management Plan.		Delay start of construction activities.
Mitigation Measure HAZ-2: During construction, the Project contractor shall comply with the occupational Safety and Health Administration Standard 1926.6 related to lead abatement, and all other applicable state and federal requirements for handling and disposal of LBP, ACM, and universal wastes. AS ACM, LBP and chromium has been detected in features existing on the Project site, these materials, during Project construction, shall be abated and removed from the site in accordance with all applicable regulations, including Occupational Safety and Health Administration requirements. The City of Colton shall verify that the abatement and removal of ACM, LBP and	Project construction contractor.	During construction.	City of Colton Public Works Department.		Stop construction activities until issues resolved.

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chromium has been completed prior to any development activities on the Project site.					
TRIBAL CULTURAL RESOURCES					
Mitigation Measure TCR-1: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-2, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-2. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.	City of Colton Public Works Department	Prior to construction.	Submittal of evidence the stated measures are included on construction documents		Withold demoliton grading/construction permits

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.					
Mitigation Measure TCR-2: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted if any pre-contact and/or historic-era cultural resource(s) are discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regard 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. Should SMBMI elect to place a monitor on site, this Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) 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.	City of Colton Public Works Department	Prior to construction.	Submittal of evidence the stated measures are included on construction documents		Withold demoliton grading/construction permits

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
STANDARD CONDITIONS					
HYDROLOGY AND WATER QUALITY					
SC HYD-1: Prior to the issuance of a grading permit, the City of Colton Public Works Department shall file and obtain a Notice of Intent (NOI) with the 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 retained by the City of Colton and submitted to Caltrans for coverage under the NPDES General Construction Permit. The NOI shall address the potential for an extended and discontinuous construction period based on funding availability. This measure shall be implemented to the satisfaction of the Director of the City Engineering Division of the Public Works Department or designee.	City of Colton Public Works Department.	Prior to issuance of grading permit.	City Director		Construction does not start until issue is resolved.
SC HYD-2: Prior to the issuance of a grading permit, the City of Colton Public Works Department shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire construction period. In addition, the SWPPP shall emphasize structural and nonstructural Best Management Practices (BMPs) to control sediment and non-visible discharges	City of Colton Public Works Department.	Prior to issuance of grading permit.	City Director		Construction does not start until issue is resolved.

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
from the Project site. The SWPPP shall include inspection forms for routine monitoring of the site during both the grading 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 funding availability. The SWPPP shall be kept on site for the entire duration of Project construction and shall be available to the local RWQCB for inspection at any time. BMPs to be implemented may include the following: • Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs shall be periodically inspected during construction, and repairs shall be made when necessary as required by the SWPPP. • Materials that have the potential to contribute to non-visible pollutants to storm water must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas. • All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a					

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
reasonable manner to eliminate any discharge from the site. Stockpiles shall be surrounded by silt fences and covered with plastic tarps. • In addition, the construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sandbag barriers and other sediment control measures called for in the SWPPP. Monthly reports and inspection logs shall be maintained by the contractor and reviewed by the City of Colton and the representatives of the State Water Resources Control Board. In the event that it is not feasible to implement specific BMPs, the City of Colton can make a determination that other BMPs will provide equivalent or superior treatment either on or off site. This measure shall be implemented to the satisfaction of the Director of the City of Colton Public Works Department or his/her designee.					
SC HYD-3: Prior to issuance of a grading permit, the City of Colton Public Works Department shall submit evidence to Caltrans and put into the Project's administrative record that the Low Impact Development (LID) Best Management Practices (BMPs) specified in a Final Water Quality Management Plan (a Preliminary WQMP) shall be written into the grading and development plans submitted to the City for review and approval to	City of Colton Public Works Department.	Prior to issuance of grading permit.	City Director		Construction does not start until issue is resolved.

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
manage water quality and hydrologic effects of the proposed Project. Specifically, the LID BMPs shall be implemented to ensure the Project meets or exceeds the minimum design capture volume of the site. Periodic maintenance of LID BMPs during Project operation shall be in accordance with the schedule outlined in a Final WQMP. This measure shall be implemented to the satisfaction of the Director of the City of Colton Public Works Department or designee.					

APPENDIX A

AIR QUALITY REPORT

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APPENDIX B

NATURAL ENVIRONMENT STUDY MINIMAL IMPACTS (NESMI)

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APPENDIX C

HISTORIC PROPERTY SURVEY REPORT (HPSR) AND ARCHAEOLOGICAL SURVEY REPORT (ASR)

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APPENDIX D

INITIAL SITE ASSESSMENT, SUPPLEMENTAL HAZARDOUS MATERIALS SURVEY REPORT, LIMITED SITE INVESTIGATION AND ADL REPORT

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APPENDIX E

DRAINAGE PLAN

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APPENDIX F

NOISE MEMORANDUM

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APPENDIX G

TRAFFIC IMPACT ANALYSIS

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