ADDENDUM TO THE COLTON'S HUB CITY CENTRE SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE #2008041067)

2245 W. VALLEY BOULEVARD PROJECT

Prepared For:

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

Prepared By:

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April 2023

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
- ☐ Air Quality
- ☐ Agricultural and Forestry Resources
- ☐ 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:

On the basis of this initial evaluation (check one):

☐ 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.

☒ I find that the amended project has previously been analyzed as part of an earlier CEQA document. Minor additions and/or clarifications are needed to make the previous documentation adequate to cover the project which are documented in this ADDENDUM to the earlier CEQA document (CEQA Section 15164).

CERTIFICATION:

_____ _____

Signature Date

TABLE OF CONTENTS

LIST OF EXHIBITS

LIST OF TABLES

LIST OF APPENDICES

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1 PURPOSE OF THE ADDENDUM

This Addendum has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.); the CEQA Guidelines (Title 14, California Code of Regulations [CCR] Section 15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Colton (City). The City is the lead agency under the CEQA.

Section 15164(a) of the CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent Environmental Impact Report (SEIR) have occurred." Pursuant to Section 15162(a) of the CEQA Guidelines, a SEIR or a Negative Declaration is only required when:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

   (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The West Valley Specific Plan, adopted on June 18, 1996, was prepared in response to the opportunities for economic growth and revitalization associated with the construction of the new Arrowhead Regional Medical Center (ARMC) and the community's desire to upgrade the overall appearance of the area. The West Valley Specific Plan area consists of two subareas: the West Subarea of approximately 476 acres and the East Subarea of approximately 152 acres, which are separated by a section of land that is within the County of San Bernardino.

In 2007, the City began work on an amendment (i.e., the Colton's Hub City Centre Specific Plan [CHCCSP]) to the West Valley Specific Plan to revise the west Subarea and land use types to take advantage of the proximity to the San Bernardino ARMC. Since that time, the Inland Empire has experienced growth in all market sectors. The CHCCSP amend approximately 373 acres of the total 476 acres of West Subarea of the West Valley Specific Plan as a standalone Specific Plan. Under the amendment, the CHCCSP area can be developed with a variety of land uses including retail, office, business park, residential, and open space for recreation uses. In addition, the CHCCSP incorporates conservation areas for the Delhi Sands Flower-loving Fly (DSF), specified in City's Habitat Conservation Plan (HCP). The primary purpose of the CHCCSP is to implement the vision and policies of the City.

On October 21, 2014, the City adopted Ordinance No. O-10-14, approving the amendment to the West Valley Specific Plan and renaming it to the "Colton's Hub City Centre Specific Plan" by amending provisions of Colton Municipal Code (Colton MC) Title 18 pertaining to Specific Plans ("Amendment"), and certifying the Final Program EIR (FEIR) for the CHCCSP: State Clearinghouse (SCH) No. 2008041067 (Approved Project), in compliance with CEQA and the CEQA Guidelines.

The CHCCSP is a comprehensive policy and regulatory guidance document for the private use and development of all properties within the CHCCSP area. By providing the necessary regulatory and design guidance, the CHCCSP ensures that future development implements the goals and policies of the City's. According to Table 3.2, Planning Area Summary, of the CHCCSP, the CHCCSP area is comprised of approximately 373 acres the northwestern portion of the City within San Bernardino County (County) and is comprised of 24 Planning Areas (PA or PAs).

The City has received an application for the Project for the redevelopment of nine net acres of land located within PA 1, at 2245 W. Valley Boulevard (Project). The Project site on the north side of Interstate 10 (I-10). The Project site is located within PA 1, which is approximately nine acres in size and designated as "Business Park." The Project's redevelopment consists of four new buildings that would collectively provide approximately 175,031 square feet (SF) of warehouse space, and approximately 14,174 SF of office space. The Approved Project's FEIR analyzed the 373-acre area, including the nine acres within PA 1 that comprise the Project site.

The purpose of this Addendum is to analyze any potential differences between the impacts identified for the Project site in the FEIR for the Approved Project and those that would be associated with development of the Project as proposed herein. As identified above, pursuant to provisions of CEQA and the CEQA Guidelines, the City is the "Lead Agency" charged with the responsibility of deciding whether to approve development on the Project site. As part of its decision-making process, the City is required to review and consider whether the Project would create new significant impacts or more severe significant impacts than those previously disclosed, analyzed and mitigated for in the FEIR. Additional CEQA review beyond this Addendum would only be triggered if the Project created new significant impacts or more severe significant impacts than those disclosed, analyzed and mitigated for in the FEIR. New threshold guidelines did not constitute "new information" requiring additional environmental review.[1] CEQA Guidelines Section 15164(a) states that an Addendum is the appropriate CEQA document for the Project, if the City finds that major revisions to the FEIR are not necessary and that none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of subsequent or supplemental EIR are triggered.

[1] *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301.

As detailed herein, the Project would not result in any new significant impacts and/or more severe impacts that were not disclosed, analyzed and mitigated for in the FEIR. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, in accordance with Sections 15164 and 15162 of the CEQA Guidelines, this Addendum to the previously certified FEIR is the appropriate environmental documentation for the Project.

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2 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Setting and Location

The 2245 W. Valley Boulevard (Project) site is in the northwestern portion of the City in the southwestern portion of the County of San Bernardino, California; refer to **Exhibit 1, Regional Location Map**. The Project site is a nine net acre site (Assessor Parcel Number [APN] 0254-041-04 with I-10 and W. Valley Boulevard to the south, E. San Bernardino Avenue to the far north, S. Riverside Avenue and the City of Rialto to the west, and Wildrose Avenue to the east; refer to **Exhibit 2, Local Vicinity Map**. The Project site is located in the CHCCSP, within PA 1; refer to **Exhibit 3, Colton Hub City Centre Specific Plan** for the location of the Project within the CHCCSP boundary.

The Project site is predominately paved and developed with an existing approximately 134,000 SF commercial warehouse building. The Project site also includes segments of perimeter fencing, several mature trees, and scattered vegetation at the northern portion of the Project site. The Project site is overall flat and utilized for truck and trailer parking, storage and other transportation related activities. The following uses surround the Project site:

North: Chuze Fitness, Vacant Land, and E San Bernardino Avenue

South: E Valley Boulevard, Clutch Master Auto Parts Store, and I-10 Freeway

East: Brill CSM Bakery Solutions Warehouse and Wildrose Avenue

West: Vacant land, commercial businesses, S Riverside Avenue, and City of Rialto

The Project site's General Plan land use designation and zoning classification are as follows:

- General Plan Land Use: Colton's Hub City Centre Specific Plan (CHCCSP); Business District Sign Overlay (BDS)
- Zoning: Colton's Hub City Centre Specific Plan; Business District Sign Overlay (BDS)
- Specific Plan Designation: Business Park (BP)

CHCCSP Section 4.2.3, Business Park, lists the allowable land uses, permit requirements, and development regulations for the BP land use designation. The Project's proposed light industrial use, is a permitted use by right within the BP designation.[2]

2.2 Project Description

The Project proposes to develop four tilt-up concrete buildings totaling approximately 175,031 SF of warehouse space, and approximately 14,174 SF of office space for an overall building area of 189,205 SF. More specifically, Buildings 1 through 4 would contain 49,182, 49,410, 40,650, and 49,963, respectfully. Refer to **Exhibit 4**, **Conceptual Site Plan**,

Buildings 1 through 4 would all have a maximum building height of approximately 44 feet, which is below the maximum permitted 50-foot building height; refer to **Exhibit 5, Conceptual Elevations – Building 1**,

[2] City of Colton. (2014). *CHCCSP Section 4.2.3 Business Park.* pp. 4-10 through 4-15. Available at https://www.ci.colton.ca.us/DocumentCenter/View/2553/Coltons-HUB-City-Centre-SP_Chapters-2---5?bidId= (accessed January 2023).

Exhibit 6, Conceptual Elevations – Building 2, **Exhibit 7, Conceptual Elevations – Building 3**, and **Exhibit 8, Conceptual Elevations –Building 4**. Building 1 through Building 4 would have a floor area ratio (FAR) of 0.460, 0.486, 0.542, and 0.467, respectively.

Building 1 through Building 4 would be sited near each corner of the project site and near the public right-of-way (ROW) at E Valley Boulevard. Immediate ingress and egress access to Buildings 1 and 4 would be provides via two 35' wide driveways located on the southwest and southeast corners of the Project site and one 40' wide driveway, centrally located. Buildings 2 and 3 would be accessible via 26' internal drive aisles that will allow for on-site movement for workers and emergency vehicles alike.

Buildings 1 through 4 will be provided with a total of 249 vehicle parking stalls and 21 dock doors. Vehicle parking will be provided throughout the Project site. Dock doors and truck/trailer parking will be located on the east side of Buildings 1 and 3. Dock doors and truck/trailer parking would be located on the west side of Buildings 2 and 4.

The Project would include the minimal production, use, storage, transport and disposal of hazardous materials for construction and operational activities. The Project does not include cold storage. The Project is speculative in nature; the end user(s) and their hours of operation are unknown at this time. However, to be conservative, it has been assumed that each building would operate 24 hours per day/ 7 days per week for the Addendum's analyses referenced herein. The Project will be subject to a condition of approval providing that there shall be no refrigerated uses on site, unless a future tenant who proposes to have such uses seeks a discretionary approval subject to CEQA review to amend the condition.

2.2.1 Access

Regional and Local

Regional access to the Project site is provided via I-10 at S Riverside Avenue the west and via I-15 at N Pepper Avenue and E Valley Boulevard to the east. Local access to the Project site is provided via W. Valley Boulevard which is an east-west four-lane divided roadway.

Project Site

As noted above, Project site's ingress and egress would be provided via two 35' wide driveways located on the southwest and southeast corners of the site along E Valley Boulevard and one 40' wide driveway centrally located on Project site.

2.2.2 Parking

The Project is anticipated to provide 249 vehicle parking stalls. Additionally, Buildings 1 through 4 would have a total of 21 dock doors, related to the permitted industrial uses. Auto parking would be located throughout the Project site. Refer to **Exhibit 4** for more information.

2.2.3 Landscaping

The Project is anticipated to landscape approximately 42,638 SF of the Project site. In compliance with CHCCSP Sections 6.13, Landscape Planting Guidelines and Section 6.6 Business Park – Site Planning/Landscape Guidelines, landscaping would be comprised of trees, shrubs, accents and

groundcover. 95 trees are proposed to be planted. The following minimum tree sizes apply for all business park development: five percent – 36" box; 15 percent – 24" box; and 80 percent – 15-gallon. As shown in **Exhibit 9, Conceptual Landscape Plan,** the Project's proposed landscaping is compliant with the CHCCSP's landscape guidelines.

2.2.4 Site Excavation and Grading Activities

The Project site is relatively flat, with the northern portion of the Project site at a slightly higher elevation than the southern portion at approximately 1063 feet to 1076.1 feet above mean sea level (AMSL). Because the Project site is relatively flat, net soil cut would be 11,584 cubic yards (cy) and soil fill would be 11,684 cy. As such, the Project site is anticipated to balance on-site and an excess of 70 cy of import is anticipated. An eight foot-high steel tube fence is proposed along the northern, eastern, and western perimeter of the Project site.

2.2.5 Demolition Activities.

The Project site is currently developed with an existing 198,640 SF building previously utilized for industrial usage. The proposed demolition activities would be conducted in compliance with the Colton MC Section 15.58.040, Construction and Demolition Recycling Requirements, which includes construction and demolition requirements for the removal, remodeling or new construction of any structure on a site.[3]

2.2.6 On-site Utility/Infrastructure Improvements

As illustrated in **Exhibit 10, Conceptual Utility Plan – Buildings 1 and 4**, and **Exhibit 11, Conceptual Utility Plan – Buildings 2 and 3**, the Project proposes the following utility improvements:

- Construct 48-inch diameter manhole
- Install 8" sewer main
- Construct 6" sewer lateral connection
- Install 12" storm drain
- Install 18" storm drain
- Install 24" by 24" catch basin and underground infiltration and treatment system
- Construct 12" fire water main

2.3 Construction Schedule

Construction activities are anticipated to begin in the second quarter of 2023 and is anticipated to be completed during the second quarter of 2024.

[3] City of Colton. (2022). City of Colton Municipal Code. Available at: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.58RERE_15.58.040CODERERE (accessed November 2022).

2.4 Project Approvals

The City is the Lead Agency as set forth in CEQA Statute Section 21067 and is responsible for reviewing and approving the Addendum to the FEIR. In addition to the Addendum, the City will consider the following discretionary approvals for the Project:

- Development Application Process (DAP) No. 001-778 permit for the proposed site and building improvements.
- Tentative Parcel Map (TPM) No. 20276 to subdivide the existing parcel [APN: 0254-041-04] into four separate parcels at 2245 W. Valley Boulevard.

Source: Google Maps

Exhibit 1: Regional Location Map
City of Colton
2245 W. Valley Boulevard

Not to Scale

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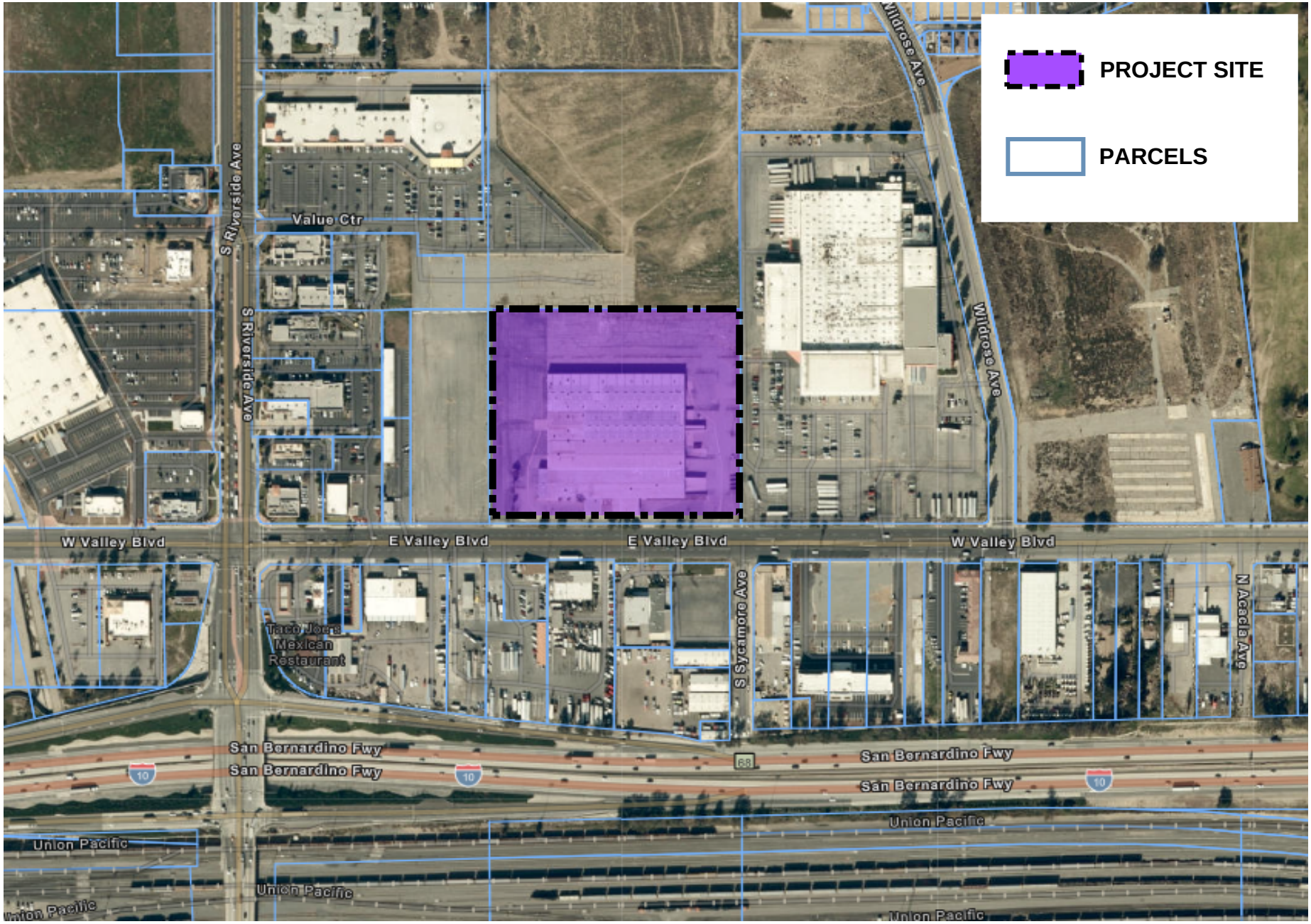

Source: County of San Bernardino. (N.D.) Public San Bernardino County Map Viewer

Exhibit 2: Local Vicinity Map
City of Colton
2245 W. Valley Boulevard

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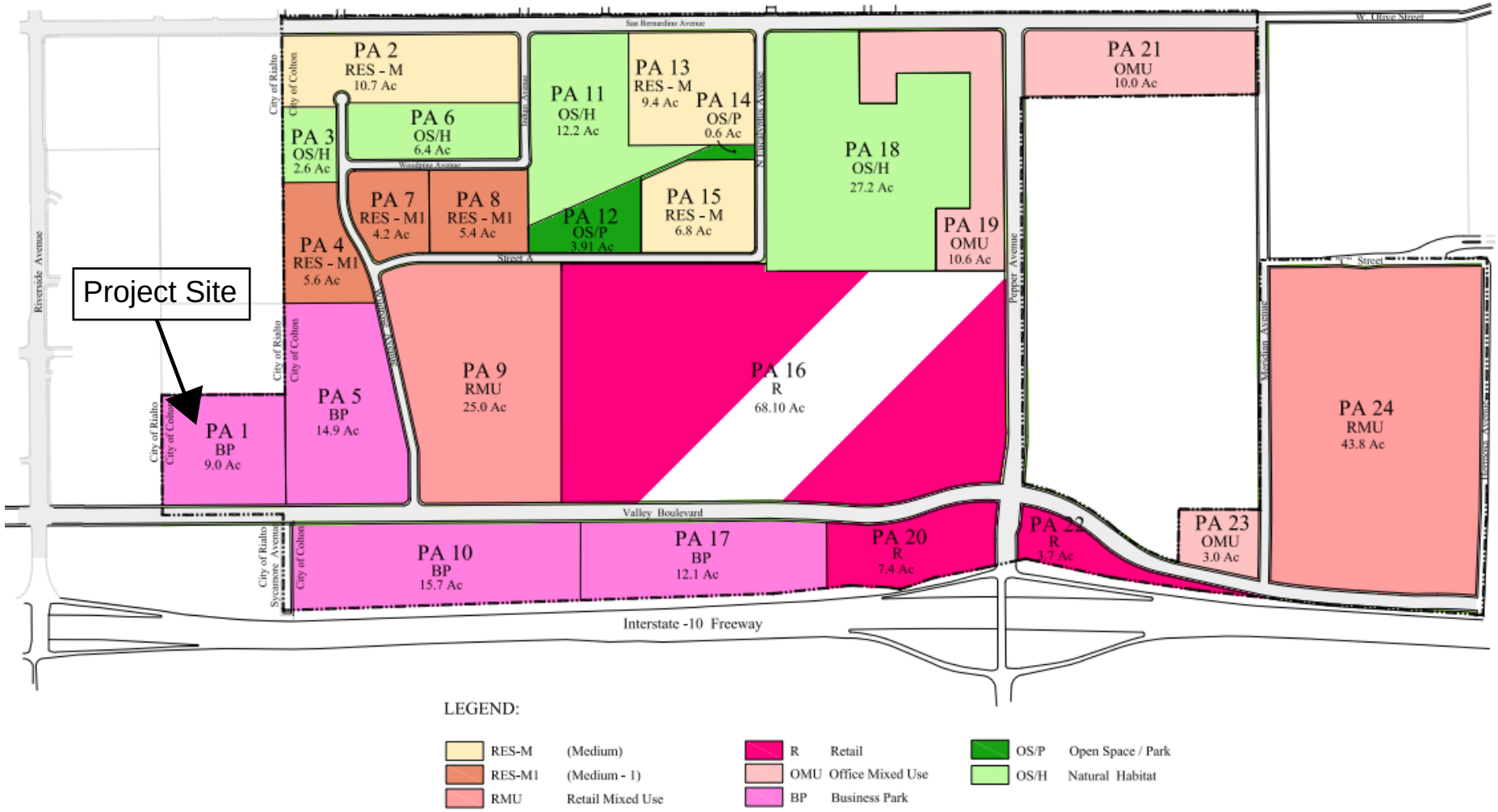

Source: Colton's Hub City Centre Specific Plan. (2014). Figure 3-1 Land Use Plan

Exhibit 3: Colton Hub City Centre Specific Plan
City of Colton
2245 W. Valley Boulevard

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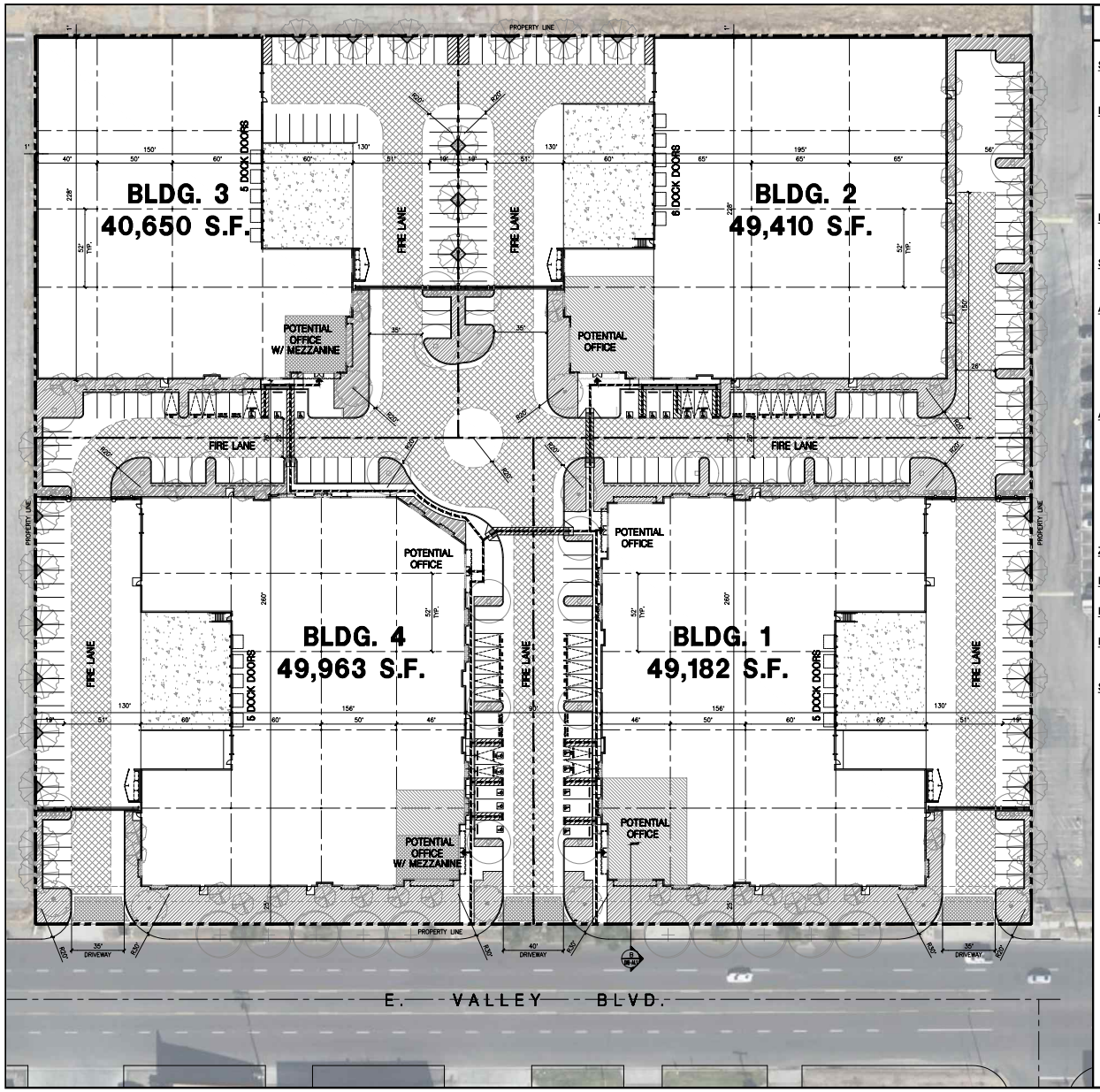

LEGEND

	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	TOTAL	
SITE AREA						
In s.f.	106,913	101,727	75,027	106,913	390,580	sf
In acres	2.5	2.3	1.7	2.5	9.0	ac
BUILDING AREA						
Office - 7.5% *	3,689	3,689	1,549	2,547	11,474	sf
Office - 2nd floor	0	0	1,500	1,200	2,700	sf
Warehouse	45,493	45,721	37,601	46,216	175,031	sf
TOTAL	49,182	49,410	40,650	49,963	189,205	sf
Note: For all uses, the max. gross leasable area of a freestanding building, whether one or more users/tenant, shall not exceed 50,000 s.f.						
FLOOR AREA RATIO						
Maximum Allowed	no limit					
Actual	0.460	0.486	0.542	0.467	0.484	
SITE COVERAGE						
Maximum Allowed	no limit					
Actual	46.0%	48.6%	52.2%	45.6%	47.8%	
AUTO PARKING REQUIRED						
Office: 1/250 s.f.	15	15	12	15	57	stalls
Whse: Building under 20K @ 1/1,000 s.f.	n/a	n/a	n/a	n/a	n/a	stalls
* Building over 20K @ 1/2,000 s.f.	23	23	19	23	88	stalls
* Min. 20% of gross building area shall be considered office						
TOTAL	38	38	31	38	145	stalls
AUTO PARKING PROVIDED						
Standard (9' x 19')	57	58	43	47	205	stalls
ADA Standard (9' x 19')	2	2	1	2	7	stalls
ADA Van (12' x 19')	1	1	1	1	4	stalls
EV Standard (9' x 19')	5	5	3	5	18	stalls
EV ADA Standard (9' x 19')	1	1	0	1	3	stalls
EV ADA Van (12' x 19')	1	1	1	1	4	stalls
Clean Air/Vanpool/EV (9' x 19')	2	2	2	2	8	stalls
TOTAL	69	70	51	59	249	stalls
ZONING ORDINANCE						
Zoning - Colton's Hub City Centre SP - Business Park (BP)						
MAXIMUM BUILDING HEIGHT ALLOWED						
Height - 50'						
LANDSCAPE REQUIREMENT						
Percentage - to be verified						
LANDSCAPE PROVIDED						
In s.f.	14,687	8,573	5,112	14,266	42,638	
Percentage	13.7%	8.4%	6.8%	13.3%	10.9%	

SETBACKS

Building	Landscape
Valley Blvd. - 25'	15'
Public Rd. - 20'	15'
From RMU - 10'	5'
From Open Space - 10'	5'

Source: HPA Architecture. (2023). Master Site Plan

Exhibit 4: Conceptual Site Plan
City of Colton
2245 W. Valley Boulevard

Not to Scale

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Source: HPA Architecture. (2022). Colored Elevations Building 1

Exhibit 5: Conceptual Elevations - Building 1
City of Colton
2245 W. Valley Boulevard

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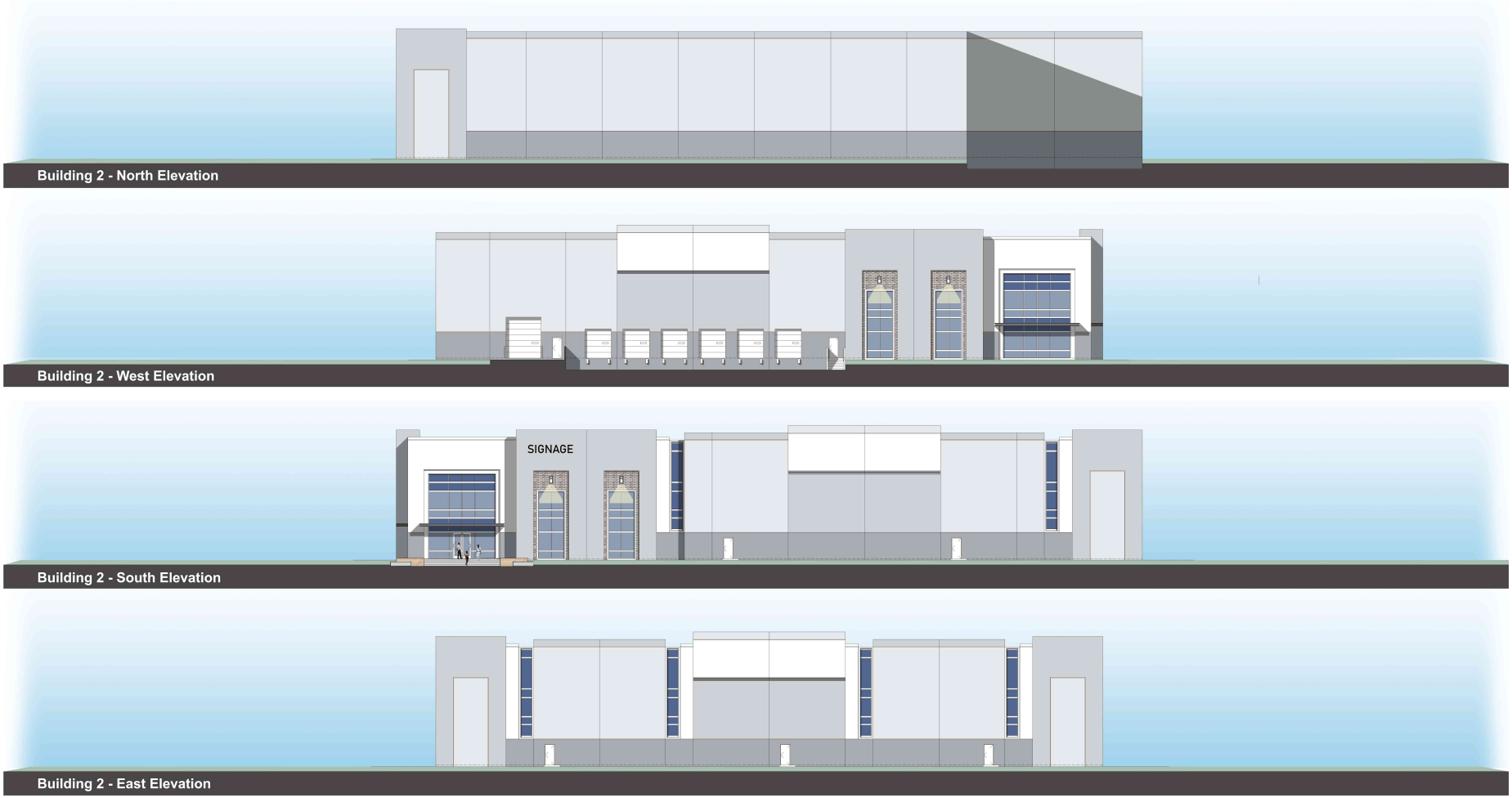

Source: HPA Architecture. (2022). Colored Elevations Building 2

Exhibit 6: Conceptual Elevations - Building 2
City of Colton
2245 W. Valley Boulevard

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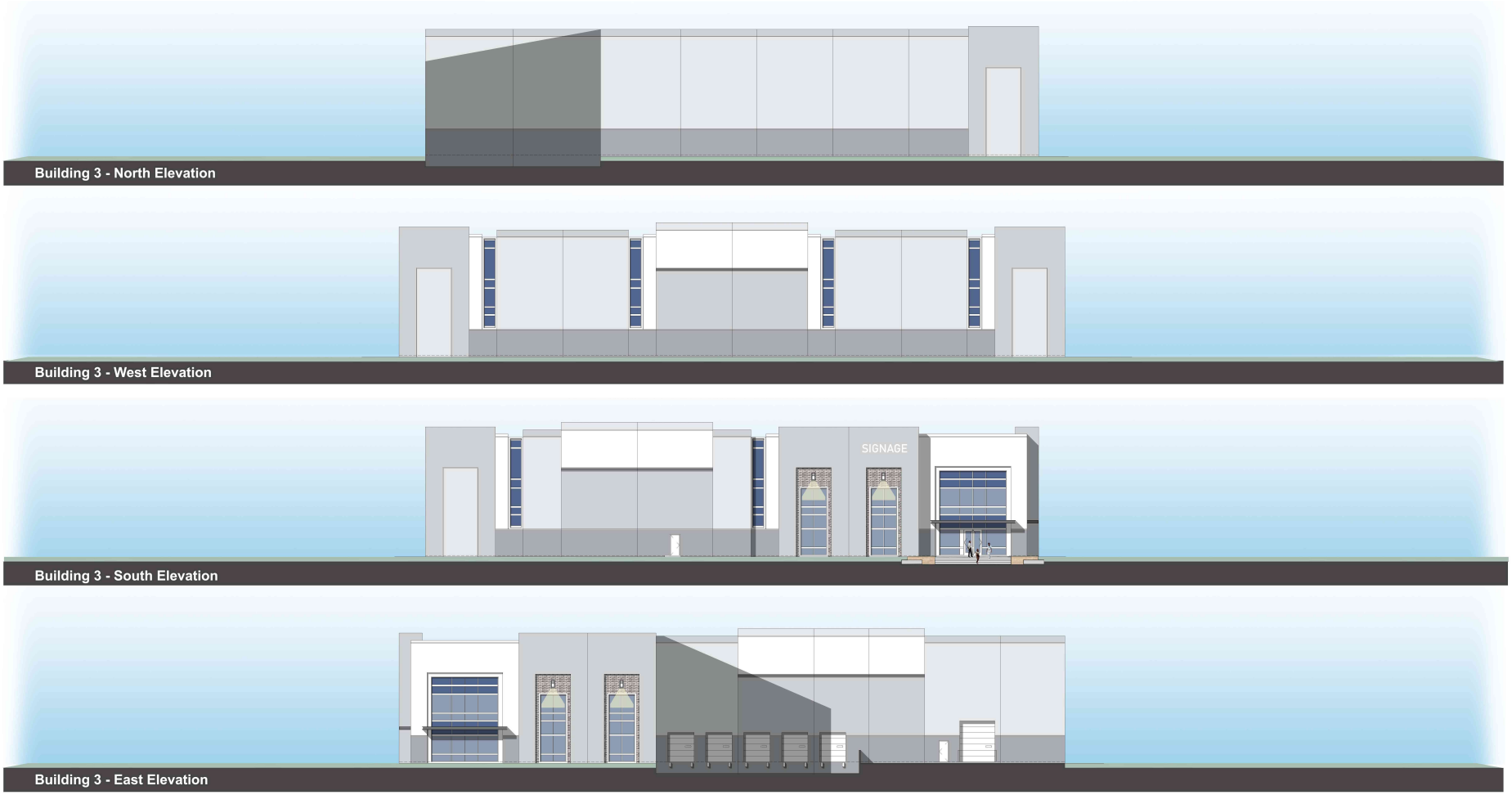

Source: HPA Architecture. (2022). Colored Elevations Building 3

Exhibit 7: Conceptual Elevations - Building 3
City of Colton
2245 W. Valley Boulevard

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Source: HPA Architecture. (2022). Colored Elevations Building 4

Exhibit 8: Conceptual Elevations - Building 4
City of Colton
2245 W. Valley Boulevard

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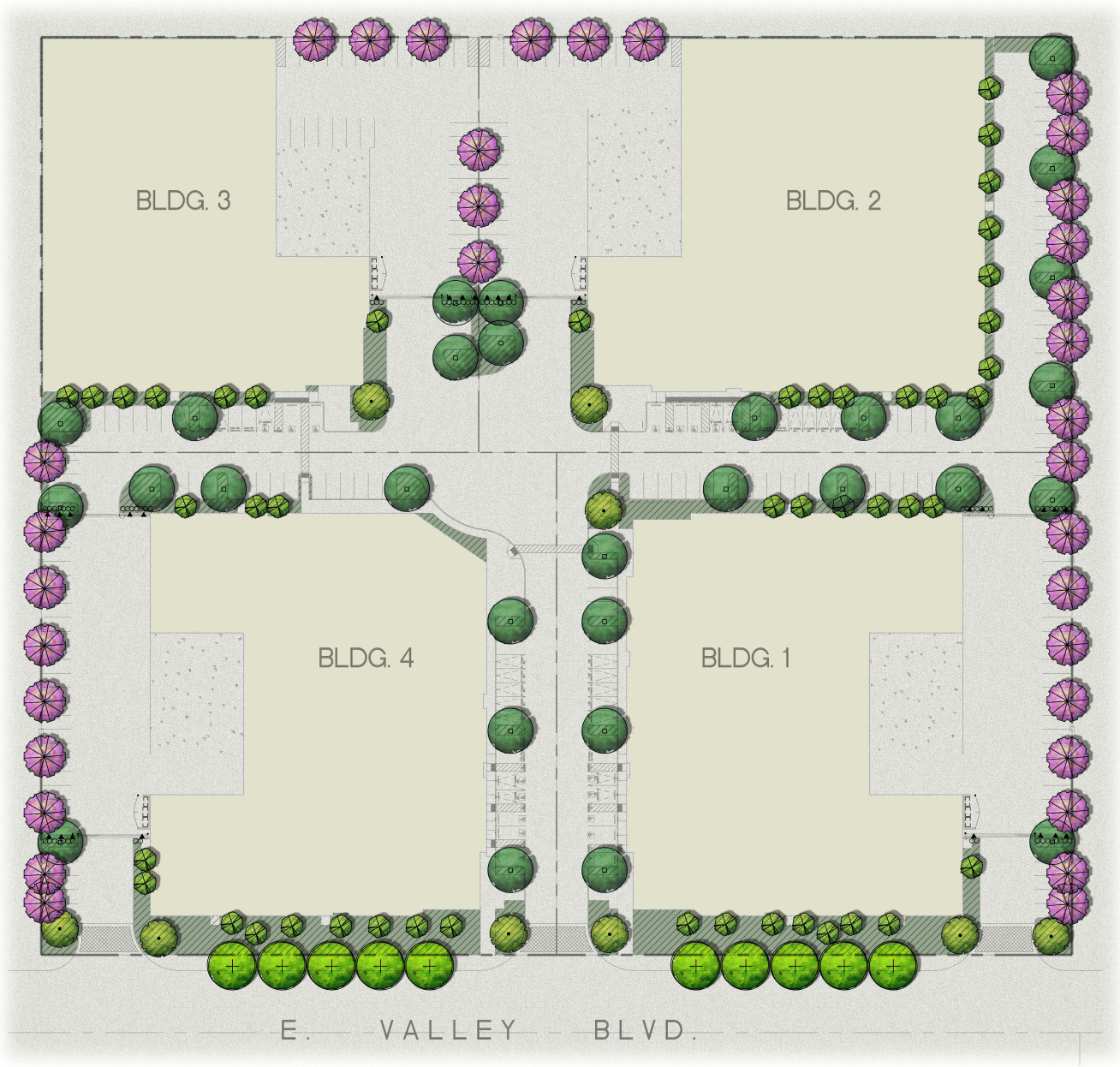

PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cupaniopsis anacardioides Carrotwood	24" Box	34	L	Standard
	Olea europaea Olive	48" Box	9	L	Multi
	Pistacia chinensis Chinese Pistache	24" Box	10	L	Standard Street tree
	Rhus lancea African Sumac	24" Box	30	L	Standard
	Brachychiton populneus Bottle Tree	24" Box	47	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	SPACING
	Acca sellowiana Pineapple Gauva	5 Gal	L	3' OC
	Cistus 'Sunset Pink' Sunset Pink Rockrose	5 Gal	L	3' OC
	Elaeagnus pungens Silverberry	5 Gal	L	4' OC
	Ligustrum j. Texanum Texas Privet	5 Gal	M	3' OC
	Rhaphiolepis i. 'Springtime' Indian Hawthorn	5 Gal	L	3' OC
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	L	3' OC
	Salvia greggii Autumn Sage	5 Gal	L	3' OC
	Salvia leucantha Mexican Sage	5 Gal	L	4' OC
	Dietes bicolor Fortnight Lily	5 Gal	M	3' OC
	Muhlenbergia capillaris Pink Muhly	5 Gal	M	3' OC
	Muhlenbergia rigens Deer Grass	5 Gal	M	4' OC
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal	L	4' OC
	Salvia microphylla Hot Lips Sage	5 Gal	L	3' OC

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	SPACING
	Agave 'Blue Flame' Blue Flame Agave	5 Gal	L	3' OC
	Agave 'Blue Glow Blue Glow Agave	5 Gal	L	3' OC
	Agave victoria-reginae Agave	5 Gal	L	3' OC
	Aloe striata Coral Aloe	1 Gal	L	2' OC

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	8' O.C.	L	
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	6' O.C.	L	
	Carex pansa California Meadow Sedge	4" Pots	12" O.C.	M	
	Hemerocallis hybridus-Yellow Yellow Day Lily	1 Gal	24" O.C.	M	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Tulbaghia violacea Society Garlic	1 Gal	24" O.C.	M	

Source: Hunter Landscape. (2023). Conceptual Landscape Plan

Exhibit 9: Conceptual Landscape Plan
City of Colton
2245 W. Valley Boulevard

Not to Scale

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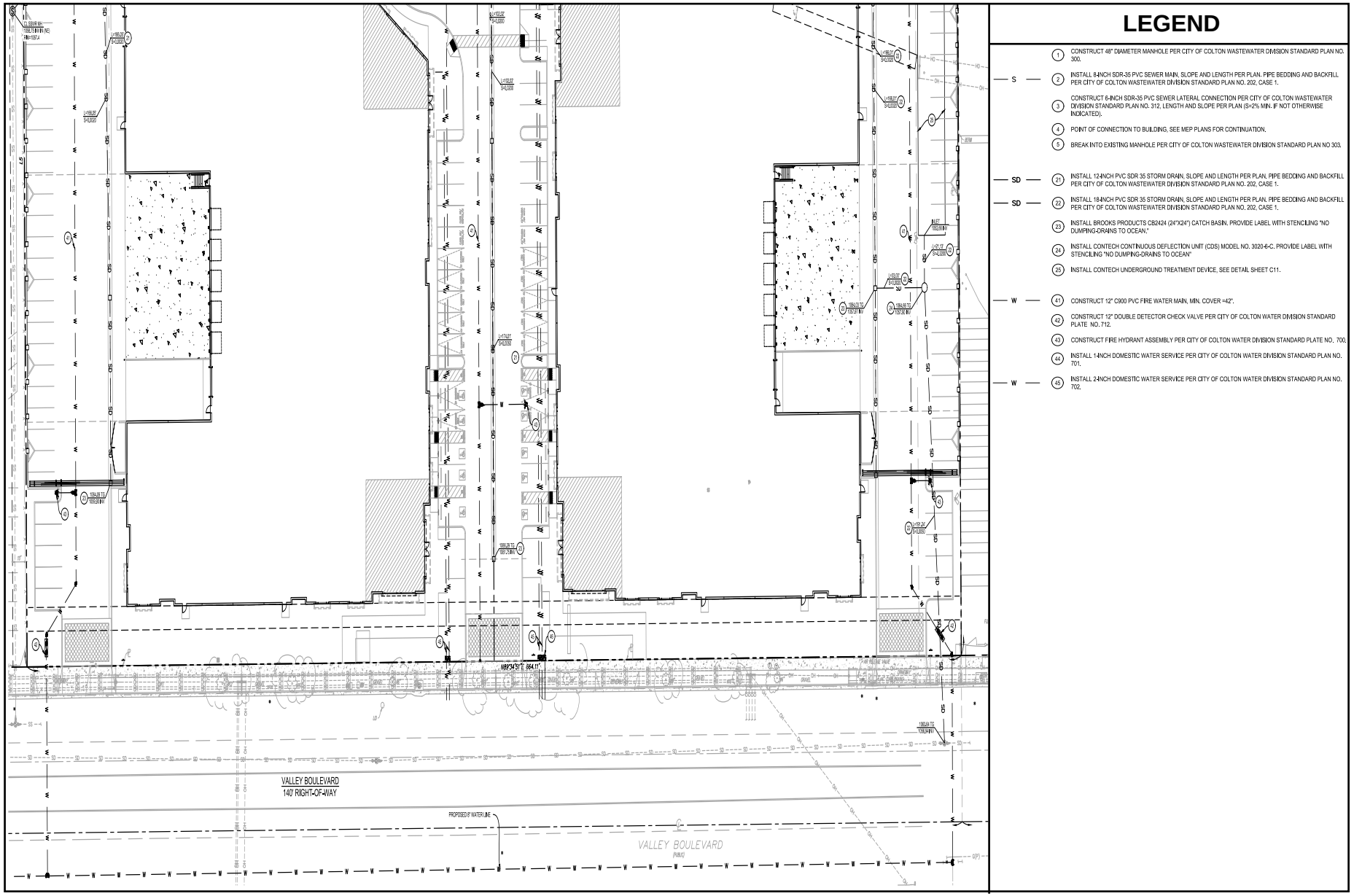

Source: CCE Design Associates. (2022). Utility Plan

Exhibit 10: Conceptual Utility Plan - Buildings 1 and 4
City of Colton
2245 W. Valley Boulevard

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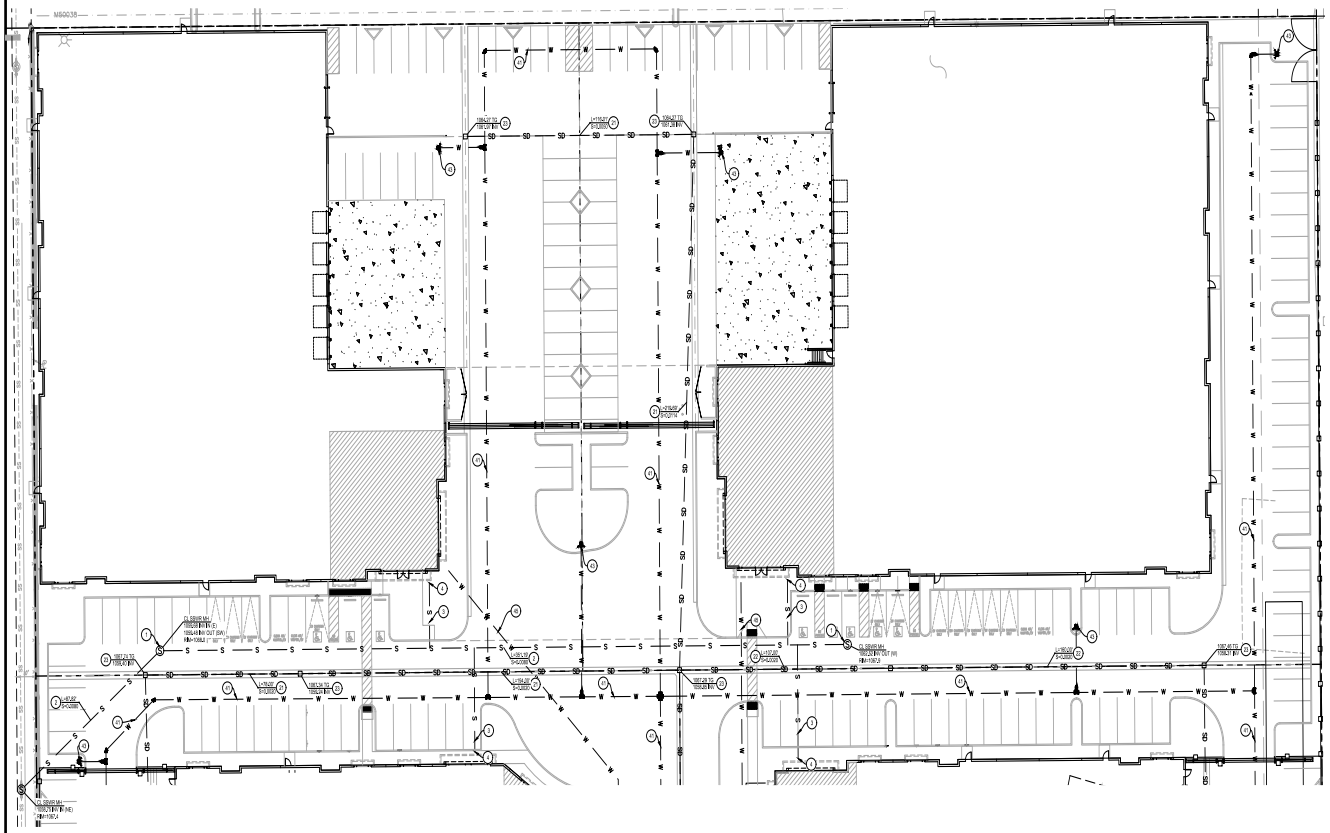

LEGEND

	1	CONSTRUCT 48" DIAMETER MANHOLE PER CITY OF COLTON WASTEWATER DIVISION STANDARD PLAN NO. 300.
S	2	INSTALL 8-INCH SDR-35 PVC SEWER MAIN, SLOPE AND LENGTH PER PLAN, PIPE BEDDING AND BACKFILL PER CITY OF COLTON WASTEWATER DIVISION STANDARD PLAN NO. 202, CASE 1.
	3	CONSTRUCT 6-INCH SDR-35 PVC SEWER LATERAL CONNECTION PER CITY OF COLTON WASTEWATER DIVISION STANDARD PLAN NO. 312, LENGTH AND SLOPE PER PLAN (S=2% MIN. IF NOT OTHERWISE INDICATED).
	4	POINT OF CONNECTION TO BUILDING, SEE MEP PLANS FOR CONTINUATION.
	5	BREAK INTO EXISTING MANHOLE PER CITY OF COLTON WASTEWATER DIVISION STANDARD PLAN NO 303.
SD	21	INSTALL 12-INCH PVC SDR 35 STORM DRAIN, SLOPE AND LENGTH PER PLAN, PIPE BEDDING AND BACKFILL PER CITY OF COLTON WASTEWATER DIVISION STANDARD PLAN NO. 202, CASE 1.
SD	22	INSTALL 18-INCH PVC SDR 35 STORM DRAIN, SLOPE AND LENGTH PER PLAN, PIPE BEDDING AND BACKFILL PER CITY OF COLTON WASTEWATER DIVISION STANDARD PLAN NO. 202, CASE 1.
	23	INSTALL BROOKS PRODUCTS CB2424 (24"X24") CATCH BASIN. PROVIDE LABEL WITH STENCILING "NO DUMPING-DRAINS TO OCEAN."
	24	INSTALL CONTECH CONTINUOUS DEFLECTION UNIT (CDS) MODEL NO. 3020-6-C. PROVIDE LABEL WITH STENCILING "NO DUMPING-DRAINS TO OCEAN"
	25	INSTALL CONTECH UNDERGROUND TREATMENT DEVICE, SEE DETAIL SHEET C11.
W	41	CONSTRUCT 12" C900 PVC FIRE WATER MAIN, MIN. COVER =42".
	42	CONSTRUCT 12" DOUBLE DETECTOR CHECK VALVE PER CITY OF COLTON WATER DIVISION STANDARD PLATE NO. 712.
	43	CONSTRUCT FIRE HYDRANT ASSEMBLY PER CITY OF COLTON WATER DIVISION STANDARD PLATE NO. 700.
	44	INSTALL 1-INCH DOMESTIC WATER SERVICE PER CITY OF COLTON WATER DIVISION STANDARD PLAN NO. 701.
W	45	INSTALL 2-INCH DOMESTIC WATER SERVICE PER CITY OF COLTON WATER DIVISION STANDARD PLAN NO. 702.

Source: CCE Design Associates. (2022). Utility Plan

Exhibit 11: Conceptual Utility Plan - Buildings 2 and 3
City of Colton
2245 W. Valley Boulevard

Not to Scale

Kimley»Horn

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3 COLTON'S HUB CITY CENTRE SPECIFIC PLAN ENVIRONMENTAL IMPACT ANALYSIS SUMMARY

The environmental impact findings of the FEIR are summarized below.

No Impact: The FEIR determined that no impact would occur with respect to the following environmental topic areas below.

- Agricultural and Forestry Resources (Impacts 4.2[a] through 4.2[e]);
- Biological Resources (Impacts 4.4[b] and 4.4[c]);
- Geology and Soils (Impact 4.6[e]); and
- Land Use and Planning (Impact 4.10[a])

Less Than Significant Impact: The FEIR identified less than significant impacts in the following environmental topic areas:

- Air Quality (Impact 4.3[e]);
- Biological Resources (Impacts 4.4[e] and 4.4[f]);
- Geology and Soils (Impact 4.6[d]);
- Hazards and Hazardous Materials (Impact 4.8[h]);
- Hydrology and Water Quality (Impacts 4.9[b], 4.9[g] through 4.9[h]);
- Mineral Resources (Impacts 4.11[a] and 4.11[b]);
- Noise (Impacts 4.12[e] and 4.12[f])
- Population and Housing (Impacts 4.13[a] and 4.13[b]);
- Traffic and Circulation (Impacts 4.15[c] and 4.15[d]); and
- Utilities and Service Systems (Impacts 4.16[a] through 4.16[c] and 4.16[e])

Less Than Significant Impact with Incorporation of Mitigation: The FEIR identified impacts that could be mitigated to less than significant levels with incorporation of mitigation measures in the following environmental topic areas:

- Aesthetics (Impacts 4.1[a] through 4.1[d]);
- Biological Resources (Impacts 4.4[a] and 4.4[d]);
- Cultural Resources (Impacts 4.5[a] through 4.5[d]);
- Geology and Soils (Impacts 4.6[a] through 4.6[c])
- Greenhouse Gas Emissions (Impacts 4.7[a] and 4.7[b])
- Hazards and Hazardous Materials (Impacts 4.8[a] through 4.8[g]);
- Hydrology and Water Quality (Impacts 4.9[a], and 4.9[c] through 4.9[f]);
- Land Use and Planning (Impact 4.10[b]);

- Noise (Impacts 4.12[a] through 4.12[d);
- Public Services (Impact 4.14[a]);
- Traffic and Circulation (Impacts 4.15[a], 4.15[b], and 4.15[e] through 4.15[f]); and
- Utilities and Service Systems (Impact 4.16[d])

Significant and Unavoidable Impact: The FEIR identified significant and unavoidable impacts in the following environmental topic areas:

- Air Quality (Impacts 4.3[a] through 4.3[d]); and
- Public Services (Impact 4.14[a] recreation only).

4 2245 W. VALLEY BOULEVARD PROJECT ENVIRONMENTAL IMPACT ANALYSIS AND PROJECT APPROVALS

The scope of the City's review of the Project is set forth in CEQA and the CEQA Guidelines. This review is limited to evaluating the environmental effects associated with the Project when compared to the Approved Project as set forth in the FEIR. This Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified. This evaluation includes a determination as to whether the changes proposed for the Project would result in any new significant impacts or more severe significant impact.

In addition, Section 15164(e) of the CEQA Guidelines states that "A brief explanation of the decision not to prepare a SEIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the Project, or elsewhere in the record. The explanation must be supported by substantial evidence." This comparative analysis provides the City with the factual basis for determining whether any changes in the Project, any changes in circumstances, or any new information since the FEIR was certified would require additional environmental review or preparation of an SEIR.

Pursuant to CEQA Guidelines Section 15162, the City has determined, on the basis of substantial evidence in the light of the whole record, that implementation of the Project does not propose substantial changes to the Approved Project, no substantial changes in circumstances would occur which would require major revisions to the FEIR, and no new information of substantial importance has been revealed since the certification of FEIR that would result in either new significant effects or an increase in the severity of previously analyzed significant effects.

A MMRP was adopted as a part of the FEIR that minimized impacts associated with implementation of the Approved Project. The previously adopted FEIR Mitigation Measures (MM or MMs) applicable to the Approved Project will be imposed as conditions on the Project. The MMRP is contained in **Appendix A**.

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4.1 Aesthetics

4.1.1 Summary of Previous Environmental Analysis

The FEIR concluded with implementation of applicable land use design/development standards and FEIR MM AES-1 through AES-4 all impacts related to aesthetics, scenic resources, visual character, and light and glare would be reduced to a less than significant level.

4.1.2 Analysis of Proposed Project

Threshold (a) Have a substantial adverse effect on a scenic vista?

No New or More Severe Impact: The Project would not have a new or more severe or substantial adverse effect on a scenic vista than what was originally analyzed in the FEIR. Although the City's General Plan (Colton GP) does not identify specific scenic vista's, dominant scenic views from the Project site and surrounding areas include distant view of the San Bernardino National Forest to the north and the Jurupa Mountains to the southwest. The San Bernardino National Forest is located approximately 9.5 miles north of the Project site while the Jurupa Mountains are located 3.5 linear miles from the Project's southwestern boundary.

Although the Project is not located immediately to the identified scenic vistas, the Project would be designed in compliance with the CHCCSP land use development standards including, but not limited to, mandatory building setback of 25 feet and parking setback of 15 feet from W. Valley Boulevard (see **Exhibit 4**).[4] In addition, the proposed four buildings would have a maximum building height of 44', which is below the maximum allowable building height of 50 feet. Lastly, the Project's proposed industrial uses are consistent with current land use and zoning designations and consistent with planned industrial uses within the immediate vicinity of the Project site within PA 5 and PA 10 of the CHCCSP to the east of the Project site (see **Exhibit 3, Colton Hub City Centre Specific Plan**).

The existing 134,000 SF building is currently approximately 25 feet in height. The Project site also contains guard rails that are approximately four feet in height. Since the Project site is already developed with an existing warehouse building, scenic views of the Project site from the surrounding area and surrounding viewsheds are currently impacted. Since the Project's proposed components would be developed accordingly to the CHCCSP land use development standards and views are currently impacted, the Project's impacts to scenic vistas would be less than significant. Accordingly, no new impacts relative to adverse effects on a scenic vista or a substantial increase in the severity of a previously identified significant impact evaluated in the FEIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

[4] City of Colton. (2014). CHCCSP; Chapter 4.0 Development Regulations. Retrieved from: https://www.ci.colton.ca.us/778/Planning-Documents (accessed July 18, 2022).

Conclusion

The Project would result in no new or more severe impact on a scenic vista(s). As noted above, the Project would be designed consistent with the guidelines and standards within the CHCCSP. As such, it is determined that the Project's construction and operation activities would have a less than significant impact on scenic vistas. The FEIR concluded that the overall development of the CHCCSP would result in a less than significant impact to scenic vistas with compliance of the CHCCSP development regulations. The FEIR determined no mitigation measures are necessary to minimize this impact.

Threshold (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No New or More Severe Impact: The FEIR determined that development under the CHCCSP would not substantially reduce scenic resources that can be observed within a state scenic corridor because there are no distinctive scenic resources within the CHCCSP area and the CHCCSP area is not near a State scenic highway. Furthermore, the Colton GP does not identify any scenic highways, or other scenic resources within the City. Therefore, proposed construction and operational activity associated with the Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. No impact would occur.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact on a scenic resource(s). The Project would be designed consistent with the guidelines and standards within the CHCCSP. Therefore, no new and/or modified mitigation measures, outside of the Colton GP goals and policies and CHCCSP regulations, are required to reduce impacts related to damage to scenic resources. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of no significant impact.

Threshold (c) If the project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

No New or More Severe Impact: The Project proposes to redevelop the existing site used priorly for industrial purposes to four new warehouse buildings. As illustrated in **Exhibit 3**, and the City's Zoning Map, the proposed Project would be consistent with the planned business park land use designations for PA 1.

The FEIR concluded that development of the CHCCSP could potentially result in the substantial degradation of the existing visual character or quality of public views. In addition to the CHCCSP development guidelines, the FEIR recommended that future development within the CHCCSP area implement FEIR MMs AES-1 through AES-4, including FEIR MM BIO-10b, to mitigate impacts to less than significant levels. Since the Project is consistent with existing land use and zoning designations, would be developed in compliance with CHCCSP development regulations for business park land uses, and

implement FEIR MMs AES-1 through AES-4, including FEIR MM BIO-10b, impacts would be further reduced to a less than significant level.

Accordingly, no new impacts relative to adverse aesthetic impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the FEIR would occur.

Mitigation Program

The FEIR recommended that FEIR MMs AES-1 through AES-4, and FEIR MM BIO-10(b) should be implemented for development projects to mitigate potentially adverse impacts to aesthetic resources. Note: FEIR MM AES-4 and FEIR MM BIO-10(b) would not be applicable to the Project, as it is not located within PAs 3, 6, 11, 16, 18, 20, 21, 22, 23, and 24.

Mitigation Measures from the FEIR

AES-1 Applicants submitting development review applications on sites in the project area shall prepare and submit a landscape plan along with their site plan to the City of Colton that meets the requirements of the City Municipal Code and is consistent with the adopted Specific Plan Landscape Design Guidelines of the CHCCSP Project.

AES-2 Landscaping and revegetation of graded areas shall occur as soon as practical after grading, to minimize the potential for erosion as well as to reduce the potential for visual and aesthetic impacts.

AES-3 Applicants submitting development review applications on sites in the project area along with their site plans shall prepare and submit a Lighting Plan with photometric analysis to the City of Colton that identifies the proposed luminosity and location of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid producing glare, the type of shielding that would minimize light spillover, and demonstrate through the photometric analysis of how the fixtures would avoid the spread of stray light across site boundaries. Lighting specifications that reduce light and glare shall comply with City of Colton requirements and shall appear as notes on the building plans.

Conclusion

The Project would result in no new or more severe impact pertaining to the substantial degradation of the existing visual character or quality of public views of the site and its surroundings. The Project would be designed in compliance with the CHCCSP development regulations and would implement FEIR MMs AES-1 through AES-3 to further reduce impacts to a less than significant level. No Project-specific mitigation measures are required.

Threshold (d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

No New or More Severe Impact: The FEIR concluded all future development would be required to comply with the CHCCSP lighting requirements, to reduce the potential for light and/or glare effects to occur.

Consistent with the CHCCSP development regulations and FEIR MM AES-3, the Project applicant would prepare and submit lighting plans. The exterior lighting layout plans would be required to identify the layout, intensity, and type of lighting fixtures used. Lighting plans would be reviewed pursuant to the

Colton MC. All lighting fixtures would be designed and placed in a manner consistent and compatible with the overall site which includes, but is not limited, to general building exterior illumination, loading and storage areas, and parking areas. Furthermore, lighting would be properly shielded to prevent off-site glare. Spot fixtures would be directed downward and/or upward, but not outward from the Project area.

As such, consistency with the CHCCSP's development regulations and implementation of FEIR MM AES-3 would ensure that potential impacts associated with light, and glare would be less than significant. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

The FEIR recommended that FEIR MMs AES-3, AES-4, and BIO-10(b) be implemented to reduce impacts pertaining to light and glare to less than significant levels. As noted in Threshold (c) above, FEIR MM AES-4 and MM BIO-10(b) do not apply.

Mitigation Measures from the FEIR

See FEIR MM AES-3 in Threshold (c) above.

Conclusion

The Project would result in no new or more severe impacts from light or glare. The Project's impacts associated with light, and glare would be reduced to a less than significant level with compliance with CHCCSP development regulations pertaining to lighting, and with implementation of FEIR MMs AES-3. No Project-specific mitigation measures are required.

Overall Aesthetics Impacts Conclusion

With regard to CEQA Statute Section 21166 and the CEQA Guidelines Section 15162(a), the Project would not result in any new or more severe impacts with respect to aesthetics. The Project site would be redeveloped with warehouse buildings for industrial use which is consistent with the CHCCSP land uses for the site. The Project would be developed in accordance with CHCCSP design standards and would implementation of FEIR MMs AES-1 through AES-3 would ensure that aesthetic-related impacts are less than significant. Thus, the Project does not propose a significant change or new information regarding aesthetics resources than what was analyzed in the FEIR. Therefore, the preparation of a SEIR is not warranted. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified.

4.2 Agricultural and Forestry Resources

4.2.1 Summary of Previous Environmental Analysis

The FEIR identified that implementation of the CHCCSP would not impact or conflict with Prime Farmland, Unique Farmland, Farmland of Statewide Importance, a Williamson Act contract, or with the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. As such, the FEIR found that no impacts would occur, and no mitigation measures were required.

4.2.2 Analysis of Proposed Project

Threshold (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?

No New or More Severe Impact: According to the FEIR, there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Important within Specific Plan Update boundaries. According to the Farmland Mapping and Monitoring Program, the Project site area is designated as Urban and Built-Up Land.[5] Thus, no impacts would occur related to Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Therefore, no impact would occur.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact concerning the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impact would occur, and no Project-specific mitigation measures are required.

Threshold (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No New or More Severe Impact: Lands within the CHCCSP are designated as Medium (RES-M), Medium-1 (RES-M1), Retail Mixed Use (RMU), Retail (R), Office Mixed Use (OMU), Business Park (BP), Open Space/Park (OS/P), and Natural Habitat (OS/H). There are currently no Williamson Act contracts for any parcels within the CHCCSP area. Therefore, no impacts to existing agricultural zoning or Williamson Act Contract are expected.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

[5] Department of Conservation. (2021). *California Important Farmland: 1984-2016.* Retrieved at: https://maps.conservation.ca.gov/dlrp/ciftimeseries/ (accessed December 2023).

Conclusion

The Project would result in no new or more severe impact concerning the confliction with existing zoning for agricultural uses, or with a Williamson Act contract. No impact would occur, and no Project-specific mitigation measures are required.

Threshold (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 New or More Severe Impact: As concluded above, lands within the CHCCSP are designated as Medium (RES-M), Medium-1 (RES-M1), Retail Mixed Use (RMU), Retail (R), Office Mixed Use (OMU), Business Park (BP), Open Space/Park (OS/P), and Natural Habitat (OS/H). The Project site is designated as Business Park and therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impacts related to the conflict with existing zoning, or rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur, and no Project-specific mitigation measures are required.

Threshold (d) Result in the loss of forest land or conversion of forest land to non-forest use?

No New or More Severe Impact: Due to the lack of natural resources, including farmland and forest, the Project would not convert farmland or forest land for non-agricultural land. As such, no impacts related to the loss of farmland and forestland would occur. Consistent with the FEIR's findings, no significant impacts to agricultural resources would occur from Project implementation. No mitigation measures are necessary.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would not result new or more severe impact related to the loss of forest land or conversion of forest land to non-forest use. No impact would occur, and no Project-specific mitigation measures are required.

Threshold (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?

No New or More Severe Impact:

Due to the lack of natural resources, including farmland and forest, the Project would not convert farmland or forest land for non-agricultural land. As such, no impacts related to the loss of farmland and forestland would occur. Consistent with the FEIR's findings, no significant impacts to agricultural resources would occur from Project implementation. No impact would occur.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Overall Agricultural and Forestry Resources Impacts Conclusion

The Project would result in no new or more severe impact to agricultural or forestry resources. No significant impacts to agricultural resources are identified in the FEIR and no new and/or refined mitigation measures are required for issues related to agriculture and forestry resources. With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts with respect to agricultural and forestry resources. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of a SEIR is not warranted.

4.3 Air Quality

4.3.1 Summary of Previous Environmental Analysis

The FEIR concluded that although development facilitated by the CHCCSP would implement FEIR MMs AQ-1 through AQ-16, FEIR MM BIO-4, BIO-7, BIO-8, and HAZ-11, impacts related to air quality concerning both short-term and long-term regional air quality impacts, consistency with the Air Quality Management Plan (AQMP) and cumulative air quality pertaining to short-term construction and long-term operation emissions, would remain significant and unavoidable (see threshold a, b and d, and c of the FEIR, pages 4.3-24 through 4.2-32).

The Project's technical studies evaluate construction and operational impacts associated with the proposed Project relative to impacts identified in the FEIR. Refer to **Appendix B** for the Air Quality Assessment.

4.3.2 Analysis of Proposed Project

Threshold (a) Conflict with or obstruct implementation of the applicable air quality plan?

No New or More Severe Impact:

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

The Project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2022 AQMP. The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving CAAQS and NAAQS. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 RTP/SCS or Connect SoCal, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1**: The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2**: The Project will not exceed the assumptions in the AQMP, or increments based on the years of the Project build-out phase.

According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency findings are to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans because projects that are inconsistent with the assumptions and objectives of the regional air quality plans may interfere with the region's ability to comply with CAAQS and NAAQS. The CAAQS and NAAQS were developed to protect the most susceptible population groups from adverse health effects. CAAQS and NAAQS pollutant concentrations are identified in Table 4.3-1: State and Federal Criteria Pollutant Standards of the FEIR.

The violations to which Consistency Criterion No.1 refers are the CAAQS and NAAQS. As shown in **Table 1**, **Table 2**, **Table 4** and **Table 5** below, the Project would not exceed the construction standards, operational standards, or localized significance thresholds. Under state and federal law, SCAQMD is under legal obligation to enforce air pollution regulations that ensure that the ambient air meets state and federal standards. SCAQMD developed the mass emissions thresholds to ensure projects would not violate the CAAQS and NAAQS. Projects that do not exceed thresholds would not exceed violate CAAQS and NAAQS. Therefore, the Project would not contribute to an existing air quality violation. Thus, the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project would not require an amendment to the CHCCSP or the Colton GP because the Project's proposed use is permitted within the CHCCSP and would be consistent with the land uses planned for the site. Thus, the Project is consistent with the second criterion.

Therefore, because the Project is consistent with both Consistency Criteria, the Project is consistent with the 2022 AQMP and would not conflict with or obstruct the implementation of the 2022 AQMP. The Project would result in a less than significant impact.

Mitigation Program

As noted above, the FEIR includes MMs AQ-1 through AQ-16 to reduce potential impacts associated with the implementation of the CHCCSP. Note: FEIR MM AQ-6 does not apply because the Project is not a residential project. FEIR MM AQ-9 does not apply since current 2022 Title 24 CALGreen Green Building Code Standards would already exceed 2013 standards by over 3 percent. The FEIR also included FEIR MMs BIO-1, BIO-7, BIO-8, and HAZ-11 to reduce impacts. However, these mitigation measures do not apply because the Project is not located in the Habitat Conservation Protection area or in PA 24.

Mitigation Measures from the FEIR

AQ-1 The project applicant shall require that the grading contractors comply with SCAQMD Rule 403 minimum requirements for controlling fugitive dust and limit the grading area to no more than 5 acres per day. In addition, the DSF HCP provides clear direction on how BACMs should be implemented as follows:

Each Covered Project Proponent shall ensure that active construction areas shall be watered regularly to control dust, and to minimize impacts to nearby habitats, especially sensitive species habitat adjacent to construction areas. If at any time, significant amounts of dust or material are determined by the monitoring biologist to be affecting conserved habitat, then corrective measures must be taken immediately. This would include such measures as:

- Sweeping local streets regularly during construction;
- Applying dust palliatives to areas that are not under active construction;
- Pre-water larger sites prior to initiation of grading, grade sites in phases timed to
- Coincide with construction so that no sites are left graded and exposed to the elements;
- Washing construction vehicles prior to leaving a construction site;
- Installing wind fencing around construction sites with signage that identifies who to call if dust is seen blowing from the site; and
- Any other measures that, at the time of approval of individual development projects, must be implemented on a project by project basis.

AQ-2 The project applicant shall require that architectural coating products are used that do not exceed more than 5g/L VOC content.

AQ-3 The project applicant shall require that all diesel construction equipment used on-site be certified Tier 4 Final, with level 3 diesel particulate filters and oxidative catalysts that are at least 25 percent efficient.

AQ-4 All new development projects, or sites where significant redevelopment will occur shall be required to provide sidewalks along and within the property boundaries.

AQ-5 All new development projects, or sites where significant redevelopment will occur shall require that any future tenants institute a ride sharing program and employee vanpool/shuttle that is open to all employees.

AQ-7 All new development projects, or sites where significant redevelopment (greater than 50 percent increase in land use, or building coverage) will occur shall require that any future commercial tenants restrict delivery truck idling on the project site.

AQ-8 All future tenants must institute a recycling program that reduces waste to landfills by a minimum of 50 percent, or as stipulated by CalRecycle. The recycling program must include designated recycling bins at each proposed trash storage area and require all green waste to be stored in containers separate from other types of municipal solid waste.**AQ-10**All new development projects, or sites where significant redevelopment will occur shall be equipped with faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures.

AQ-11 Water-efficient irrigation systems shall be installed at all new development projects, or sites where significant redevelopment will occur that conforms to the requirements of Colton Municipal Code.

AQ-12 All new development projects, or sites where significant redevelopment will occur shall include ENERGY STAR-compliant appliances wherever appliances are needed in buildings on-site and that natural gas only hearths be installed when needed.

AQ-13 All new development projects, or sites where significant redevelopment will occur shall be developed with high-efficiency lighting on-site that is at least 10 percent more efficient than standard lighting.

AQ-14 All new development projects, or sites where significant redevelopment will occur shall require that architectural coating products used for maintenance/re-application do not exceed more than 5g/L VOC content.

AQ-15 All new development projects, or sites where significant redevelopment will occur adjacent to or near conservation sites established in the HCP, shall include measures to reduce impacts associated with the operation of any development projects must be developed on a project by project basis depending on the type of land use being proposed and a site's proximity to the conservation areas identified in the HCP. These may include BMPs such as routine parking lot and street sweeping to reduce particulate matter; encouraging employees to use alternative modes of transportation and carpooling, and the development of workforce housing near employment generators such as the ARMC.

AQ-16 All new non-residential development projects, or sites where significant redevelopment will occur shall provide electric car charging stations for tenants (not just electric vehicle wiring per local ordinance). Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs. This measure shall be implemented on a project-by-project basis at the discretion of the Development Services Director.

Conclusion

The Project would result in no new or more severe impact pertaining to conflict with or obstructing implementation of the AQMP. Implementation of FEIR MMs AQ-1 through AQ-5, MMs AQ-7 through AQ-8, and MMs AQ-10 through AQ-16 would reduce construction and operational emissions to a level of less than significant. The Project's impacts would be consistent with development in the area and would be in compliance with applicable AQMP measures. Therefore, no new or more severe impact relative to air quality emissions from the previously identified significant impact evaluated in the FEIR would occur with implementation of the Project, and no Project-specific mitigation measures are required.

The Project would result in no new or more severe impact or conflict with or obstruct implementation of the applicable air quality plan and the Project itself is anticipated to have a less than significant impact. As such, the Project would not result in any new or substantially increased impact relating to compliance with the 2022 AQMP. However, the FEIR concluded that the overall development of the CHCCSP would cause a significant and unavoidable impact relative to the applicable air quality management plan, which remains the case. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or

more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified.

Threshold (b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

No New or More Severe Impact:

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area are O_3-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-related emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water. Fugitive dust emissions may have a substantial, temporary impact on local air quality, and may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby.

Project construction activities are estimated to last approximately 13 months. The Project's construction emissions were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 1: Construction-Related Emissions.**

Table 1: Construction-Related Emissions

Construction Year	Maximum Pounds Per Day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2023	5.16	53.79	40.49	0.10	14.40	6.87
2024	29.72	25.75	37.90	0.08	3.30	1.63
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less						
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Refer to Appendix A for Model Data Outputs of **Appendix B**.						
Source: Kimley-Horn and Associates. (2023). *Air Quality Assessment.* p. 26 – Table 7. Refer to **Appendix B**.						

Although the Final EIR included mitigation measures, air quality modeling related to the construction of the Project only included FEIR MM AQ-1 which requires compliance with SCAQMD Rules 402 and 403.

SCAQMD Rules 402 and 403 prohibits nuisance emissions, requires watering of inactive and perimeter areas, and includes track out requirements to minimize fugitive dust emissions.

As shown in **Table 1**, all criteria pollutant emissions would remain below their respective thresholds. While unmitigated construction emissions would be considered less than significant, the Project would be subject to FEIR construction measures MMs AQ-2 and AQ-3, which would further reduce construction emissions. FEIR MM AQ-2 requires the use of low VOC paints (5g/L), while FEIR MM AQ-3 requires onsite diesel equipment to be certified Tier 4 Final with level 3 diesel particulate filters and oxidative catalysts. Construction emissions are therefore less than significant.

Operational Emissions

The Project's operational emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment, consumer products, and architectural coatings. Long-term operational emissions attributable to the Project are summarized in **Table 2: Operational Emissions**. As shown in **Table 2,** the unmitigated Project emissions would not exceed SCAQMD thresholds for any criteria air pollutants. The incorporation of long-term measures FEIR MMs AQ-4, AQ-5, AQ-7, AQ-14, and AQ-16 would further reduce operational emissions. FEIR MM AQ-4 requires new development projects to provide sidewalks and FEIR MM AQ-5 requires projects to include a ride sharing program for employees. FEIR MM AQ-7 requires projects that develop more than 50 percent of their property to restrict truck delivery truck idling and FEIR MM AQ-14 requires that architectural coating products used during building maintenance will not exceed 5 g/L VOC content. Therefore, regional operations emissions would result in a less than significant long-term regional air quality impact. As such, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Table 2: Operational Emissions

Source	Maximum Pounds Per Day					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Source Emissions	4.24	<0.01	0.02	0.00	<0.01	<0.01
Energy Emissions	0.01	0.11	0.10	<0.01	<0.01	<0.01
Backup Generator Emissions	1.69	4.71	4.30	0.01	0.25	0.25
Mobile Emissions	1.30	12.97	15.86	0.09	5.76	1.67
Total Emissions	**7.24**	**17.79**	**20.28**	**0.10**	**6.01**	**1.92**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less						
Source: Ibid. p. 27 – Table 8						

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for the CAAQS and nonattainment for O_3 and $PM_{2.5}$ for the NAAQS. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project specific SCAQMD regional thresholds of significance do not result in cumulatively considerable air quality impacts unless there is other pertinent information to the contrary. The mass-

based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative air quality impact in the SCAB would not be cumulatively considerable. As shown in **Table 1** above, Project construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce Project construction-related emissions. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in **Table 2** above, the Project operational emissions would not exceed SCAQMD thresholds. As a result, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Therefore, emissions related to Project operations would not be cumulatively considerable and would not contribute to a net increase of any nonattainment criteria pollutant.

Mitigation Program

Mitigation Measures from the Final EIR

FEIR MMs AQ-1 through AQ-3 are applicable for construction and FEIR MMs AQ-4 through AQ-16 are applicable for operations. Note: FEIR MM AQ-6 does not apply because the Project is not a residential project. FEIR MM AQ-9 does not apply since current 2022 Title 24 CALGreen Green Building Code Standards would already exceed 2013 standards by over 3 percent. Refer to response (a) above.

Conclusion

The Project would result in no new or more severe impacts or conflict with long term air quality and the Project itself is anticipated to have a less than significant impact. However, the FEIR concluded that the overall development of the CHCCSP area would cause a significant and unavoidable impact relative to the long-term air quality. Therefore, a determination of Significant and Unavoidable impact is made for the proposed Project in this regard.

Threshold (c) Expose sensitive receptors to substantial pollutant concentrations.

No New or More Severe Impact:

Localized Construction Significance Analysis

The nearest sensitive receptor is a residential community located approximately 850 feet (259 meters) northeast of the Project. To identify impacts to sensitive receptors, the SCAQMD recommends addressing construction LSTs. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 3: Equipment-Specific Grading Rates**, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Central San Bernardino Valley (SRA 34) since this area includes the Project. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 2.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 2.5-acre threshold were interpolated and utilized for this analysis.

Table 3: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	3	0.5	8	1.5
	Graders	0	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	0	1	8	0
				Total Acres Graded per Day	**2.5**
Source: Ibid. p. 28 – Table 9					

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only "on-site" emissions included in the CalEEMod outputs were considered. The nearest sensitive receptors are a residential community located approximately 850 feet (259 meters) to the northeast of the Project. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at approximately 200 meters. The nearest sensitive receptors are located approximately 850 feet (259 meters) northeast of the Project site. **Table 4: Localized Significance of Construction Emissions**, presents the results of localized emissions during construction.

Table 4: Localized Significance of Construction Emissions

Construction Activity	Maximum Pounds Per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	21.48	19.64	4.42	1.45
Site Preparation	27.52	18.24	8.93	5.10
Grading	17.94	14.75	3.54	2.05
Building Construction and Paving[1]	24.57	30.82	1.21	1.13
Building Construction and Architectural Coating[2]	15.60	18.05	0.76	0.72
SCAQMD Localized Screening Threshold (adjusted for 2.5 acres at 259 meters)	*456*	*10,117*	*111*	*43*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less

Note: 1 Building Construction and Paving activities can occur on the same day, therefore these emissions are added together to show a daily maximum.
2 Building Construction and Architectural Coating activities can occur on the same day, therefore these emissions are added together to show a daily maximum.
Source: Ibid. p. 29 – Table 10.

Localized Construction Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project includes warehouses, the operational phase LST protocol is conservatively applied to both the area source and mobile source emissions for operations.

LSTs thresholds for receptors located in SRA 34 were utilized in this analysis because the closest sensitive receptors to the Project area are single family homes located approximately 850 feet (259 meters) to the northeast of the Project. Although the Project area is approximately nine acres (including buildings, parking lots, and landscaping), the 5-acre LST threshold was also conservatively used for the Project, as the LSTs increase with the size of the site.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 5: Localized Significance of Operational Emissions** conservatively include all on-site Project-related stationary sources and 50 percent of project-related mobile sources, since a portion of mobile sources could include trucks idling on-site. **Table 5** shows that the maximum daily emissions of these pollutants for Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 5: Localized Significance of Operational Emissions

Activity	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site Emissions[1]	6.60	8.05	2.89	0.84
SCAQMD Localized Screening Threshold (Adjusted for 5-acre at 259 meters)	*543*	*12,298*	*32*	*13*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

1. Includes all on-site area source and energy emissions and 50 percent of mobile emissions.
Source: Ibid. p. 30 – Table 11

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program[6] was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based NAAQS. The NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

NO_X and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result health effects that includes reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According the SCAQMD's 2022 AQMP, ozone, NO_X, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_X and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2022 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour O_3 standard in 2037. In

[6] Ibid. p. 30

addition, since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

The SCAQMD's air quality modeling demonstrates that NO_X reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in $PM_{2.5}$ concentrations. NO_X-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The former 2016 AQMP identifies robust NO_X reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds (refer to **Table 1** and **Table 2**). Localized effects of on-site Project emissions on nearby sensitive receptors were also found to be less than significant (refer to **Table 4** and **Table 5**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable CAAQS or NAAQS. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The CAAQS and NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, the Project would not expose sensitive receptors to criteria pollutant levels in excess of the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment for CO in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the

SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm NAAQS. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even though it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections resulting from 325 additional vehicle trips attributable to the Project. Therefore, impacts would be less than significant

Mitigation Program

Mitigation Measures from the Final EIR

FEIR MMs AQ-1 through AQ-3 are applicable for construction and FEIR MMs AQ-4 through AQ-16 are applicable for operations. Note: FEIR MM AQ-6 does not apply because the Project is not a residential project. FEIR MM AQ-9 does not apply since current 2022 Title 24 CALGreen Green Building Code Standards would already exceed 2013 standards by over 3 percent. Refer to response (a) above.

Conclusion

Air quality impacts related to the Project are within the limit of impacts identified in the FEIR. No new impact relative to air quality or a substantial increase in the severity of a previously identified significant impact evaluated in the FEIR would occur with implementation of the above FEIR MMs. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would alter the FEIR's significance finding.

Threshold (d) Create objectionable odors affecting a substantial number of people.

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, 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.*

Construction equipment emissions, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, Project construction activities would not result in objectionable odors that would adversely affect a substantial number of people and impacts would be less than significant.

Operations

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, Project operations would not result in odors that would adversely affect people.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the FEIR.

Conclusion

There are no new potentially significant impacts associated with the Project; therefore, no new and/or refined mitigation measures are required for issues related to air quality.

Overall Air Quality Impact Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to air quality. With implementation of FEIR MMs AQ-1 through AQ-5, AQ-7, AQ-8, and AQ-10 through AQ-16, the Project's impacts would be similar to the FEIR's air quality impact determinations. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of a SEIR is not warranted.

4.4 Biological Resources

4.4.1 Summary of Previous Environmental Analysis

The FEIR concluded that future development facilitated by the CHCCSP would not adversely affect, either directly or through habitat modification, any species identified as a candidate, sensitive, or special status species, any riparian habitat or other sensitive natural community upon the implementation of mitigation measures (see threshold (a) below). Similarly, the FEIR determined that future development would not affect any wetlands and drainages with, or habitat conservation plans upon the implementation of FEIR mitigation measures.

4.4.2 Analysis of Proposed Project

Threshold (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 Game or U.S. Fish and Wildlife Service?

No New or More Severe Impact: The existing condition of the Project site includes an existing building on fully paved land from the prior industrial development. This indicates that impacts to any identified candidate, sensitive, or special status species were analyzed as part of the prior project's environmental impact review on biological resources.

As shown in CHCCSP Exhibit 4.4-4 and Exhibit 4.4-5, the Project site is not within an existing or proposed Delhi Sands Flower (DSF) preservation management area, or within the identified Habitat Conservation Plan (HCP) area. Although the CHCCSP identified that the Project site is underlaid with Dehli soils, the Project site is fully developed, and therefore, does not contain suitable habitat for the DSF species to occur on-site. Furthermore, the adjacent property to the east of the Project site is fully developed and therefore, not likely to contain suitable habitat for the DSF.

Other species that were concluded to have a moderate potential to occur within the CHCCSP area (i.e., burrowing owl, San Diego horned lizard, and Logger-head shrike) are also unlikely to occur on the Project site due to the lack of suitable habitat.

Although the FEIR determined that impacts to any candidate, sensitive, special-status species would be reduced to less than significant levels with implementation of FEIR MMs BIO-1 through BIO-12, the redevelopment of the Project site would not result the loss or adverse modification of critical habitat due the fully developed nature of the Project site. Additionally, FEIR MMs BIO-1 through BIO-12 are exclusive to the HCP, which the Project site is not located in. However, the FEIR concluded that MMs BIO-13 and BIO-14 would apply on project-by-project basis as the burrowing owl and other avian species are known to occupy the CHCCSP area, including sites that are already developed, but may be proposed for redevelopment. Since the Project site is proposed for redevelopment, FEIR MMs BIO-13 and BIO-14 apply. Therefore, a less than significant impact would occur with the implementation of FEIR MMs BIO-13 and BIO-14.

Mitigation Program

The FEIR includes MMs BIO-1 through BIO-14 to reduce potential impacts to any candidate, sensitive, or special status species associated the implementation of the Approved Project. However, the FEIR MMs BIO-1 through BIO-12 do not apply since these mitigation measures are exclusive to the HCP, which the Project site is not located in.

Mitigation Measures from the FEIR

BIO-13 The following measures shall be implemented for burrowing owls:

- Pre-construction surveys for burrowing owl shall be conducted for individual projects proposed within the CHCCSP project area and if present the owls shall be passively re-located from the project site. The pre-construction survey for burrowing owls shall be conducted within 30 days of any ground disturbance activity of any project site in the project area.

  No disturbance shall occur within 50 meters of occupied burrows during the nonbreeding season (September 1 - January 31) or within 75 meters during the breeding season (February 1 - August 31). Onsite passive relocation shall be implemented if avoidance requirements cannot be met. Offsite mitigation may be required if implementation of the project will result in less than 6.5 acres per bird or pair and such a plan must be approved by CDFW.

- Where applicable, seven days prior to the onset of construction activities for individual projects, a qualified biologist shall survey within the limits of project disturbance for the presence of any active raptor nests. Any nest found during survey efforts shall be mapped on the construction plans. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the CDFW.

BIO-14 The following measures shall be implemented for other avian species:

- Vegetation removal, clearing, and grading on development sites shall be performed outside of the avian breeding and nesting season (between February 1 and June 30), when feasible, to minimize the effects of these activities on breeding activities of migratory birds and other species. If clearing occurs during breeding season, a 30-day clearance survey for nesting birds shall be conducted. Any nest found during survey efforts shall be mapped on the construction plans. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the CDFG. If nesting activity is present at any nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code.

- If nesting activity is present at any raptor nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for raptors in the region of the project site normally occurs from February 1 to June 30. To protect any nest site, the following restrictions on construction are required between February 1 and June 30 (or until nests are no longer active as determined by a qualified biologist): (1) clearing limits shall be established a minimum of 300 feet in any direction from any occupied nest and (2) access and surveying

shall not be allowed within 200 feet of any occupied nest. Any encroachment into the 300/200-foot buffer area around the known nest shall only be allowed if it is determined by a qualified biologist that the proposed activity shall not disturb the nest occupants. Construction during the nesting season can occur only at the sites if a qualified biologist has determined that fledglings have left the nest.

Conclusion

The Project would result in no new or more severe impact on a status or listed species with implementation of FEIR MMs BIO-13 and BIO-14. Similar to the FEIR findings, the Project is not anticipated to result in a less than significant impact to species identified as a candidate, sensitive, or special status species by the CDFW or USFWS.

Threshold (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 New or More Severe Impact: The FEIR concluded that future development within the CHCCSP area would not adversely affect any riparian habitat or other sensitive natural community upon the implementation of mitigation measures. Based on review of aerial imagery, and on-site evaluations, the Project does not contain any riparian habitats or other sensitive natural communities as the site is paved from the existing development. Additionally, the Project site is located outside the HCP. Accordingly, FEIR MMs BIO-1 through MMs BIO-12 do not apply. Therefore, the Project would not have an impact 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS).

Mitigation Program

Mitigation Measures from the FEIR

None are applicable to the Project.

Conclusion

The Project would not impact riparian habitat or other sensitive natural communities. There are no new potentially significant impacts associated with the Project and no Project-specific mitigation measures are required.

Threshold (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 New or More Severe Impact: The FEIR concluded that future development within the CHCCSP area would not have substantial adverse effect on state or federally protected wetland upon implementation of mitigation measures.

Based on review of aerial imagery, and on-site evaluations, the Project site does not contain any discernible drainage courses, inundated areas, or wetland features/obligate plant species that would be considered jurisdictional by the United States Army Corp of Engineers, Regional Water Quality Control

Board (RWQCB), or California Department of Fish and Wildlife (CDFW). However, stormwater generated during construction and operational activity would ultimately drain into the Santa Ana River. Consistent with the FEIR analysis, the Project would be required to comply with the RWQCB's requirements in regard to control of stormwater runoff, in terms of quality and quantity. As further discussed in Section 4.9, Hydrology and Water Quality, the Project would implement Best Management Practices (BMPs) that would address impacts correlated to stormwater runoff. Additionally, the Project site is located outside the HCP. Accordingly, FEIR MMs BIO-1 through MMs BIO-12 do not apply. Consistent with the FEIR's findings, the Project's impacts on wetland habitat would be less than significant.

Mitigation Program

Mitigation Measures from the FEIR

None are applicable to the Project.

Conclusion

The Project's impact on jurisdictional wetlands would be less than significant with implementation of BMPs. No Project-specific mitigation measures are required.

Threshold (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?

No New or More Severe Impact: Due to the fully developed nature of the Project site, it is unlikely that the Project site contains any wildlife corridors or wildlife nursery sites. However, potential nesting habitat could occur within the undeveloped land located immediately north of Project site, within the trees located south-southwest of the existing building, and trees within the West Valley Boulevard right-of-way. The trees will be removed as part of the Project's development. Since the Project could directly or indirect impact migratory species, the Project would comply with the Migratory Bird Treaty Act and California Fish and Game code by implementing FEIR MMs BIO-13 and BIO-14 to ensure that migratory wildlife species are not significantly impacted. The Project's impact would be reduced to a less than significant level with the implementation of FEIR MMs BIO-13 and BIO-14.

Mitigation Program

Mitigation Measures from the FEIR

Refer to FEIR MMs BIO-13 and BIO-14 above.

Conclusion

The Project would result in no new or more severe impact on fish and wildlife and their habitat with implementation of FEIR MMs BIO-13 and BIO-14 above. No Project-specific mitigation measures are required.

Threshold (e) Conflict with any local policies or ordinances related to protecting biological resources, such as a tree preservation policy or ordinance?

No New or More Severe Impact: Refer to Thresholds (a-d). According to the FEIR, there are no regional or local policies protecting biological resources in the CHCCSP area. All applicable policies are

implemented at the State and federal levels. The County of San Bernardino has not yet formulated a local Multi-Species Habitat Conservation Plan (MSHCP) for the Valley area. Consistent with the FEIR determination, no impact would occur with implementation of the Project.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact as it pertains to conflict with any local policies or ordinances related to protecting biological resources. Additionally, no Project-specific mitigation measures are required.

Threshold (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 New or More Severe Impact: Refer to Thresholds (a-d). According to the FEIR, the buildout of the CHCCSP area would not conflict with an adopted Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, or local policies/ordinances. Since the Approved Project's certification, the Western Valley HCP was permitted/approved by the USFWS on February 2, 2015. The take permit is set to expire February 2, 2045. The West Valley HCP covers majority of the CHCCSP but does not cover the Project site. Therefore, the Project is not subject to the restoration of habitat in conservation areas, offsite mitigation, and/or proposed mitigation fees identified in the FEIR. However, as stated in Threshold (a), the Project could potentially impact nesting birds and the burrowing owl.

As a condition of approval, compliance with the CDFW and USFWS permit processes are required for development covered activities within all of the CHCCSP area. Covered activities include, but are not limited to the Project's redevelopment on "developed land." However, as stated above, this is not applicable to this Project since the Project site is not located within the West Valley HCP. CDFW also enforces the CESA and the USFWS enforces the FESA. Both agencies require permitting for "take" of an endangered species. With implementation of FEIR MMs BIO-13 and BIO-14, impacts to any nesting birds and burrowing owls that could occur on-site would be reduced to less than significant levels. Furthermore, the Project would adhere to the CDFW's Habitat Conservation Planning Branch's strategic goals listed in the FEIR applicable. Therefore, the Project's impact would be mitigated to a less than significant level. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would change the finding of less than significant.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact as it pertains to conflict with plans, policies, and ordinances. There are no potentially significant impacts associated with the Project and therefore, no Project-specific mitigation measures are required.

Overall Biological Resources Impacts Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts or circumstances, or increase the severity of the previously identified impacts, with respect to biological resources. The Project would implement FEIR MMs BIO-13 and BIO-14 to reduce impacts to a less than significant level. Although the Western Valley HCP take permit was approved since the time the FEIR was certified, the Project is not located in the HCP area. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of a SEIR is not warranted.

4.5 Cultural Resources

4.5.1 Summary of Previous Environmental Analysis

The FEIR determined that development within the CHCCSP would potentially cause adverse impacts to unknown historical and archaeological resources. In order to maintain any potential unforeseeable impacts to a less than significant level, FEIR MMs CR-1 through CR-3 were recommended. Additionally, the FEIR determined that with implementation of FEIR MM CR-4 would ensure that impacts concerning paleontological resources would be minimized (refer to **Section 4.6, Geology and Soils** for discussion regarding paleontological resources). Lastly, the FEIR concluded that with implementation of FEIR MM CR-5 would further reduce impacts to unearthed human remains.

4.5.2 Analysis of Proposed Project

A Project-specific Cultural Resources Assessment (CRA) was conducted by Kimley-Horn and Associates in March 2023. The findings are summarized herein, and the technical study is provided as **Appendix C** of this Addendum EIR.

Threshold (a) Cause a substantial adverse change in the significance of a historical resource pursuant Section 15064.5?

No New or More Severe Impact: The FEIR's CRA determined that the level of impact on historical resources was less than significant for the properties that were evaluated in the CRA which included the vacant land in the CHCCSP area, but not any of the properties that were developed. The FEIR also concluded that any redevelopment of currently developed properties, not evaluated in the CRA, would be required to perform site-specific assessments for historical resources pursuant to FEIR MMs CR-1 through CR-3. FEIR MM CR-1 would require the Project to conduct a site-specific records search to determine if a current cultural resources report addressing potential impacts on historical resources for the Project site is available. In compliance with FEIR MMs CR-1 and CR-2, a Project-specific CRA was prepared for the Project to identify any potentially significant historical resources on site. As concluded in **Appendix C**, literature review revealed that while the Agua Mansa area is sensitive for both historic and prehistoric buried resources, the Project site falls outside of that culturally sensitive area. Furthermore, the CRA concluded that the existing building located within the Project site was redeveloped in 1988 and as such, does not meet the age requirements for consideration for listing in California Register of Historic Resources' (CRHR).

Therefore, no new or more severe impact relative to historical resources from previously identified significant impacts evaluated in the FEIR would occur with implementation of FEIR MMs CR-1 through CR-3. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of less than significant impact with mitigation under this threshold.

Mitigation Program

The FEIR includes MMs CR-1 through CR-3 to reduce potential impacts to historical and archeological resources associated with the implementation of the Approved Project. Note: MM CR-1 and CR-2 apply but have been satisfied through the preparation of the Project-specific CRA-1. MM CR-3 does not apply

since the Project-specific CRA determined that no unknown historical resources would be impacted as part of the Project.

Mitigation Measures from the FEIR

The following MMs apply to the Project:

CR-1 Site-specific Records Search. Prior to project-level ground-disturbing activities within the CHCCSP project area, a project site-specific records search at the Archaeological Information Center must be completed to determine if the project site has been subjected to a professional survey. If a current cultural resources report addressing potential impacts on cultural resources is available, the City/applicant will implement the mitigation measures provided within the report. Otherwise, mitigation measures CR-2 and CR-3 must be implemented during the City's application review process. [NOTE: This mitigation measure has been satisfied through the preparation of the Project-specific CRA]

CR-2 Phase I Cultural Resources Study. In the event that a current and valid report is not available or if the entirety of the project-level site has not been professionally surveyed (see MM CR-1), a Phase I Cultural Resources Survey study shall be completed by a qualified cultural resource professional.

If the Phase I study detects built-environment resources (buildings or structures aged 45 years old or older), and construction or implementation of the proposed project will either disturb or destroy such buildings or affect their historic setting, then a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History will be contacted to determine if the project may cause a substantial adverse change in the significance of a built environment historical resource as defined in Section 15064.5 of the CEQA Guidelines. The City/applicant will be responsible for implementing the methods for eliminating or substantially reducing impacts on historical resources identified in the technical report. Such methods could include, but are not limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey documentation that is appropriate to the significance (federal, state, local) of the resource.

In the event that known or previously undetected archaeological resources are identified during the Phase I study then such resources must be recorded or updated onto Department of Parks and Recreation (DPR) 523 forms in accordance with all applicable regulations. In addition, any addressed resources must be evaluated for significance and eligibility for inclusion in all applicable registers of significant resources. This evaluation will be undertaken by a cultural resource professional who minimally meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology. In the event that such resources are found to be archaeological resources pursuant to CEQA, potential adverse impacts must be analyzed as stated in PRC Sections 21084.1and 21083.2(1), and appropriate measures must be generated to avoid or substantially reduce potential impacts on archaeological resources as necessary. The City/applicant will be responsible for implementing the methods for eliminating or substantially reducing impacts on resources identified in the technical report. Such methods could include, but are not limited to, subsurface testing or excavation of archaeological resources and/or construction monitoring by a qualified professional and, if necessary, appropriate Native

American monitors as identified through an information-seeking process and/or by the Native American Heritage Commission.

[NOTE: This mitigation measure has been satisfied through the preparation of the Project-specific CRA]

Conclusion

The Project would result in a less than significant impact on a historic resource with implementation of FEIR MMs CR-1 through CR-2. No Project-specific mitigation is needed. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of less than significant impact with mitigation under this threshold.

Threshold (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

No New or More Severe Impact: The FEIR's CRA also determined that the level of impact on archeological resources was less than significant for the properties that were evaluated in the CRA which included the vacant land in the CHCCSP area, but not any of the properties that were developed. The FEIR also concluded that any redevelopment of currently developed properties, not evaluated in the CRA, would be required to perform site-specific assessments for archeological resources pursuant to FEIR MMs CR-1 through CR-3. FEIR MM CR-1 would require the Project to conduct a site-specific records search to determine if a current cultural resources report addressing potential impacts on archeological resources for the Project site is available. In compliance with FEIR MMs CR-1 and CR-2, a Project-specific CRA was prepared to identify any potentially significant archaeological resources on-site. Due to the existing development within the Project area, surficial archeological resources could not be identified during the intensive pedestrian survey performed as part of the Project-specific CRA. Therefore, given the low level of archeological sensitivity and extensive disturbance across the Project area, the Project-specific CRA determined that it is unlikely that any archeological resources are present within the Project area and FEIR MM CR-3 does not apply.

Therefore, no new or more severe impact relative to archaeological resources from previously identified significant impacts evaluated in the FEIR would occur with implementation of FEIR MMs CR-1 through CR-2. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of less than significant impact with mitigation under this threshold.

Mitigation Program

Mitigation Measures from the FEIR

The FEIR includes MMs CR-1 through CR-3 to reduce potential impacts to archeological resources associated with the implementation of the Approved Project. Note: MM CR-1 and CR-2 apply but have been satisfied through the preparation of the Project-specific CRA-1. MM CR-3 does not apply since the Project-specific CRA determined that no unknown historical resources would be impacted as part of the Project. See response to Threshold (a) above.

Conclusion

The Project would result in a less than significant impact on an archaeological resource with implementation of FEIR MMs CR-1 through CR-3. No Project-specific mitigation is needed. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of less than significant impact with mitigation under this threshold.

Threshold (c) Disturb any human remains, including those interred outsides of formal cemeteries?

No New or More Severe Impact: The Project does not contain a formal cemetery. The nearest formal cemetery is the Agua Mansa Pioneer Cemetery located approximately 2.5 miles south of the Project site and is not part of the CHCCSP Approved Project. Applicable laws and regulations provide guidance in the event that human remains are found at any time in the Project site.

Consistent with the FEIR and pursuant to FEIR MM CR-5, if any human remains are encountered during excavations associated with the Project, all work would be required to be halted and the County Coroner would be notified as required by California State Law (Section 5097.98 of the California Public Resources Code). The coroner would determine whether the remains are of forensic interest. If the coroner, with the aid of the qualified archeologist, were to determine that the remains are prehistoric, the Native American Heritage Commission (NAHC) would be contacted. The NAHC would be responsible for designating the "Most Likely Descendant" (MLD) who would be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the California Health and Safety Code. The MLD would make his/her recommendations within 24 hours of the notification of the NAHC. This recommendation could include scientific removal and no destructive analysis of human remains and items associated with Native American burials (Section 7050.5 of the Health and Safety Code).

Therefore, with implementation of FEIR MM CR-5 and compliance with applicable federal, State, and local laws and regulations concerning human remains, the Project would not result in any new or more severe impact than what was previously identified in the FEIR.

Mitigation Program

The FEIR included FEIR MM CR-5 to reduce impacts associated with human remains.

Mitigation Measures from the FEIR

CR-5 In the event of an accidental discovery or recognition of any human remains, PRC §5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendent may make recommendations to the landowner or

the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC §5097.98, or

- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the property in a location not subject to further subsurface disturbance:
    - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission,
    - The descendant identified fails to make a recommendation; or
    - The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

Conclusion

The Project would result in no new or more severe impact pertaining to the disturbance of human remains with adherence to Public Resources Code Section 5097.98 and implementation of FEIR CR-5. No Project-specific mitigation is needed.

Overall Cultural Resources Impacts Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts with respect to cultural resources. As stated in the Project's cultural memo did not identify any existing cultural resources, nor the potential for unknown buried cultural resources, as a part of the Phase I Cultural Resources Assessment. As such, no further consideration regarding the impacts to cultural resources as a result of the Project is recommended.

As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

4.6 Geology and Soils

4.6.1 Summary of Previous Environmental Analysis

The FEIR concluded that future development of the CHCCSP would be subject to potential substantial adverse effects, including the risk of loss, injury or death involving unstable geologic units or soils and expansive soils. FEIR concluded that in addition to the California Building Code requirements, FEIR MMs GEO-1 through GEO-6 would reduce impacts associated with seismic activity and soil conditions to less than significant levels.

4.6.2 Analysis of Proposed Project

A Geotechnical Engineering Report (GER) of the Project site was conducted by GeoSoils Consultants, Inc in October 2022. The findings are summarized herein, and the technical study is provided as **Appendix D** of this Addendum EIR.

Threshold (a) Directly or indirectly cause potential substantial adverse effects, including the risk 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.

No New or More Severe Impact: According to the GER, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone and there are no active faults on or adjacent to the Project site. The closest active fault is the San Jacinto Fault located approximately three miles north of the Project site. Since the Project site is not located within a State established Earthquake Fault Zone and there are no known active faults within the Project site, ground rupture hazard potential for the Project is consider low and remote. Consistent with the FEIR determination, impacts concerning rupture of a known earthquake fault is less than significant.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact concerning the risk, loss, injury, or death involving rupture of a known earthquake fault. Accordingly, no Project-specific mitigation measures are required.

(ii) Strong seismic ground shaking?

No New or More Severe Impact: Although there are no faults on or adjacent to the Project site, there are faults near the site that can cause moderate to intense ground shaking during the lifetime of the Project. The closest active fault is the San Jacinto Fault approximately three miles away. Therefore, the Project would be subject to adherence to the Colton MC and GP grading standards and the 2019 California

Building Code's standard engineering practices and design criteria relative to seismic and geologic hazards. Design standard requirements include but are not limited to structural design, soils and foundations, and grading to ensure that public safety risks due to seismic shaking are minimized. Lastly, the Project's structure design of the proposed buildings would be conducted according to the GER recommendations. Consistent with the FEIR, the potential for liquefaction to occur on-site is considered low. Therefore, impacts would be less than significant.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact concerning the risk, loss, injury, or death involving strong seismic ground shaking. Accordingly, no Project-specific mitigation measures are required.

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

No New or More Severe Impact: The City's Local Hazard Mitigation Plan (LHMP), Figure 10: Liquefaction Hazard Zones, illustrates that the Project site is not located within a zone identified for liquefaction. Additionally, the GER concluded that historic high groundwater is mapped at a depth of approximately 150 feet below existing grade. The alluvial soils encountered during the boring tests were generally found to be dense to very dense and are not generally susceptible to liquefaction. Therefore, the Project would not

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact concerning the risk, loss, injury, or death involving seismic-related ground failure, including liquefaction. Accordingly, no Project-specific mitigation is required.

(iv) Landslides?

Landslides

Landslides are slope failures that occur where the horizontal seismic forces act to induce soil and/or bedrock failures. The most common affect is reactivation or movement on a pre-existing landslide. Typically, existing slides that are stable under static conditions become unstable and move during strong ground shaking. Since the Project site is characterized by relatively flat lands and is surrounded by urban development, there are no land features in the vicinity of the Project site capable of producing landslides. Therefore, there would not be an impact concerning the risk, loss, injury, or death from landslides.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe new impact concerning the risk, loss, injury, or death involving landslides. No impact is expected to occur, and no Project-specific mitigation measures are required.

Threshold (b) Result in substantial erosion or loss of topsoil?

No New or More Severe Impact: The FEIR concluded that construction associated with future buildout of the CHCCSP would produce loose soils. Consistent with the FEIR, the Project's proposed demolition and ground-disturbing activities would produce loose soils., that could be subject to erosion by windy or rainy weather conditions. Erosion during the operation phase could occur during landscaping maintenance.

Consistent with FEIR, the Project applicant would be required to over-excavate and re-compact the near surface soils in order to mitigate excessive settlement and removal of prohibited materials. Furthermore, the Project would implement the earthwork standards and guidelines set in the GER, and would be required to comply with all the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit under the City's Municipal separate storm sewer systems (MS4) permit (codified under Colton MC Title 14, Storm Drains and Floodplain Management) for construction activities (e.g., implementation of BMPs through preparation of a Stormwater Pollution Prevention Plan [SWPPP]) to minimize erosion and loss of topsoil to a less than significant level. The Project compliance with the City's MC regulations pertaining to grading and the NPDES is a condition of approval which would be verified through the building plan check process. As further discussed in **Section 4.9, Hydrology and Water Quality**, the Project prepared a WQMP which includes BMPs that would be implemented and managed during the life of the Project to ensure compliance with RWCQB's water quality standards. With implementation of standard requirements, implementation of the SWPPP and WQMP, and compliance with Colton MC regulations, the Project's impact pertaining to the generation of erosion or loss of topsoil would be less than significant.

Mitigation Program

None identified in the FEIR.

Conclusion

The Project would result in no, or no more severe, new impacts as it pertains to erosion or loss of topsoil. There are no new potentially significant impacts associated with the Project. In addition to City plan check processes, the Project Applicant would comply with the standards/guidelines of the GER and NPDES permitting process. This measure would be reviewed and checked as part of the City's grading and building plan check process. A less than significant impact to erosion or loss of topsoil would occur with adherence to the above recommendations. Additionally, no Project-specific mitigation measures are required.

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

No New or More Severe Impact: Refer to threshold (a) (i-iv) discussion above. The Project site would not become unstable as a result of the Project's redevelopment, or potentially result in an on-site or off-site landslide and liquefaction, or collapse.

Seismic Compression of Alluvial Materials

Dry sand settlement can occur during moderate and large earthquakes when loose, natural or fill sandy soils are densified and settle, often unevenly across a site. As concluded in the GER, alluvium underlying the compacted fill would be used to support the proposed buildings. Therefore, seismic settlement is not considered to be a hazard to the site. Although impacts were determined to be less than significant, the Project would adhere to FEIR MMs GEO-1 through GEO-6 to further reduce impacts related to subsidence. Therefore, impacts would be less than significant.

Mitigation Program

The FEIR included FEIR MMs GEO-1 through GEO-6 to further reduce impacts related to unstable geologic units or soils. However, FEIR MM GEO-1 has been satisfied with the preparation of the GER. Additionally, in compliance with the FEIR, the GER's preliminary design considerations supersede the CHCCSP geotechnical assessment's preliminary design considerations (FEIR MMs GEO-1 through GEO-6), and therefore FEIR MMs GEO-2 through GEO-6 do not apply to the Project.

Mitigation Measures from the FEIR

GEO-1 Final grading plans for individual development projects proposed within the CHCCSP shall be reviewed by a professional geologist to determine whether additional geotechnical studies (possibly including supplemental subsurface investigation, soil expansion potential, ground failure, differential settlement, and geotechnical analysis) may be necessary to provide detailed recommendations that are appropriate for the grading and construction proposed for the types of development projects being proposed (e.g., single family residential, retail commercial, office buildings). [NOTE: This mitigation measure has been satisfied through the preparation of the Project-specific geotechnical assessment]

Conclusion

The Project would result in no new or more severe impact on geologic and soil resources. There are no new potentially significant impacts associated with the Project with implementation of FEIR MM GEO-1; therefore, no new mitigation measures are required for issues related to on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse.

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

No New or More Severe Impact: The FEIR concluded that impacts associated with expansive soils were less than significant with the implementation of FEIR MM GEO-1. The FEIR determined that clay-bearing sand is present within the CHCCSP, although it was determined that adjacent areas to the CHCCSP area

showed a lack of expansive soils. Nevertheless, the FEIR requires that all future projects within the CHCCSP area implement FEIR MM GEO-1 to identify if additional measures are required during ground-disturbing activities.

In accordance with FEIR MM GEO-1, the GER was prepared for the Project which included expansion index testing. The Expansion index testing was performed on selected bulk samples of the on-site soils. The test results concluded that the on-site soils have an expansion index of zero (very low range) which indicates that Project implementation would not create a substantial direct or indirect risk to life or property. The GER included preliminary design recommendations which includes, but is not limited to, foundation recommendations, interior slabs and retaining walls to support the proposed structures from very-low expansive soil conditions.

Therefore, with the previous design considerations implemented, including the use of non-expansive soils, impacts in this regard are considered less than significant.

Mitigation Program

The FEIR included FEIR MMs GEO-1 reduce impacts related to expansive soils. However, FEIR MM GEO-1 has been satisfied with the preparation of the GER.

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact as it pertains to expansive soil. There are no new potentially significant impacts associated with the Project; therefore, no new mitigation measures are required for issues related to expansive soils.

Threshold (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewer are not available for the disposal of waste water?

No New or More Severe Impact: Consistent with the CHCCSP, the Specific Plan Master Sewer Plan would provide sewer lines for hook-up availability to all phases of development for individualized projects. Consistent with FEIR, the Project would connect to the existing sewer lines at the West Valley Boulevard right-of-way. Therefore, no impacts associated with the use of septic tanks would occur as part of the Project's implementation.

Mitigation Program

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact as it pertains to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. There are no new potentially significant impacts associated with the Project regarding septic tanks or wastewater disposal systems; therefore, no new and/or refined mitigation measures are required.

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

No New or More Severe Impact:

The CRA concluded that the SCCIC found that the CHCCSP area is located primarily upon Quaternary younger fan deposits of Holocene or historically recent age (less than 11,000 years). This Holocene alluvium has low potential for significant fossil deposits and is thereby assigned low paleontological sensitivity. However, these Holocene sediments were mapped some years ago and may have been disturbed and/or buried units exposed. The surficial units may overlie earlier deposits that are also present in portions of the project area but at uncertain depth. These deposits have an undetermined palaeontologic sensitivity. Therefore, the Project would implement FEIR MMs CR-4 and CR-5 to reduce impacts on any potential paleontological resources that could occur within the Project site. With implementation of FEIR MMs CR-4 and CR-5, impacts concerning paleontological resources would be reduced to a less than significant level.

Mitigation Program

The FEIR included MMs CR-4 and CR-5 to reduce potential impacts to paleontological resources associated with the implementation of the Approved Project.

Mitigation Measures from the FEIR

Refer to **Section 4.5, Cultural Resources** for FEIR MM CR-5.

CR-4 In conjunction with the preparation of site-specific geotechnical reports for individual development projects, the applicant shall also have a site specific Paleontological assessment prepared to establish the probability that paleontological resources have the potential to occur on an individual project site. If the assessment results in a determination of moderate or high palaeontologic sensitivity, a palaeontologic monitoring program shall be implemented. This monitoring program shall be consistent with the current provisions of CEQA and with the guidelines of the Society of Vertebrate Paleontology. If the assessment determines that the project area has low palaeontologic sensitivity, no program to mitigate adverse impacts to palaeontologic resources will be necessary. This measure shall be implemented to the satisfaction of the Development Services Director, who will be responsible for monitoring compliance.

Conclusion

The Project would result in a less than significant impact concerning paleontological resources with implementation of FEIR MM CR-5. No Project-specific mitigation is required.

Overall Geology and Soils Impacts Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts or circumstances from the previously identified impacts with respect to geology and soils. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in

the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

4.7 Greenhouse Gas Emissions (Climate Change)

4.7.1 Summary of Previous Environmental Analysis

The FEIR concluded that although future development of the CHCCSP area would still exceed the City's draft threshold of significance of 3,000 metric tons of CO_2e per year, compliance with the California Green Building Standards Code and implementation of FEIR MMs AQ-1 through AQ-16 would ensure that impacts associated with the generation of emissions that lead to the development of greenhouse gasses is less than significant.

The following analysis evaluates construction and operational impacts associated with the Project relative to thresholds provided in the FEIR, as well as the updated Environmental Checklist Form. Refer to **Appendix E, Greenhouse Gas Emissions Assessment**.

4.7.2 Analysis of Proposed Project

Background

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the

last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere.[7]

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

Short-Term Construction Greenhouse Gas Emissions

Project construction activities would generate direct CO_2, N_2O, and CH_4 emissions from construction equipment, transport of materials, and construction workers commuting to and from the Project site. Total GHG emissions generated during all construction phases were combined and are presented in **Table 6: Construction-Related Greenhouse Gas Emissions.**

Table 6: Construction-Related Greenhouse Gas Emissions.

Category	$MTCO_2e$
2023 Construction	553.18
2024 Construction	252.40
Total Construction	805.58
30-Year Amortized Construction	26.85
Source: Ibid. p. 24 – Table 2	

As indicated in **Table 6**, the Project would result in the generation of approximately 805.58 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions.[8] The amortized Project construction emissions would be 26.85 $MTCO_2e$ per year. Once construction is complete, construction-related GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions would occur over the Project's lifetime. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

The Project's operational GHG emissions are provided in **Table 7: Project Greenhouse Gas Emissions**. As shown in **Table 7**, the Project would generate approximately 2,094.14 $MTCO_2e$ annually from both construction and operations and the Project. Project-related GHG emissions would not exceed the City's 3,000 $MTCO_2e$ per year threshold. Therefore, Project impacts would be less than significant, and no mitigation measures are required.

[7] Kimley-Horn and Associates. (2023). *Greenhouse Gas Emissions Assessment.* p. 6. Refer to **Appendix E**.

[8] Ibid. p. 24

Table 7: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year
Construction Amortized Over 30 Years	26.85
Area Source	0.01
Energy	155.92
Mobile	1,622.78
Off-Road Equipment	50.10
Backup Generator	19.56
Waste	88.02
Water and Wastewater	130.90
Total	**2,094.14**
City of Colton Project Threshold	*3,000*
Exceeds Threshold?	**No**
Source: Ibid. p. 25 – Table 3	

Mitigation Program

The Project's GHG emissions are below the 3,000 MTCO2e per year threshold, and the Project will therefore have a less than significant impact relating to GHG emissions. Nevertheless, the FEIR identified MMs AQ-1 through AQ-16 that would ensure that Project impacts associated with the generation of emissions that lead to the development of greenhouse gasses is less than significant. Note: FEIR MM AQ-6 does not apply because the Project is not a residential project. FEIR MM AQ-9 does not apply since current 2022 Title 24 CALGreen Green Building Code Standards would already exceed 2013 standards by over 3 percent.

Mitigation Measures from the FEIR

Refer to **Section 4.3, Air Quality**, response (a) for FEIR MMs AQ-1 through AQ-5, MMs AQ- 7 and AQ-8, and MMs AQ-10 through AQ-16.

Conclusion

The Project would result in a less than significant impact to climate change as a result of the generation of GHG emissions. As shown in the above table, GHG emissions are within the emissions disclosed in the FEIR. No new impact or increase in the severity of an identified impact would therefore occur with implementation of the Project with compliance with FEIR MMs AQ-1 through AQ-16. No Project-specific MMs are required.

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

The City of Colton has a Climate Action Plan (CAP) that has a goal to reduce its community GHG emissions to a level that is 15 percent below its 2008 GHG emissions level by 2020.[9] Although the City was able to exceed the 2020 reduction goal through a combination of State and County reduction measures, the 2015 CAP does not include measures to achieve latest emissions goal under AB 1279 which require 85 require 85 percent GHG reduction below 1990 levels by 2045. However, the CAP does include various local measures to that continue to reduce GHG emissions in the areas of building energy, transportation, solid waste management, wastewater treatment. Measures that are applicable to the Project include meeting the City's waste diversion goal consistent with CALGreen, reducing the amount of water, energy, and fuels consumed, and demonstrating energy efficiency in new development. As shown in **Table 7**, the Project would not exceed the City's GHG threshold of 3,000 $MTCO_2e$. As the Project has existing light industrial uses currently occurring on the site, the Project would be consistent with the CAP's measures.

Pursuant to the requirements in AB 32, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. The 2022 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the SB 32 2030 target. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets.

Because the Project is limited to light industrial uses the Scoping Plan's recommended measures are not directly applicable. In other words, there are no specific actions or measures to incorporate into the Project in order to comply with the Scoping Plan. However, the Project's GHG emissions would be indirectly reduced through the implementation of various Scoping Plan measures, such as the low carbon fuel standard, vehicle emissions standards, building energy efficiency standards, market-based mechanisms (such as the cap-and-trade program) and the Renewable Portfolio Standard. Therefore, the Project would not conflict with the Scoping Plan's recommended measures and, as such, would not impede implementation of the Scoping Plan. As such, impacts related to consistency with the Scoping Plan would be less than significant.

The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for reducing the emissions of GHGs because the Project would generate low levels of GHGs, and would not impede implementation of the Scoping Plan, or conflict with the policies of the Scoping Plan. Therefore, the impacts would be less than significant.

Mitigation Program

Mitigation Measures from the Final EIR

As previously identified, FEIR MMs AQ-1 through AQ-5, MMs AQ-7 and AQ-8, and MMs AQ-10 through AQ-16.

[9] Ibid. p. 25

Conclusion

The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases resulting in a less than significant impact. Therefore, a less than significant impact would occur, and no Project-specific mitigation measures are required.

Overall Greenhouse Gas Emissions Impacts Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts or circumstances from the previously identified impacts with respect to greenhouse gas emissions. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of a SEIR is not warranted.

4.8 Hazards and Hazardous Materials

4.8.1 Summary of Previous Environmental Analysis

The FEIR concluded that implementation of the CHCCSP would not result in significant impacts relative to hazards and hazardous materials with implementation of the below referenced FEIR MMs.

The following analysis evaluates construction and operational impacts associated with the Project relative to thresholds provided in the FEIR, as well as the updated Environmental Checklist Form. Refer to **Appendix F, Phase I Environmental Site Assessment** (ESA).

4.8.2 Analysis of Proposed Project

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

No New or More Severe Impact: The Project would involve the transport, use, and disposal of hazardous materials during short-term construction activity. Use of hazardous materials include, but are not limited to the use of fuels, solvents, paints, and servicing construction equipment on the site. These types of materials are not acutely hazardous. Additionally, the Project's storage, handling, use, and disposal of these materials would comply with applicable federal and State regulations. These regulations include the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the State Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, routine transport and use of hazardous materials during construction would be less than significant.

Long-term Project operations would not involve the use transport, use, or disposal of acutely hazardous materials. Use of hazardous materials during Project operations would include, but not limited to paints, landscape products, and solvents used for maintenance and operation of the facilities. These types of hazardous materials are not acutely hazardous. Similarly, the Project would be required to comply with all applicable federal, State, and local regulations to ensure that impacts concerning the transport, use, or disposal of hazardous materials are minimized. Consistent with the FEIR, the Project applicant would be required to submit a Hazardous Materials Business Plan (HMBP) to the County's Fire Department HAZMAT Division to ensure proper use and storage of any hazardous materials on-site. Therefore, operation of the Project would result in a less than significant hazard to the public or the environment concerning the routine transport, use, or disposal of hazardous materials.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

With compliance with applicable federal, State, and local regulations, the Project's impacts concerning significant hazards from routine transport, use, or disposal of hazardous materials would be less than significant. There are no new potentially significant impacts associated with the Project and no Project-specific mitigation measures are required.

Threshold (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

Phase I ESA Results

The purpose of the Phase I ESA is to identify the potential presence of Recognized Environmental Conditions (RECs) on the site. A REC refers to the presence or likely presence of hazardous substances or petroleum products in, on, or at the Project site due to a release or likely release to the environment; or under conditions that pose a material threat of a future release to the environment. The Phase I ESA concluded that no RECs were identified within the Project site.

A Historic Recognized Environmental Condition (HREC) refers to a previous release of hazardous substances or petroleum products affecting the Project site that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities, without subjecting the property to any controls (for example activity and use limitations, or other property use limitations). The Phase I ESA concluded that no HRECs were identified within the Project site.

A Controlled Recognized Environmental Condition (CREC) refers to a REC affecting the Project site that has been addressed to the satisfaction of the applicable regulatory authority or authorities, with hazardous substances or petroleum products allowed to remain in place subject to implementation of controls (for example, activity and use limitations or other property limitations). The Phase I ESA concluded that no CREC was identified within the Project site.

However, the Phase I ESA identified the following business environmental risks (BERs) associated with the Project site:

- Given the historical agricultural land use at the Project site, the presence of pesticides and other agricultural chemicals cannot be ruled out;
- Given the presence of floor drains and a sump inside the building, the potential to introduce spilled hazardous materials into the subsurface via these conduits cannot be ruled out;
- reconnaissance conducted at the Project site identified spilled paint on the asphalt parking area and a sign indicating an aircraft service company might have occupied a portion of the building. In addition, a former hazardous waste storage area was identified during the performance of a previous Phase I ESA. While there was no visible or documented evidence that these have impacted the subsurface environmental conditions, their potential to do so cannot be ruled out; and,
- Given the age of the building and the unknown composition of the insulation, the potential presence of lead-based paint and asbestos containing material cannot be ruled out.

Since the Project site has a possibility of releasing hazardous materials into the environment during demolition and ground-disturbing activities (pertaining to the BERs identified above), the Project would implement FEIR MMs HAZ-1 through HAZ-14, as applicable, to minimize hazardous materials impacts during construction.. Additionally, the Project would comply with all applicable existing federal, State, and local regulations pertaining to use, handing, and transportation hazardous materials. Compliance with

applicable federal, State, and local regulation would ensure that human health and the environment are not exposed to hazardous materials via accidental release or spills during handling, use, or transportation.

The hazardous materials used during operational activities could include cleaning solvents (e.g., degreasers, paint thinners, and aerosol propellants), paints (both latex- and oil-based), acids and bases (prevalent in many cleaners), disinfectants, and fertilizers. Therefore, use and storage of these materials would done in compliance with all applicable storage, handling, usage, and disposal requirements listed in the packaging material.

Overall, implementation of FEIR MMs HAZ-1 through HAZ-14 and compliance with all applicable federal, State, and local regulations pertaining the use and handling of hazardous materials, would ensure that the Project does not create a significant hazard to the public through the accidental release of hazardous materials. Impacts would be mitigated to less than significant impacts.

Mitigation Program

As noted above, the FEIR contains MMs HAZ-1 through HAZ-14 to would help reduce impacts pertaining to reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. Note: FEIR HAZ-1 applies but has been satisfied through the preparation of the Project-specific Phase I ESA. FEIR MMs HAZ-2 and HAZ-7 do not apply because the Project was not a former orchard grove site. FEIR MM HAZ-4 does not apply because there were no USTs encountered. FEIR MM HAZ-10 does not apply because no septic tanks were encountered. FEIR MM HAZ-11 does not apply because the Project is not located in PA 24. FEIR MM HAZ-12 does not apply because the Project is not located in PAs 16, and 19 through 24. FEIR HAZ-13 does not apply because the Project is not located in PAs 5, 9, 16, and 24.

Mitigation Measures from the FEIR

HAZ-1 Prior to development of a site in the CHCCSP project area, applicants for development of any site that has been documented in the Phase I ESA and/or subsequent EDR report (2013) as having a REC or a Potential Environmental Condition (PEC) within the project area shall be required to conduct a site specific Phase I ESA to determine if a potential significant impact exists. If the Phase I ESA concludes that there are hazardous materials on site, a Phase II ESA shall be conducted including soils testing. If test results are found to be positive for a potential impact, then a Site Remediation/Local Oversight Program shall be implemented to clean and detoxify the subject site prior to initial ground disturbance activities (e.g., grading). [NOTE: This MM has been satisfied through the preparation of the Phase I ESA, although no RECs or PECs were identified on-site]

HAZ-3 Prior to onsite development, applicants for development of any site documented in the Phase I ESA as having ASTs shall provide proof of documentation to confirm that ASTs have been placed within secondary containment units or have been removed. [NOTE: This MM has been satisfied through the preparation of the Phase I ESA, although no ASTs were identified on-site]

HAZ-5 Prior to demolishing any existing building(s), the landowner/developer shall conduct an inspection to assess existing building for asbestos containing materials prior to demolition, and if encountered, the material shall be abated prior to demolition by a qualified contractor in accordance with current local, State, and federal regulations.

HAZ-6 Prior to onsite development, existing buildings found with soil drip lines shall be tested for lead-based paints, and if found to be positive, shall be removed and replaced with non, lead-based coated soil drip lines.

HAZ-8 Prior to onsite development, all existing transformers, to be removed, shall be conducted by a licensed contractor or utility agency responsible for transformer maintenance.

HAZ-9 Prior to onsite development, the landowner/developer shall remove all miscellaneous trash debris and dispose of it in accordance with current regulations. Areas underneath debris accumulation piles shall be re-inspected for staining and possible hazardous waste material.

HAZ-14 For all businesses that generate medical waste, each business shall register with the San Bernardino County Department of Environmental Health as a medical waste generator and prepare/implement a Medical Waste Management Plan (MWMP) as required under the California Medical Waste Management Program. The Department of Environmental Health, as the Local Enforcement Agency (LEA) for the State is responsible for approving the MWMP as well as conducting inspections of these facilities.

Conclusion

The Project would result in a less than significant impact as it pertains to upset and accident conditions involving the release of hazardous materials with implementation of FEIR MMs HAZ-1 and HAZ-3 through HAZ-9. No Project-specific mitigation measures are required.

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

No New or More Severe Impact: The Project site is located approximately 1.20 miles southwest of Rialto High School, approximately 0.94 miles southwest of Jehue Middle School, 1.31 miles southwest of Garcia Elementary School and 1.58 miles west of Colton High School. All four schools are well in excess of the one-quarter mile distance of the Project site. However, since all four schools are located within a one-quarter mile of a designation truck route, the Project would comply with all applicable federal, State, and local regulations concerning the handling and transporting of hazardous or acutely hazardous materials, substances, or waste. Furthermore, Slover Mountain High School, analyzed in the FEIR, was relocated to Bloomington and located approximately 1.5 miles to the southwest of the Project site. Therefore, FEIR MM HAZ-13 to minimize impacts associated with hazardous materials to Slover Mountain High School is not applicable.

Compliance with applicable federal, State, and local regulations would ensure that impacts concerning the accidental emission of hazardous materials near a school are less than significant. According, no new or more severe impact from a previously identified significant impact evaluated in the FEIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would change the impact finding.

Mitigation Program

FEIR MM HAZ-13 was included in the FEIR to mitigate impacts associated with hazardous emissions within Slover Mountain High School from a school. However, this mitigation measure is not applicable to this

impact, as the Project site is not located one-quarter mile of Slover Mountain High School or any other schools.

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact to as it pertains to emission or hazardous materials release near a school. There are no new potentially significant impacts associated with the Project and no Project-specific mitigation measures are required.

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

No New or More Severe Impact: According to the FEIR, there are four hazardous material sites or "SuperFund" sites within the City, but none are located within the CHCCSP area. According to the California Department of Toxic Substances Control (DTSC), the Project site is not included on the Hazardous Waste and Substances Site List or Cortese List.

Nevertheless, the Project would implement FEIR MMs HAZ-1 through HAZ-14 which includes but is not limited to remediation and cleanup in order to meet federal, state, and local standards due to the BERs identified on site. Consistent with the FEIR MMs, the Project would implement the remediation recommendations listed in the Project's Phase I report to further reduce impacts from existing hazardous materials associated with the identified BERs. With implementation of FEIR MMs, impacts would be less than significant.

Mitigation Program

FEIR MM HAZ-1 through HAZ-14 were identified to reduce impacts for the Approved Project. Note: FEIR HAZ-1 applies but has been satisfied through the preparation of the Project-specific Phase I ESA. FEIR MMs HAZ-2 and HAZ-7 do not apply because the Project was not a former orchard grove site. FEIR MM HAZ-4 does not apply because there were no USTs encountered. FEIR MM HAZ-10 does not apply because no septic tanks were encountered. FEIR MM HAZ-11 does not apply because the Project is not located in PA 24. FEIR MM HAZ-12 does not apply because the Project is not located in PAs 16, and 19 through 24. FEIR HAZ-13 does not apply because the Project is not located in PAs 5, 9, 16, and 24.

Mitigation Measures from the FEIR

Refer to threshold (b) above for FEIR MMs HAZ-1, HAZ-3, HAZ-5, HAZ-6, HAZ-9, and HAZ-14.

Conclusion

The Project would result in a less than significant as it pertains to hazardous materials sites compiled pursuant to Government Code Section 65962.5 with implementation of FEIR MMs HAZ-1 and HAZ-3 through HAZ-9. No Project-specific mitigation measures are required.

Threshold (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, result in a safety hazard for people residing or working the project area; and

No New or More Severe Impact: The Project site is not located within an airport land use plan and is not located within two miles of a public or private airport. The closest airport to the Project site is the San Bernardino International Airport, located approximately 6.3 miles to the northeast. Furthermore, the Project site is not located near the ARMC, and thus FEIR MM HAZ-12 does not apply because the Project would not result in a safety hazard to the three helicopter landing pads associated with ARMC. Therefore, no new or more severe impacts are anticipated from Project implementation.

Mitigation Program

FEIR MM HAZ-12 was identified to reduce impacts for the Approved Project. However, FEIR MM HAZ-12 does not apply because the Project site is not within PAs 16, and 19 through 24.

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project's impacts to any applicable airport land use plans and emergency plan would be less than significant. There are no new potentially significant impacts associated with the Project, and no Project-specific mitigation measures are required.

Threshold (f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No New or More Severe Impact: The Emergency Operations Plan (EOP) is the document primarily responsible for informing the emergency management strategies for the City. These strategies are organized under four categories: mitigation, preparedness, response, and recovery. As shown in Figure S-11: Evacuation Routes, West Valley Boulevard is identified as an evacuation routes.

Construction activities associated with the Project could impact street traffic adjacent to the Project site during the construction phase due to roadway improvements within the Valley Boulevard right-of-way. This could reduce the number of lanes or temporarily close certain street segments. As such, impacts would be limited to the construction period and would affect only adjacent streets or intersections. Pursuant to Colton MC Section 16.84.020, the Project Applicant is required to submit a schedule of proposed construction of improvements to the City's Engineering Division prior to the construction start. The Project's driveways would be designed in compliance with the City's Transportation and Fire Department safety requirements related to emergency access and evacuation routes (i.e., two points of access, minimum roadway widths and turn radii, sight distance requirements). Furthermore, the FEIR concluded that the CHCCSP area would include roadway improvements including new dedicated turn lanes, new traffic signals and widening of streets to accommodate additional traffic, thus alleviating any traffic safety concerns. Accordingly, the Project would implement FEIR MM TRANS-1 which includes design requirements, and a fair share program to ensure the Project is designed to not impair, or physically interfere the City's EOP, and that Valley Boulevard is improved. Refer to **Section 4.16, Transportation** for more information.

Consistent with the FEIR, compliance with the City's Transportation and Fire Department safety design requirements, and implementation of MM TRANS-1, the Project would not interfere with an adopted emergency response plan and/or the emergency evacuation plan and a less than significant impact would occur. Accordingly, no new or more severe impact from a previously identified significant impact evaluated in the FEIR would occur.

Mitigation Program

FEIR MM HAZ-12 was identified to reduce impacts for the Approved Project. However, FEIR MM HAZ-12 does not apply because the Project is not within PAs 16, and 19 through 24. As discussed above, Compliance with the City's Transportation and Fire Department safety design requirements, and implementation of MM TRANS-1, the Project would not interfere with an adopted emergency response plan and/or the emergency evacuation plan and a less than significant impact would occur.

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in a less than significant as it pertains to the impair, implement of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. No Project-specific mitigation measures are required.

Threshold (g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires?

The Project would not expose people or structures to a risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The Project site is located within an urbanized area and is surrounded by development and intermittent vacant land According to CAL FIRE, the Project site is not located within or adjacent to land designated as a very high fire hazard severity zone (VHFHSZ).[10] Thus, impacts related to wildland fires would not be significant. Accordingly, no new or more severe impact from a previously identified significant impact evaluated in the FEIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new impact from wildland fires. There are no new anticipated potentially significant impacts associated with the Project; therefore, no new and/or refined mitigation measures are required.

[10] CAL FIRE FRAP (2008). *Very High Fire Hazard Severity Zones in LRA As Recommended by CAL FIRE – Colton*. https://osfm.fire.ca.gov/media/5941/colton.pdf (accessed July 20, 2022).

Overall Hazards and Hazardous Materials-Related Impacts Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts or circumstances from the previously identified impacts with respect to hazards and hazardous materials. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

4.9 Hydrology and Water Quality

4.9.1 Summary of Previous Environmental Analysis

The FEIR concluded that implementation of the CHCCSP would not result in significant impacts relative to hydrology and water quality, and no mitigation is necessary to reduce potential impacts.

A Preliminary WQMP and Preliminary Hydrology Report was prepared for this Project by CCE Design Associates and is incorporated as **Appendix G1** and **Appendix G2**, respectively.

4.9.2 Analysis of Proposed Project

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

No New or More Severe Impact: As stated in the FEIR, development projects within the CHCCSP area would be subject to the NDPES requirements during both construction and operations. The NPDES permitting program would require that all development projects within the CHCCSP area prepare a construction Stormwater Pollution Prevention Plan (SWPPP) that includes BMPs for the control and treatment of stormwater to minimize potential off-site water quality impacts. Therefore, a SWPPP would be prepared for the Project's construction period that would include BMPs to control and treat runoff.

Long term operational BMPs would be identified through issuance of an NPDES permit through the RWQCB and would include water quality features to ensure that runoff is treated prior to discharge into the storm drain or regional conveyance facilities. Consistent with State and local regulation, including the performance criteria specified in the Municipal Separate Storm Sewer System (MS4) Permit, a preliminary WQMP was prepared that identifies a variety of structural source control and non-structural BMPs, including low impact development (LID) preventive measures to ensure that water quality impacts from runoff/stormwater are reduced to the maximum extent possible.

In addition, the Project would implement FEIR MM HWQ-1, which requires all new development projects within the CHCCSP area to be subject to development standards set forth in the CHCCSP, including the implementation of Landscape Management Plans (LMPs). The Project's LMP would require the Project to reduce the amount of discharge of herbicides, pesticides, fertilizers and other contaminants to local waterways. Furthermore, the Project would implement FEIR MM HWQ-2, which would require the Project Applicant to prepare a hydrology/drainage study to show how the Project's proposed storm drain improvements would be designed in accordance with the CHCCSP storm drain system.

Therefore, water quality impacts would be reduced to less than significant levels with the implementation of BMPs listed within the SWPPP, WQMP, and implementation of FEIR MMs HWQ-1 and HWQ-2.

Mitigation Program

FEIR MMs HWQ-1 and HWQ-2 were identified to reduce impacts for the Approved Project.

Mitigation Measures from the FEIR

HWQ-1 Future projects developed in the CHCCSP project area shall be subject to the development standards set forth in the Specific Plan including the development and implementation of

Landscape Management Plans (LMPs) for landscaped areas with the goal of reducing potential discharge of herbicides, pesticides, fertilizers, and other contaminants to local waterways. All contractors involved in project-related landscaping conducted during individual phases of development, as well as maintenance of landscaping following project completion, shall complete their work in strict compliance with the LMP. Project developers shall be responsible for ensuring that requirements of the LMP are provided to and instituted by future project tenants following project completion. A licensed landscape architect or architectural firm with experience in methods to reduce or eliminate the use of landscape chemicals that could cause adverse effects to the environment shall prepare the LMP. At a minimum, an LMP shall:

- Require that pesticides and fertilizers not be applied in excessive quantities, and only applied at times when rain is not expected for at least two weeks, in an effort to minimize leaching and runoff into the storm drainage system.
- Encourage the use of organic fertilizers and mulching of landscaped areas to inhibit weed growth and reduce water demands.
- Utilize native, perennial, drought-tolerant species of vegetation to minimize irrigation needs.

HWQ-2 Because the project area will be developed by a number of project proponents and not as one development project, each project proponent must provide a hydrology/drainage study for each site being developed or redeveloped. Therefore, on a project by project basis, each project proponent shall provide a detailed engineering design for a project site and show how the site will be connected to the CHCCSP storm drain system to refine the design currently shown in the Exhibit 4.9-3 prepared by Hall and Foreman, August 2013. The facilities shall be sized to meet current requirements based on proposed CHCCSP land uses to the satisfaction of the City Engineer.

Conclusion

The Project would not result in new or more severe impacts related to the violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality with compliance of State and local regulations and implementation of FEIRs MM HWQ-1 and HWQ-2. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would change the impact determination. Accordingly, the Project would not significantly impact local groundwater recharge. Impacts would be less than significant.

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

No New or More Severe Impact: Water availability for the western portion of the CHCCSP project area would be provided by West Valley Water District's existing groundwater wells. The West Valley Water District extracts groundwater from the San Bernardino, Colton, and Riverside Basin areas, and receive water from the State Water Project.

The use of groundwater for the Project is discussed later in this Addendum under **Section 4.17, Utilities and Service Systems**. As discussed in that section, the Project would have sufficient groundwater supplies available to serve the Project. The FEIR's Water Supply Assessment (WSA) determined that the West Valley Water District had the current demand and future availability of water resources for the CHCCSP western area. Furthermore, the FEIR planned for the CHCCSP area (including the Project site) to be developed with industrial uses.

The Project proposes four warehouses which are not a water-intensive use. To further minimize groundwater depletion, the Project includes a series of catch basins, that would convey water to underground storm drain conduits that would convey flow to a centralized stormwater treatment system. High flows would bypass the infiltration system and be collected in the street. The system would treat all flows and direct flows into an underground infiltration system. Per the LID BMPs from the WQMP, the underground infiltration system would be engineered to capture and control run-off prior to being released downstream. This would increase the duration that water is held on-site prior to being released to downstream receiving waters. This timed-release allows water to slowly infiltrate the ground and helps facilitate recharge. In addition, LIDs that include permeable materials, enable run-off to immediately infiltrate and begin the recharge process.

Therefore, with the proposed BMPs in place, the Project is not anticipated to significantly impact groundwater supply or recharge capabilities. No new impact or increase in the severity of an identified impact would therefore occur with implementation of the Project.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would not result in new or more severe impacts related to a decrease or interference of groundwater supplies. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified.

Threshold (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;

No New or More Severe Impact: There are no streams or rivers within the Project site or within CHCCSP area. The FEIR found erosion and siltation impacts to be less than significant. The Project site is located in an urbanized area where drainage is directed to a network of City and County-operated stormwater drainage facilities. The Project site is predominately paved and overlain by impervious surfaces. Development of the Project site would maintain a similar quantity of impervious surface and provide utility infrastructure improvements which includes stormwater and sewer pipelines, manholes and an infiltration system to help maintain existing water infiltration rates. There are no water features located on the Project site. The Project would require improvements to the existing facilities as well as placement of new drainage structures. This would ensure that the drainage infrastructure is adequate to serve future

development and minimize impacts related to erosion or siltation. Because the Project site in its existing condition has a comparable amount of already comprised of impervious surfaces to the Project, the proposed development would not materially increase the amount of impervious surface compared to existing conditions with implementation of HWQ-1 and BMPs pursuant to the Project-specific WQMP and SWPPP. Substantial erosion and siltation on- or off-site are not anticipated to occur. Impacts would be less than significant in this regard.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would not result in new or more severe impacts related to substantial erosion or siltation on- or off-site with the implementation. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

No New or More Severe Impact: According to the Federal Emergency Management Agency (FEMA), the Project site is located within FEMA Flood insurance Rate Map (FIRM) 06071C8653J (effective 9/2/2016). Based on the review of the map panel, the Project is located in FEMA Zone X which are areas with minimal flood hazards.[11] Accordingly, the Project site was not determined to be located within a 100-year floodplain. As stated previously, the Project would not materially increase the amount of impervious surface compared to existing conditions and would introduce an improved drainage system that would help reduce stormwater from running off. Furthermore, the Project would be subject to BMPs pursuant to the WQMP and SWPPP. Impacts concerning on- and off-site flooding would be less than significant.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would not result in new or more severe impacts related to the substantial increase of surface runoff resulting in flooding on- and off-site. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provided substantial additional resources of polluted runoff; or

No New or More Severe Impact: The Project Applicant prepared a Preliminary Hydrology Report in accordance with the San Bernardino County Hydrology Manual. Per the Preliminary Hydrology Report,

[11] FEMA. (2019). *National Flood Hazard ArcGIS Viewer.* Available at: https://www.fema.gov/flood-maps/national-flood-hazard-layer (accessed February 2023).

based on the calculations for both the 10-year and 100-year events versus the existing conditions, the Project would improve upon the existing fully impervious site by collecting and routing stormwater in a controlled manner to off-site drainage systems. The proposed drainage system, in addition with the stormwater treatment system, would both reduce peak flow and improve water quality. Therefore, the Project would not create or contribute runoff water that exceeds planned stormwater drainage systems and impacts would be less than significant.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would not result in new or more severe impacts related to the creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified.

iv) impede or redirect flood flows?

No New or More Severe Impact: As previously noted, the Project site is not located within a FEMA-designated 100-year floodplain. Therefore, the Project would not be constructed within a 100-year floodplain, nor would the Project materially increase the amount of impervious surface compared to existing conditions with implementation of HWQ-1 and BMPs included within the SWPPP and Project-specific WQMP. The Project includes increased landscaped pervious surfaces, stormwater catch basins with storm drains, and an infiltration and treatment system to collect runoff and manage flood flows. Refer to Responses to (c) i, ii, and iii. Less than significant impact.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact concerning the impediment or redirection of flood flows. Based on the FEIR findings, the Project site is not located in an area prone to the previously mentioned natural or manmade disasters. Thus, the Project would not 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 material addition of impervious surfaces, in a manner which would create the above-mentioned disasters. A less than significant impact is anticipated from Project implementation.

Threshold (d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No New or More Severe Impact: The FEIR determined that the CHCCSP area is not located in the immediate vicinity of a body of water. In addition, the CHCCSP area is generally void of land features capable of producing mudflow.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impacts as it pertains to flood hazard, tsunami, or seiche zones, or risk the release of pollutants due to Project inundation. Based on the FEIR findings, the Project site is not located in an area prone to the previously mentioned natural or manmade disasters. Thus, no pollutants would be released due to inundation by seiche, tsunami, or mudflow.

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

No New or More Severe Impact: The Project is underlain by the Upper Santa Ana Valley Groundwater Basin – Riverside-Arlington Subbasin. The basin is not subject to a Sustainable Groundwater Management Plan because it is adjudicated and exempted from the 2014 Sustainable Groundwater Management Act. The City, and therefore Project site, are subject to the Santa Ana Watershed Authority's Integrated Regional Urban Water Management Plan (IRUWMP) for the Santa Ana River Watershed called the One Water One Watershed Plan (OWOW) Update 2018. The OWOW Plan describes how collaborative watershed planning, water and land management, and project implementation supports improved sustainability, resilience, and quality of life throughout the Santa Ana River Watershed through 2040.[12] The Project is also subject to the 2020 Upper Santa Ana Riverside Watershed Integrated Regional Urban Water Management Plan (UWMP), prepared in accordance with the Urban Water Management Planning Act. The purpose of the UWMP is to provide a planning tool for the West Valley Waters District for developing and delivering municipal water supplies to WVWD water service area.

The FEIR identified that the western section of the CHCCSP area (west of Pepper Avenue) will be provided water services by the West Valley Water District while the eastern section of the CHCCSP area (east of Pepper Avenue) will receive water supplies from the City of Colton Water District. As noted in Threshold b above, the WSA concluded that the West Valley Water District would meet current demand and future availability of water resources for the western section of the CHCCSP area, through a combination of surface water and ground water. Therefore, the Project will meet applicable local and regional water consumption and water quality goals of the West Valley Water District, the Santa Ana Watershed Project Authority, and the City.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impacts as it pertains to any conflicts with water quality and groundwater plans. Based on the FEIR findings, FWC's updated 2020 UWMP included water demand

[12] Santa Ana Watershed Project Authority. 2018. *One Water One Watershed Plan Update 2018*. Available at: https://www.sawpa.org/wp-content/uploads/2019/02/OWOW-Plan-Update-2018-1.pdf (accessed November 17, 2022).

projections in their service area through 2045. Although projections indicated that FWC would need to seek additional sources of water to serve it service area in the foreseeable future, the Project would not conflict with any water quality control plan or sustainable groundwater management plan. The Project site is proposing a less water-intensive use than the Approved Project. Additionally, proposed underground infiltration systems would help recharge groundwater. A less than significant impact is anticipated.

Overall Hydrology and Water Quality-Related Impacts Conclusion

Development of the Project would not result in a new or more severe impact to as it pertains to conflict with relevant hydrology and water quality plans, policies, and regulations. With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts or circumstances from the previously identified impacts, with respect to hydrology and water quality with implementation of FEIR MMs HWQ-1 and HWQ-2. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

4.10 Land Use and Planning

4.10.1 Summary of Previous Environmental Analysis

According to the FEIR, development of the CHCCSP area would not divide an established community. The CHCCSP proposes to implement a range of residential, commercial, mixed use commercial, industrial, and open space uses. The FEIR concluded that impacts relative to land use and planning would be less than significant with FEIR MM LU-1 incorporated.

4.10.2 Analysis of Proposed Project

Threshold (a) Physically divide an established community?

No New or More Severe Impact: Consistent with the FEIR, the Project would not divide an established community. The Project's proposed uses, "warehouse/manufacturing" is permitted by right within CHCCSP PA 1 "Business Park." Existing development within the CHCCSP area is already divided by the existing local roadway network, including and the Project is not anticipated to create additional physical barriers not covered in the CHCCSP area. Furthermore, the Project would be consistent with the City's and CHCCSP's development regulations and would therefore, not impact connectivity or mobility of vehicles or pedestrian walkways at West Valley Boulevard. Therefore, no new or more severe impacts associated with the physical division of an established community would occur.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact as it pertains to physically dividing a community. No new or more severe impact from a previously identified significant impact evaluated in the FEIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would change the impact determination.

Threshold (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?

No New or More Severe Impact: The Project site is located within the PA 1 which is planned for Business Park (industrial) uses. The Project would not require an amendment to the CHCCSP because the Project's proposed use is permitted by right within CHCCSP. The CHCCSP was created in accordance with the Colton GP's goals and policies and the CHCCSP's development regulations take precedence over the City's Zoning Ordinance. As such, the Project would be consistent with applicable land use plans, including the Colton GP and Colton MC. However, as concluded in the FEIR, the CHCCSP has been developed with the understanding that land uses abutting the Rialto Gateway Specific Plan must be compatible with adjacent lands uses in the City of Rialto. Therefore, the Project would comply with FEIR MM LU-1, which would require the Project Applicant to coordinate with the City of Rialto in order to ensure that the neighboring land uses are considered, and special setback and screening requirements are met. Therefore, with

implementation with FEIR MM LU-1, the Project would not 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.

Mitigation Program

The FEIR identified MM LU-1 to reduce impacts to a less than significant level.

Mitigation Measures from the FEIR

LU-1 When projects are proposed that would site Business Park and Residential land uses in planning areas that are adjacent to the City of Rialto's Gateway Specific Plan project area (planning areas 1, 2, 3, 4, 5, and 10), future developers shall coordinate with the City of Rialto in order to ensure that future land uses in adjacent planning areas (F-C, RC, I-P and O-P) are considered and that if necessary, special setback and screening requirements are identified.

Conclusion

The Project would result in no new or more severe impact to as it pertains to conflict with land use plans, policies, and regulations with implementation of FEIR MM LU-1. The Project would be consistent with the CHCCSP, the Colton GP and MC, and applicable City of Rialto design standards. Therefore, the Project would not 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.

Overall Land Use Impacts Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts from the previously identified impacts, with respect to land use and planning. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

4.11 Mineral Resources

4.11.1 Summary of Previous Environmental Analysis

The CHCCSP is in an area that has been classified as MRZ-3 which are areas where the significance of mineral deposits cannot be evaluated from available data. However, the FEIR concluded that the likelihood of extracting unknown significant mineral resources is very low. Additionally, no mining operations currently occur on or in close proximity of the CHCCSP area. Furthermore, the CHCCSP area is not delineated as a locally important mineral resource recovery site. Therefore, development projects within the CHCCSP area would not result in significant impacts relative to mineral resources, and no mitigation measures were implemented.

4.11.2 Analysis of Proposed Project

Threshold (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.

No New or More Severe Impact: The Project is not anticipated to result in the loss of a known mineral resource that would be of value to the region and would not result in the loss of availability of a locally important mineral resources recovery site. According to the Colton GP Open Space and Conservation Element, the main mineral resource within the City is the limestone deposits in and around Slover Mountain, which is located approximately 1.45 miles southeast of the Project site. As noted above, the FEIR concluded that no mining operations currently occur within the CHCCSP area or have been conducted on or in close proximity of the CHCCSP area. Accordingly, development of the Project would not impact any mineral resource that could be of regional or State value. As such, if any mineral resources of significance are unearthed during construction activities, their discovery would not be considered significant. Thus, no new or more severe impact relative to mineral resources not already evaluated would occur with implementation of the Project. Impacts would be less than significant.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No Project-specific mitigation measures are required.

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

No New or More Severe Impact: As previously discussed in Threshold (a) above, there are no mining operations that occur within the CHCCSP area or have been conducted on or in close proximity of the CHCCSP area, including the Project site. Furthermore, the Project site is not delineated as a locally important mineral resource recovery site by the Colton GP or any other land use map. Lastly, the FEIR concluded that there was no evidence that indicates the CHCCSP area, including the Project site, contains

any mineral resource that could be of value on a regional or State level. Therefore, a less than significant impact would occur.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in no new or more severe impact related to the loss of a locally important mineral resources recovery site. Additionally, no Project-specific mitigation measures are required.

Overall Mineral Resources Impacts Conclusion

The Project would result in no new or more severe impact to mineral resources. Therefore, no new and/or refined mitigation measures are required for issues related to mineral resources. With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts or circumstances from previously identified impacts, with respect to mineral resources. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR analysis is not warranted.

4.12 Noise

4.12.1 Summary of Previous Environmental Analysis

The CHCCSP considered noise from construction and operations from future development, including vehicle traffic and the exposure of employees to noise in the CHCCSP area, as well as potential exposure of nearby residents and other sensitive receptors to noise. With implementation of FEIR MMs N-1 through N-7, all noise impacts associated with noise and vibration during construction, operation and future traffic levels were determined to be less than significant.

A Project-specific Acoustical Assessment was prepared by Kimley-Horn on January 2023 and is incorporated as **Appendix H** of this document.

4.12.2 Analysis of Proposed Project

Threshold (a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

On-Site Construction Noise

Construction noise typically occurs intermittently and varies depending on the construction activity's nature or phase (e.g., demolition, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect noise sensitive receptors near the construction site. However, it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at a single point near noise sensitive receptors.

Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Such activities would require:

- Industrial saws, dozers, and tractors during demolition
- Dozers and tractors during site preparation
- Excavators, graders, dozers, scrapers, and tractors during grading
- Cranes, forklifts, generators, tractors, and welders during building construction
- Pavers, rollers, and paving equipment during paving
- Air compressors during architectural coating

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction equipment noise, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 8, Typical Construction Noise Levels** and includes noise levels at 850 feet, the distance from the Project boundary

to the nearest sensitive receptor. It is noted that the noise levels shown in **Table 8** are maximum noise levels (i.e., the equipment engine at maximum speed). However, equipment used on construction sites typically operates under less than full power conditions, or part power.

Table 8: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 850 feet from Source[1]
Air Compressor	80	55
Backhoe	80	55
Compactor	82	57
Concrete Mixer	85	60
Concrete Pump	82	57
Concrete Vibrator	76	51
Dozer	85	60
Generator	82	57
Grader	85	60
Impact Wrench	85	60
Jack Hammer	88	63
Loader	80	55
Paver	85	60
Pneumatic Tool	85	60
Pump	77	52
Roller	85	60
Saw	76	51
Scraper	85	60
Shovel	82	57
Truck	84	59
1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$ Where: dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance		
Source: Kimley-Horn and Associates. (2023). *Acoustical Assessment.* pp. 19 through 20 – Table 4. Refer to **Appendix H**.		

Although the construction equipment noise levels in **Table 8** are from FTA's 2018 *Transit Noise and Vibration Impact Assessment Manual*, the noise levels are based on measured data from a U.S. Environmental Protection Agency report which uses data from the 1970s,[13] the FHWA Roadway Construction Noise Model uses data from the early 1990s, and other measured data. Since that time, construction equipment has been required to meet more stringent emissions standards and the additional necessary exhaust systems also reduce noise from what is shown in the table.

Project Construction Noise Levels

Table 9, Project Construction Noise Levels shows the exterior construction noise for the Project without accounting for attenuation from existing physical barriers or topography. Construction noise has been calculated with FHWA's Roadway Construction Noise Model (RCNM). The nearest noise sensitive receptor is a residential community 850 feet to the northeast, along Wildrose Avenue. Construction equipment was assumed to operate simultaneously to represent a worst-case noise scenario as construction activities would routinely be spread throughout the construction site and would operate at different intervals.

[13] Ibid. p. 20

The City of Colton does not establish quantitative construction noise standards; therefore, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour L_{eq}) for residential uses to evaluate construction noise impacts. FTA's construction threshold is an 8-hour L_{eq}, which accounts for the percentage of time each individual piece of equipment operates under full power in that period. Additionally, construction equipment would move throughout the site during that period.

Table 9: Project Construction Noise Levels

Construction Phase	Land Use	Receptor Location Relative to Construction Activity			Noise Threshold (dBA L_{eq})[3]	Exceeded?
		Direction	Distance (feet)[1]	Worst Case Modeled Exterior Noise Level (dBA L_{eq})[2]		
Combined Demolition and Site Preparation	Residential	Northeast	1,200	61.7	80	No
	Non-Residential	East	330	72.9	90	No
Combined Grading, Building Construction, Paving, and Architectural Coating	Residential	Northeast	1,200	60.9	80	No
	Non-Residential	East	330	72.1	90	No

1. Following FTA methodology, all equipment should be assumed to operate at the center of the Project site because equipment would operate throughout the Project site and not at a fixed location for extended periods of time.
2. Modeled noise levels conservatively assume the simultaneous operation of all pieces of equipment.
3. Federal Transit Administration noise threshold of 80 dBA for residences and 90 dBA for non-residential uses.

Source: Ibid. p. 21 – Table 5

Following FTA methodology, when calculating construction noise, all construction equipment is assumed to operate simultaneously at the center of the active construction zone to represent an average distance throughout the day. The distance from the center of the Project site to the nearest sensitive receptor is 1,200 feet, the distance from the center of the Project site to the adjacent boundary to the east is 330 feet. During construction, equipment would operate throughout the site and not all of the equipment would be operating at the point closest to the sensitive receptors. Considering the distance between the center of the Project site is a reasonable assumption for estimating average noise levels throughout the day.

Based on the construction schedule, it is anticipated that demolition and site preparation would occur during the same time, while grading, building construction, paving, and architectural coating activities would all overlap at some time during construction. Therefore, the noise generated by equipment during these activities have been combined. **Table 9** shows that the maximum construction noise levels would not exceed the applicable FTA construction threshold. The highest exterior noise level at residential receptors would occur during the combined demolition and site preparation phase and would be 61.7 dBA which is below the FTA's 80 dBA threshold. Although receptors may be exposed to elevated noise levels during project construction, these noise levels would be acoustically dispersed throughout the Project site and not concentrated in one area. As such, construction-related noise impacts would not generate a substantial temporary or permanent increase in ambient noise levels in excess of applicable standards and impacts would be less than significant in this regard.

Operations

Implementation of the proposed project would create new sources of noise in the project vicinity. The major noise sources associated with the project including the followings:

- Mechanical equipment (i.e., trash compactors, air conditioners, etc.);
- Slow moving trucks on the Project site, approaching and leaving the loading areas;
- Activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-Site Traffic Noise.

Onsite Operational Noise

Mechanical Equipment. The Project is located in an area surrounded by commercial and light industrial uses. The nearest sensitive receptor to the Project site is approximately 850 feet (259 meters) to the northeast, along Wildrose Avenue. Potential stationary noise sources related to long-term operation of the Project site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet[14]. Based on conceptual site plans, the closest mechanical equipment associated with the Project could be located to the property boundary would be 25 feet. At this distance, mechanical equipment noise would attenuate to 58.0 dBA.[15]

Truck and Loading Dock Noise. During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. The proposed warehouse building includes dock-high doors for truck loading/unloading and manufacturing/light industrial operations. Typically, heavy truck operations generate a noise level of 64.4 dBA at a distance of 50 feet.[16] Based on the conceptual site plan, the nearest dock-high doors to the property boundary are approximately 60 feet south of the northern property line. At this distance, truck and loading dock noise would attenuate to 62.8 dBA. Loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior activities and the exterior loading area.

Parking Noise. The Project site would have 251 automobile parking stalls. Based on the Project's Traffic Study (**Appendix H**), the Project would generate 32 vehicle trips during the a.m. peak hour and 34 vehicle trips during the p.m. peak hour. For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated from the vehicles entering and exiting the parking lot, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used.

Using the FTA's reference noise level of 92 dBA SEL[17] at 50 feet from the noise source, the Project's highest peak hour vehicle trips would generate noise levels of approximately 41.7 dBA L_{eq} at 50 feet from the parking lot. The nearest sensitive receptor is 850 feet from a parking area. Conservatively assuming that

[14] Ibid. p. 22
[15] Ibid. p. 22
[16] Ibid. p. 22
[17] Ibid. p. 22

all vehicles would park at a location nearest to sensitive receptors rather than dispersed throughout all available parking and based strictly on distance attenuation, parking lot noise at the nearest receptor would be 17.1 dBA which is below the City's residential noise standard. Therefore, noise impacts from parking lots would be less than significant.

Total On-site Operational Noise

Using decibel addition,[18] the total exterior noise levels from the mechanical equipment, truck and loading dock noise, and parking lot noise have been combined. The unmitigated noise levels noise generated by the Project would be 65.5 dBA at the property boundary. The City has an exterior noise standard of 65 dBA during the day and 55 dBA at night for commercial land uses, including general business and general merchandising. The proposed Project is subject to the mitigation measures implemented by the FEIR. FEIR MM N-5 requires the Project proponent prepare a detailed noise study to show that Project noise will not exceed 55 dBA L_{eq} during daytime hours or 45 dBA L_{eq} during nighttime hours. The detailed noise study shall be prepared by a qualified acoustical engineer and shall document the noise generation characteristics of the proposed equipment and the projected noise levels at the nearest use. The report shall be completed and approved by the City prior to issuance of building permits. The Project is speculative in nature and the end user(s) and specific noise generation characteristics are unknown at this time. The analysis included herein is based on conservative, worst-case assumptions. Prior to the issuance of building permits, as required by FEIR MM N-5, a detailed noise study will be prepared to ensure that operational noise would not exceed City standards. Therefore, onsite operational noise impacts will be less than significant with mitigation.

Off-Site Traffic Noise

Project implementation would result in minimal traffic trips on Project area roadways. As previously discussed, the Traffic Study shows that the Project would result in 325 total daily trips with 32 a.m. peak hour trips and 34 p.m. peak hour trips. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to generate a barely perceptible 3-dBA increase.[19] According to the General Plan EIR, the daily average daily traffic along Valley Boulevard at the nearest studied segment (between Pepper Avenue and Meridian Avenue) is 11,838 vehicles, the addition of 325 additional trips associated with the Project would only increase traffic by approximately three percent As shown in the Traffic Study, due to the project's low trip generation, the project would not result in any traffic related effects. The traffic associated with the Project is insufficient to double existing traffic volumes, and thus, would not increase traffic noise on Project area roadways. Therefore, off-site traffic noise impacts would not generate a substantial temporary or permanent increase in ambient noise levels in excess of applicable standards and traffic noise impacts would be less than significant.

[18] Ibid. p. 23

[19] Ibid. p. 23

Cumulative Noise Impacts

Cumulative Construction Noise

The Project's construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise would be periodic and temporary noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant.

Construction activities at other planned and approved projects near the Project site would be required to comply with applicable City rules related to noise. Projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise attenuates as it travels away from its source, noise impacts would be limited to the Project site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable.

Cumulative Operational Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project. Valley Boulevard is a major arterial roadway and according to the General Plan EIR and the daily average daily traffic along Valley Boulevard at the nearest studied segment (between Pepper Avenue and Meridian Avenue) is 11,838 vehicles. The addition of 325 additional trips associated with the Project would only increase traffic by approximately three percent, therefore Project traffic combined with cumulative traffic from future growth would not result in a cumulative impact.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact, and even if there was such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noises.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant.

Mitigation Program

The FEIR identified MMs N-1 through N-7 to reduce impacts pertaining to the generation of noise levels in excess standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Note: FEIR MM N-7 does not apply because the Project site is located in PA 1 and is not a residential project.

Mitigation Measures from the FEIR

N-1 The Control of Construction Hours – All construction activities should be limited to the hours between 7:00 AM and 7:00 PM Monday through Saturday. Construction and demolition should be prohibited on Sundays or national holidays.

N-2 In addition to implementation of Mitigation Measure N-1, the following mitigation measures should be implemented whenever construction activities occur within 1,500 feet of the hotel and residential land uses located between Valley Blvd and the I-10 Freeway; the Colton Golf Club (if in operation); the residential properties, the church and the Rialto City Park all located along San Bernardino Avenue; the Rialto Retirement Home, Vista Cove Care Center and the Cathedral of Praise Church all located near Riverside Drive; the San Bernardino Social Services Building; the Arrowhead Regional Medical Center; the Hermosa Gardens Cemetery; Slover Mountain High School; the residential land uses located along Hermosa Avenue, and adjacent to planning areas set aside for permanent habitat (planning areas 3, 6, 11 and 18) as well as the habitat set aside as part of the HCP within the Cemetery property.

a) All construction contractors shall limit haul truck deliveries to the same hours specified for construction equipment (7:00 AM and 7:00 PM Monday through Saturday).

b) To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings and should avoid using alleyways adjacent to said uses.

c) All construction contractors shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

d) During all project site excavation and grading on any site in the CHCCSP project area, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

e) All construction contractors shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest a project site during all project construction.

f) All construction contractors shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest a project site.

N-3 The use of vibratory equipment shall be avoided within 70 feet of existing vibration-sensitive land uses (residential, habitat, ARMC).

N-4 If vibratory equipment must be used within 26 feet of an existing structure vibration monitoring shall be conducted and work shall be halted and re-evaluated if vibratory levels near 0.20 PPV which is the standard established to protect structures.

N-5 Prior to issuance of building permits for non-residential land uses within planning areas 5, 9, 16, 21, 22, 23 and 24, all project proponents shall prepare a detailed noise study that shall be prepared to ensure that these sources do not exceed 55 dBA (L_{eq}) and 75 dBA (L_{max}) during the daytime (7:00 AM to 10:00 PM), and 45 dBA (Leq) and 65 dBA (L_{max}) during the nighttime (10:00 PM to 7:00 AM). The assessment shall be prepared by a qualified acoustical engineer and shall document the noise generation characteristics of the proposed equipment and the projected noise levels at the nearest use. Compliance with these levels shall be demonstrated

and any measures required to comply with the Noise Ordinance will be included in the project plans. The report shall be completed and approved by the City prior to issuance of building permits.

N-6 New non-residential development shall be constructed with roof-ceiling assemblies that make up the building envelope to have an STC of at least 50 and exterior windows must have minimum STC of 30 where sound levels at the property line regularly exceed 65 decibels. This measure shall apply to new non-residential land uses proposed along Valley Boulevard and Pepper Avenue. This measure would reduce interior noise levels to acceptable levels and mitigate any impact to less than significant. Buildings with few or no occupants and where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings are exempt from this measure.

Conclusion

With implementation of FEIR MMs N-1 through N-6 during construction and long-term operation, impacts associated with ambient noise during construction, operation and future traffic levels would be less than significant. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the EIR's finding under this issue area. The Project would result in no new or more severe noise impacts and the no Project-specific mitigation is required,

Threshold (b) Generate excessive groundborne vibration or groundborne noise levels.

Construction Vibration

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Construction on the Project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the Caltrans guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 10: Typical Construction Equipment Vibration Levels lists vibration levels at 25 feet for typical construction equipment. Vibration levels at 60 feet, the nearest that heavy equipment could be to nearest existing building, is also included in **Table 10**. Ground-borne vibration generated by construction

equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 10**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.001 to 0.024 in/sec PPV at 60 feet from the source of activity.

Table 10: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 60 Feet (in/sec)[1]
Large Bulldozer	0.089	0.024
Caisson Drilling	0.089	0.024
Loaded Trucks	0.076	0.020
Jackhammer	0.035	0.009
Small Bulldozer/Tractors	0.003	0.001

[1] Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.

Source: Ibid. p. 26 – Table 6

Table 10 shows that at 60 feet the vibration velocities from construction equipment would not exceed 0.024 in/sec PPV, which is below the FTA's 0.20 in/sec PPV threshold for building damage. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. As discussed previously, the nearest residence is 850 feet from the Project site. At this distance, construction vibrations would not perceptible and would not cause annoyance. Therefore, vibration impacts associated with Project construction would be less than significant.

Operational Vibration

Once operational, the Project would not be a significant source of groundborne vibration. Groundborne vibration surrounding the Project currently result from vehicular travel on the nearby local roadways. Operations of the proposed Project would include truck deliveries. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. According to the FTA's Transit Noise and Vibration Impact Assessment Manual (2018), trucks rarely create vibration levels that exceed 70 VdB (equivalent to 0.012 inches per second PPV) when they are on roadways. Therefore, trucks operating at the Project site or along surrounding roadways would not exceed Caltrans thresholds for building damage or annoyance. Impacts would be less than significant in this regard.

Mitigation Program

Mitigation Measures from the Final EIR

FEIR MMs N-1 through N-7 would reduce impacts pertaining to the generation of noise. Refer to response (a) above.

Conclusion

Implementation of FEIR MMs N-1 through N-7 would ensure that a less than significant impact would occur concerning groundborne vibration and groundborne noise levels. No Project-specific mitigation measures are required. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the EIR's finding under this issue area.

Threshold (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, expose people residing or working in the project area to excessive noise levels

The nearest airport to the Project site is the San Bernardino International Airport located approximately 6.25 miles to the northeast. The Project is not within 2.0 miles of a public airport or within an airport land use plan. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

Mitigation Program

Mitigation Measures from the Final EIR

None identified in the FEIR.

Conclusion

There are no new potentially significant impacts associated with the proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Noise Impacts Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts or circumstances than what was previously identified in the FEIR, with respect to noise. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

4.13 Population and Housing

4.13.1 Summary of Previous Environmental Analysis

According to the FEIR, development of the CHCCSP area would not result in any impacts to existing residential units on-site. Should future development proposals result in the potential for displacement of residential uses, each development application would be reviewed on a case-by-case basis for impacts. In addition, the FEIR concluded that less than 20 housing properties occurring in the CHCCSP business park areas would not be removed. Therefore, the construction of replacement housing is not currently required. As such, the FEIR concluded that impacts in this regard would be less than significant, and no mitigation measures were recommended.

4.13.2 Analysis of Proposed Project

Threshold (a) Induce substantial unplanned population growth in an area, either directly or indirectly; and

No New or More Severe Impact: As reported by the California Department of Finance (DOF), population and housing in the City have grown from approximately 52,154 residents and 16,350 household units in 2010[20], to 53,617 residents and 16,758 household units in 2022.[21] This is an increase of approximately 2.8 percent for the population and 2.4 percent for household units. According to the Employment Development Department (EDD) Labor Force Data for Cities and Census Designated Places (CDP), the City had a labor force of 26,000, employment of 25,000 and an unemployment rate of 3.8 percent as of December 2022.

Although the Project would not induce population growth through the development of residential uses, in some cases, direct population growth can be created through the introduction of new businesses. Future operation of the Project would include employment of new workers. This would directly impact the area by creating new job opportunities. The published SCAG Employment Density Report was used to estimate potential employment levels for the Project. The Project proposes to develop four warehouses totaling 189,205 SF. Using the SCAG Employment Density Report generation rate for warehousing (1 employee/2,111 SF), the Project would generate approximately 90 new employees.[22] This would comprise approximately 0.35 percent of the City's workforce. Furthermore, there is a deficient of 1000 jobs versus the City's workforce. Therefore, the Project's new employment opportunities would be adequately filled by the City's residents.

would provide much needed employment opportunities within the City and would support the City's jobs-housing imbalance. Additionally, the Project would not involve any significant infrastructure improvements that would induce indirect growth. Therefore, the Project would not substantially induce population growth. Therefore, impacts would be less than significant.

[20] DOF. 2021. *E-5, Population and Housing Estimates for Cities, Counties, and the State, 2011-2020, with 2010 Census Benchmark*. https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2020/ (accessed July 2022).

[21] DOF. 2022. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022* https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/ (accessed July 2022).

[22] SCAG. (2001). Employment Density Report. p. 4 – Table II-A. Retrieved from: https://docplayer.net/30300085-Employment-density-study-summary-report-october-31-prepared-for-southern-california-association-of-governments.html (March 2023).

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

There are no new or more severe potentially significant impacts associated with the proposed Project; therefore, no Project-specific mitigation measures are required.

Threshold (b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No New or More Severe Impact: The Project does not contain any residential homes on the Project site. SB 330, the Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. SB 330 does not apply to the Project since the Project does not include any residential homes that would be displaced and the proposed industrial uses would be consistent with CHCCSP's business park land use for PA 1. Therefore, no impact would occur.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

There are no new or more severe potentially significant impacts associated Displace substantial numbers of existing people or housing. No Project-specific mitigation measures are required.

Overall Population and Housing Impacts Conclusion

The Project would not result in new or more severe impacts. With approval of the Project with regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts or circumstances from the previously identified impacts, with respect to population and housing. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

4.14 Public Services

4.14.1 Summary of Previous Environmental Analysis

The FEIR concluded that there is potential for service needs to increase relative to fire protection, police protection, schools with the development of the CHCCSP. To offset potential impacts to a less than significant impact, the FEIR proposed MM PS-1 through PS-4, referenced below. With implementation of mitigation measures, impacts to fire and police protection, schools, would be reduced to less than significant impacts. The FEIR determined that a significant and unavoidable impact would occur concerning parks and recreation services. Therefore, refer to **Section 4.15, Recreation** of this Draft Addendum EIR for further discussion of the Project's impacts to parks and recreational services.

4.14.2 Analysis of Proposed Project

Threshold (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

Fire protection, Police protection, Schools, Parks, and other Public Facilities?

No New or More Severe Impact:

Fire and Police Protection

The closest fire station to the Project site is Fire Station 212 located at 1511 N Rancho Avenue, Colton located approximately 2.07 linear miles northeast to the Project site. The closest police station to the Project site is the Colton Police Department located at 650 N La Cadena Drive, Colton located approximately 2.50 miles east of the Project site. The Project is currently developed and within the service areas of both the Colton Fire and Police Departments.

As concluded in the FEIR, buildout of the CHCCSP area would result in an increase in call volume due to an increase in both permanent and transitory population. Therefore, prior to issuance of any permits or commencement of construction activities, the Project's plans would be reviewed by all applicable local agencies and City departments to ensure that the Project complies with applicable state regulations such as the California Building Code and Fire Code, CHCCSP development standards and Colton GP Safety Element's Standards and Proposals which include the following:

- **Standard 10:** All Development Plans shall be reviewed by local planning, fire, water health road and flood control authorities
- Proposal 6: Require all proposed area development to provide for safe and ready access for fire and other emergency equipment and for routes of escape which will safely handle evacuations.
- Proposal 7: Require at least two different ingress-egress routes for significantly scaled projects.
- Proposal 8: Require all proposed development to be adequately served by water supplies for community fire protection, in accordance with the California Fire Code (CFC), Appendix B.

- **Standard 7:** All development plans are to be reviewed by local planning and crime prevention authorities.
- Proposal 1: Encourage the use and type of landscaping situated in locations so as to maximize observation, while providing the desired degree of aesthetics.
- Proposal 10: Encourage (through site planning review process) the development of pedestrian amenities within public spaces and along sidewalks, thereby increasing the intensity of use, thus providing a deterrent to crime.
- Proposal 11: Require a representative from the Police Department to be included on the subdivision review process.
- Proposal 12: Support the expansion of the present system of lighting along streets, walkways, parking lots, and entrances to buildings.

The FEIR also included MMs PS-1 through PS-4 to reduce impacts related to fire and police protection services. MM PS-1 required the relocation of Fire Station 212 to a new, fully equipped facility within the project area or in close proximity to maintain adequate response time. Although FEIR MM PS-1 is implemented by the City and not by the Project Applicant, the Project would pay development impact fees pursuant to Colton MC Chapter 12.32 and FEIR MM PS-4, which the City may use to support public services within the City. FEIR MM PS-2 requires that prior to occupancy, all structures shall be equipped with the most reliable, commercially available fire suppression and alarm technology as required under the Uniform Building Code (UBC) standards and approved by the Colton Fire Department. As stated above, the Project would be developed in compliance with all applicable state and local development standards. Lastly, the Project would adhere to FEIR MM PS-3, which requires the development of a substation facility within the CHCCSP. Similarly, to FEIR MM PS-1, FEIR MM PS-3 is implemented by the City, but the Project Applicant would pay development impact fees pursuant to Colton MC Chapter 12.32 and FEIR MM PS-4 that City may use in support for better police protection services.

Therefore, the Project's impacts to existing fire and police protection services would be reduced to a less than significant level with compliance with applicable State and local regulations and implementation/compliance with FEIR MMs PS-1 through PS-4.

Schools

The Project site is located within the Colton Joint Unified School District (CJUSD). The Project does not propose residential uses that would significantly generate students within the CJUSD. Nevertheless, the Project Applicant would pay development impact fees pursuant to MM PS-4 to minimize impacts to public services, including schools.

Pursuant to California Government Code Section 65996, the provisions of Chapter 4.9, including development fees authorized by SB 50, are deemed to be "full and complete school facilities mitigation…" These provisions remain in place as long as subsequent state bonds are approved and available. Therefore, payment of school fees would ensure that the Project's impacts associated with schools would not change from the level identified in the FEIR. Impacts would be less than significant.

Parks

According to the FEIR, the City does not meet its goal of providing five acres of parkland per 1,000 population. As the City's population increases, including population in the CHCCSP area, additional parkland would be needed in order to maintain the existing ratio of 2.11 acres of parkland and joint-use facilities per 1,000 persons. The City collected parkland fees as part of its development impact fee program to fund the acquisition and/or improvement of parkland. These fees are applicable to both residential and non-residential developments. Therefore, the Project applicant would be required to pay development impact fees in support for parkland, pursuant with FEIR MM PS-4. Furthermore, the Project does not propose residential uses that would increase the service ratios of parkland However, the Project's impacts to parks would be consistent with the significant and unavoidable impact identified in the FEIR since it is not possible to determine whether future demand for park and recreational services will trigger the need for new facilities or whether, in the absence of additional neighborhood and community park facilities in proximity to the CHCCSP area, existing facilities outside of the CHCCSP area would be accessed by new residents, accelerating their deterioration. Refer to **Section 4.15, Recreation**, for more information.

Other Public Facilities

The FEIR concluded all residential and nonresidential development projects would require paying development impact fees to support expansion of library services. Consistent with the FEIR conclusion and FEIR MM PS-4, the Project Applicant would play development impact fees to reduce impacts to libraries to a less than significant level. **Mitigation Program**

The FEIR includes MMs PS-1 through PS-3 to reduce potential impacts associated with the implementation of the Approved Project. As noted above, although the Project would be required to adhere to FEIR MMs PS-1 and PS-3, the mitigation measures are implemented by the City, and not by the Project Applicant.

Mitigation Measures from the FEIR

PS-1 In order to provide adequate fire protection coverage for the CHCCSP project area, equipment and staffing apparatus from Station 212 shall be relocated to a new, fully equipped facility within the project area or in close proximity to maintain adequate response time. In order to implement the relocation of Station 212 and staff a paramedic squad the following is recommended:

- Relocate fire station 212 from its current location at 1511 North Rancho Avenue to a location within the CHCCSP project area ideally on Olive Street between Meridian Street and North Jackson Street;
- Include a purpose-built EOC in the relocated fire station; and
- Hire six firefighter paramedics to staff a paramedic squad daily with two personnel.

[NOTE: This mitigation measure is implemented by the City].

PS-2 Prior to occupancy of any project buildings, all structures shall be equipped with the most reliable, commercially available fire suppression and alarm technology as required under the Uniform Building Code (UBC) standards and approved by the City of Colton Fire Department. The project applicant shall be responsible for maintaining these systems during project operations.

Furthermore, if the call load for fire inspections increases beyond fire inspection sustainability (as indicated in annual reports) for the CHCCSP, a Fire Inspector shall be provided.

PS-3 In order to improve the service ratio for the Police Department, a substation facility shall be provided within the CHCCSP area. Development impact fees shall be allocated by the City of Colton in order to provide additional officers, support personnel and new equipment for said substation. The timing of the development of this substation will be determined in consultation with the Police Department. [NOTE: This mitigation measure is implemented by the City].

PS-4 Each developer proposing a new project, or the substantial redevelopment of a project site shall pay Development Impact Fees for all Public Services (Fire, Police, Schools, Libraries, Parks) as determined by the Community Development Director or his/her designee.

Conclusion

The Project would result in no substantial adverse physical impacts associated with fire and police protection, schools, parks and other facilities. The Project is anticipated to have a less than significant impact with compliance with applicable State and local regulations and implementation of FEIR MMs PS-1 through PS-3.

Overall Public Services Impacts Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts from the previously identified impacts, with respect to public services. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

4.15 Recreation

4.15.1 Summary of Previous Environmental Analysis

The revised CEQA Guidelines include a new separate discussion for Recreation. Although not addressed as a separate threshold in the FEIR, the FEIR analyzed parks and recreation as part of the Public Services section. Accordingly, the following information is provided for informational purposes only.

The FEIR concluded that the future development associated with the CHCCSP would result in a significant and unavoidable impact to parks. The Approved Project could create both employment and population growth within the CHCCSP area. In turn, this growth could lead to a population increase within the City and an associated increase in demand for parks and recreational facilities. To offset potential impacts, the FEIR proposed MM PS-4 to reduce impacts, but a significant and unavoidable impact to parks would remain.

4.15.2 Analysis of Proposed Project

Threshold (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; or

No New or More Severe Impact: As noted in **Section 4.14, Public Services** above, the FEIR determined that impacts to parks and recreation uses would be significant and unavoidable. However, since the Project is permitted within PA 1, the FEIR has previously analyzed and accounted for this type of development on the site and FEIR MM PS-4 was recommended to offset any impact caused to recreational facilities. As previously noted in **Section 4.13, Population and Housing**, the Project's employment growth would be adequately filled by the City's existing labor force. Accordingly, population growth would not occur and therefore, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of a recreational facility would occur or be accelerated. A less than significant impact would occur.

Mitigation Program

The FEIR includes MM PS-4 to reduce impacts concerning parks and recreation.

Mitigation Measures from the FEIR

Refer to Section 4.14, Public Services above for FEIR MM PS-4.

Conclusion

There are no new or more severe potentially significant impacts associated with the proposed Project. A less than significant impact would occur, and no Project-specific mitigation measures are required.

Threshold (b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No New or More Severe Impact: As previously stated, because the Project is by right permitted within the CHCCSP, the FEIR has previously analyzed and accounted for industrial uses for PA 1 and FEIR MM PS-4 offset impacts to park and recreational facilities. The Project site would be developed with industrial uses which are consistent for PA 1. Accordingly, the Project would not include recreational facilities or require

the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. A less than significant impact would occur.

Mitigation Program

The FEIR includes MM PS-4 to reduce impacts concerning parks and recreation.

Mitigation Measures from the FEIR

Refer to Section 4.14, Public Services above for FEIR MM PS-4.

Conclusion

There are no new or more severe potentially significant impacts associated with the proposed Project. A less than significant impact would occur, and no Project-specific mitigation measures are required.

Overall Recreation Impacts Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts from the previously identified impacts, with respect to recreation. Although the FEIR did not directly analyze the recreation thresholds above, the Project; 1) is not a residential project and thus not directly accelerate the deterioration of parks; 2) would not create substantial employment opportunities that would result in the need for additional housing; and 3) would minimize impacts through the implementation of FEIR MM PS-4. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

4.16 Transportation

4.16.1 Summary of Previous Environmental Analysis

The revised CEQA Guidelines include a new separate discussion for vehicle miles traveled (VMT). Although not addressed as a separate threshold, the FEIR analyzed VMT as part of air quality and greenhouse gas emissions modeling and the FEIR concluded that implementation of the CHCCSP would result in less than significant impacts with mitigation relative to GHG emissions and cumulative GHG emissions. The FEIR also concluded that implementation of the CHCCSP would result in significant and unavoidable impacts relative to air quality for short-term construction, long-term operations, and cumulative impacts. Because VMT impacts were not required to be addressed at the time the FEIR was certified, this addendum does not need to analyze VMT impacts.[23]

The FEIR concluded that the buildout of the CHCCSP would lead to less than significant impacts in relation to the level of service (LOS) of other applicable plans, ordinances or policies would occur with implementation of roadway improvements listed in FEIR MMs TRANS-1 through TRANS-4. However, the majority of the improvements proposed in the FEIR MMs were unfunded or partially funded, therefore, their implementation remained unassured. The FEIR also concluded that impacts associated with emergency access and design hazards would be less than significant with implementation of mitigation measures

A Traffic Study was prepared by Kimley-Horn in November 2022. It is incorporated as **Appendix I** of this document. Please note that the LOS discussion is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer required by or considered a significant impact under CEQA.

4.16.2 Analysis of Proposed Project

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

No New or More Severe Impact:

Trip Generation Comparison

Traffic Study, **Table 11**, **Summary of Project Trip Generation** includes a summary of the Project's trip generation rates, PCE factors, and resulting trip generation rates compared to the forecast net trip generation by zone. As noted in **Table 1**, the total Project is estimated to generate 477 daily PCE trips, with 44 PCE trips (34 inbound and 10 outbound) in the morning peak hour and 47 PCE trips (13 inbound and 34 outbound) in the evening peak hour.

[23] *A Local & Reg'l Monitor (ALARM) v City of Los Angeles* (1993) 12 CA4th 1773, 1801

Table 11: Summary of Project Trip Generation

TRIP GENERATION RATES									
ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	1.710	0.131	0.039	0.170	0.050	0.130	0.180
Proposed Project									
Land Use	Quantity	Unit	TRIP GENERATION ESTIMATES						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	189.890	KSF	325	25	7	32	9	25	34
Passenger Vehicles 73.00%			237	18	5	23	7	18	25
Trucks 27.00%			88	7	2	9	2	7	9
PROJECT TRIPS – PASSENGER CAR EQUIVALENTS (PCE)									
Vehicle Type	Vehicle Mix [1]	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	73.00%	237	1.0	237	18	5	23	7	18	25
2-Axle Trucks	7.13%	23	1.5	35	3	1	4	1	3	4
3-Axle Trucks	6.17%	20	2.0	40	3	1	4	1	3	4
4+ Axle Trucks	13.70%	45	3.0	135	10	3	13	4	10	14
Total Truck PCE Trips				210	16	5	21	6	16	22
Total Proposed Project PCE Trips				**447**	**34**	**10**	**44**	**13**	**34**	**47**
CHCCSP PA 1 PCE Trips (Business Park)				1,348	144	25	169	30	121	151
Trip difference				**-901**	**-110**	**-15**	**-125**	**-17**	**-87**	**-104**

[1]Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition
PCE = Passenger Car Equivalent
KSF = Thousand Square Feet

Source: Kimley-Horn and Associates. (2022). *Traffic Study*. Page 21 – Table 4. Refer to **Appendix I**.
Colton's Hub City Centre Specific Plan. (2014). *Traffic Impact Analysis – Appendix I*. Table 2

When comparing the Project trip generation to the estimated trip generation of the Project site using CHCCSP's assumed land uses, the Project generates 901 fewer trips on a daily basis, with 125 fewer total trips in the morning peak hour and 104 fewer total trips in the evening peak hour. Accordingly, the Project trip generation estimates are significantly less than the estimated trips for the proposed site based on the assumed land uses for PA 1 in the CHCCSP. Therefore, the Project's impact concerning trip generation rates would not result in a new or more severe than what was identified in the FEIR.

Bicycle Facilities

The City's General Plan includes a Circulation Element called the Mobility Element that reflects the City's intent to broaden the discussion of access and circulation around the City by traditional means (private vehicles) as well as alternative means (buses, bicycles, pedestrian use).

The Project does not include the development of bicycle routes. However, according to the FEIR, the only dedicated bicycle route currently in the CHCCSP area is located along Valley Boulevard. Although the Project would involve driveway improvements at the Valley Boulevard right-of-way, the Project would adhere to Colton MC provisions to ensure that impacts to the existing bicycle facilities are minimized. Consistent with the FEIR, the Project applicant would provide a bicycle parking study that analyzes the Project's need for bicycle parking and storage in compliance with the City's Zoning Ordinance (MM FEIR

TRANS-4). Therefore, the Project's impact to bicycle facilities would be less than significant with implementation of FEIR MM TRANS-4.

Pedestrian Facilities

Consistent with the FEIR, the Project would include sidewalks along the Valley Boulevard street frontage. Pedestrian walkways would be developed according to the CHCCSP design guidelines and as shown in the Streetscape Sections included in the FEIR. Therefore, the Project would conflict with program, plan, ordinance or policy concerning pedestrian facilities and impacts would be less than significant.

Public Transit Facilities

Valley Boulevard has been realigned and built out to its full design width, so it is not expected that the Project would not have to provide right-of-way improvements to facilitate any planned future improvements related to alternative transit facilities. Pursuant to FEIR MM TRANS-3, the development of Project would require the construction of needed facilities in order to improve the use of alternative transportation in the project area and the surrounding community. With implementation of FEIR MM TRANS-3, impacts to public transit facilities would be less than significant.

Mitigation Program

The FEIR MMs TRANS-1 through TRANS-4 were identified to reduce impacts pertaining to an existing program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Note: FEIR MM TRANS-2 does not apply to the Project because the Project is not located in PAs 28, 29, 31, 32, and 35.

Mitigation Measures from the FEIR

TRANS-1 Because development projects in the CHCCSP project area will be submitted by a number of different project applicants, the City's Public Works Department will be responsible for developing a fair share fee program for the purpose of funding for the necessary improvements identified in the CHCCSP Traffic Impact Study. The program shall specifically identify the nature, location, timing and cost of all improvements necessary to ensure that significant impacts are all adequately addressed and mitigated and the fair share program shall require the implementation of identified improvements at the appropriate time**.**

Specific improvements include:

a. Construct Pepper Avenue adjacent to the project from San Bernardino Avenue to the project's south boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

b. Construct Meridian Avenue adjacent to the project from the north project boundary to Valley Boulevard at its ultimate half-section width as a Collector Street including landscaping and parkway improvements in conjunction with development.

c. Construct San Bernardino Avenue adjacent to the project from the project's west boundary to Meridian Street at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

d. Construct Valley Boulevard adjacent to the project from the project's west boundary to the project's east boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

e. The project site should provide sufficient parking spaces to meet City of Colton parking code requirements in order to service on-site parking demand.

f. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

g. Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

TRANS-3 The City of Colton, Omnitrans and project applicants shall coordinate the necessary road and site improvements related to transit stops, road improvements along bus routes, and any other improvements that may affect transit in the CHCCSP project area. This shall be accomplished through the City's Development Review process when projects are proposed along existing or future bus routes identified by Omnitrans.

TRANS-4 In addition, the City of Colton requires new development projects to provide bicycle storage facilities. Because of the unique nature of the proposed mixed-use project, the CHCCSP would require applicants for future non-residential projects to provide a bicycle parking study that analyzes the specific project need for bicycle parking and storage. The study shall identify where this bicycle storage would be provided in each component of the project to meet the intent of the City Zoning Ordinance. The implementation of this project design feature would result in less than significant related impacts to bicycles as it actually would encourage greater bicycle usage.

Conclusion

As noted above, the Project would result in a less than significant impact with the implementation of FEIR MM TRANS-1, MM TRANS-3, and MM TRANS-4 as it pertains to conflict with a program, plan, ordinance, policy, or guideline and conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). A less than significant impact would occur, and no Project-specific mitigation measures are required.

Threshold (b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No New or More Severe Impact: As discussed above, CEQA does not require that this Addendum analyze VMT impacts. Nevertheless, the Addendum will analyze these impacts for informational purposes only. SB 743 was approved by the California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "LOS" for evaluating transportation projects. OPR has updated guidelines for CEQA and written a technical advisory for evaluating transportation impacts in CEQA and has set a deadline of July 1, 2020 for local agencies to update their CEQA transportation procedures. OPR has recommended that VMT replace LOS as the primary measure of transportation impacts. The City of Colton has adopted new Transportation Impact Guidelines and now

relies on VMT as the measure for determining a project significant transportation impact under the CEQA process.

The City's VMT Guidelines (June 2020) provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following criteria:

1. Trip Screening
2. Land Use Types Screening
3. High Quality Transit Areas (HQTA) Screening
4. Low VMT Areas Screening

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation. The screening thresholds were reviewed and evaluated for this Project.

Trip Screening

The City's TIA Guidelines identify that a project with a net daily trip generation of less than 110 Average Daily Traffic (ADT) can be screened out. The Project is expected to generate 447 daily trips, surpassing the maximum 110 ADT screening limit. Therefore, the Trip Screening criteria was not met.

Land Use Type Screening

The City presumes certain local project types have a negligible impact upon the City's VMT. The assumption is based upon local serving projects (e.g., local gas stations) redirecting and encouraging local traffic from traveling to further locations, lowering the VMT for the City. Project types falling under the screening criteria includes the following:

- K-12 Schools
- Local-serving retail less than 50,000 square feet
- Local parks
- Day care centers
- Local serving gas stations
- Local serving banks
- Student housing projects
- Local serving community colleges

Since the Project does not fall under the above land use categories, the Land Use Type Screening threshold is not met.

High Quality Transit Area (HQTA) Screening

As described in the City's TIA Guidelines, projects located within a half (½) mile from an existing major transit stop or within half (½) of a mile from an existing stop along a high-quality transit corridor can be screened out. Based on the SCAG HQTA Map provided in the City's TIA Guidelines, the Project site is located within a HQTA. Therefore, the HQTA Screening criteria is met.

Low VMT Area Screening

The Project is located in TAZ number 53757501. Based on the SBCTA VMT Screening tool, the Project is not located in a Low VMT (15% below County Average) zone. Therefore, the low VMT Area Screening threshold is not met.

Based on review of the VMT screening thresholds, the Project meets the HQTA Screening threshold. Therefore, the Project would result in a less than significant impact concerning VMT, and no additional VMT analysis is required. However, the Project would not change the CHCCSP determination regarding impacts associated with increased traffic volumes. Consistent with the analysis in CHCCSP, the Project would implement FEIR MMs TRANS-1 through TRANS-4, as applicable, to further reduce transportation-related impacts.

Mitigation Program

The FEIR MMs TRANS-1 through TRANS-4 were identified to reduce impacts pertaining to an existing program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Note: FEIR MM TRANS-2 does not apply to the Project because the Project is not located in PAs 28, 29, 31, 32, and 35.

Mitigation Measures from the FEIR

See FEIR MMs TRANS-1, TRANS-3, and TRANS-4 in Threshold (a) above.

Conclusion

As noted above, the Project would not result in a new or more severe impact as it pertains to conflict with CEQA Guidelines section 15064.3, subdivision (b). No new impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the FEIR would occur and no Project-specific mitigation measures are needed.

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

No New or More Severe Impact: During construction activities, the Project would implement standard construction safety measures that would include, but limited to, appropriate signage and flagmen visible to approaching motorists and pedestrians along West Valley Boulevard. Project geometric design features would include, but are not limited to, the two 35' wide driveways and one 40' wide driveway. The three driveways have been designed to meet the City's development standards for the turning radii of large trucks with trailers and would allow the efficient access of emergency response equipment (i.e., ambulances, fire trucks etc.), pursuant to FEIR MM TRANS-1. Furthermore, the FEIR also did not find that West Valley Boulevard operated at a deficient LOS, to which the driveways would connect. Therefore, impacts associated with the Project would be less than significant.

Mitigation Program

The FEIR included FEIR MM TRANS-1 and MM TRANS-2 to reduce impacts associated with hazards due to a geometric design feature or incompatible uses. However, FEIR MM TRANS-2 does not apply since the Project is not located in PAs 28, 29, 31, 32, and 35.

Mitigation Measures from the FEIR

Refer to FEIR MM TRANS-1 above.

Conclusion

The Project would result in no or more severe new impact as it pertains to geometric design feature or incompatible uses with implementation of FEIR MM TRANS-1. No new impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the FEIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified, or the Approved Project was approved is available that would impact the prior finding of no significant impact under this issue area.

Threshold (d) Result in inadequate emergency access?

No New or More Severe Impact: The Project would result in no or more severe new impact as it pertains to emergency access. As previously discussed, the Project would ensure sufficient emergency access via three driveways on West Valley Boulevard and 26' internal drive aisles. Furthermore, the Project would also be designed to allow the circulation of fire/emergency response vehicles throughout the Project site. The FEIR concluded that with roadway and intersections improvements (FEIR MM TRANS-1), project fair share contribution fees, and approval of future project circulation plans (FEIR MM TRANS-2), impacts concerning emergency access would be mitigated to a less than significant level. Therefore, the Project would maintain adequate emergency access and generate a less than significant impact with payment of fair share program fees, implementation of mitigation measures, and efficient circulation design.

Mitigation Program

The FEIR included FEIR MMs TRANS-1 and TRANS-2 to reduce impacts concerning emergency services. However, FEIR MM TRANS-2 does not apply since the Project is not located in PAs 28, 29, 31, 32, and 35.

Mitigation Measures from the FEIR

Refer to FEIR MM TRANS-1 above.

Conclusion

The Project would result in no new or more severe impact as it pertains to emergency access. No new impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the FEIR would occur. There is no substantial change in circumstances that would result in a new or more severe impact. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of no significant impact under this issue area.

Overall Transportation Impacts Conclusion

The Project would result in no new or more severe impact to transportation systems. With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts or increase the severity of the previously identified impacts or create substantial changes with respect to transportation. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR analysis is not warranted.

4.17 Utilities and Service Systems

4.17.1 Summary of Previous Environmental Analysis

The FEIR concluded that implementation of the CHCCSP would not result in significant impacts relative to utilities and service systems. However, the implementation of the below referenced FEIR MM USS-1 was recommended to reduce impacts concerning incompliance with federal, state, and local statutes and regulations related to solid waste.

4.17.2 Analysis of Proposed Project

Threshold (a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

No New or More Severe Impact:

Wastewater

As noted in the FEIR, the City owns and operates a water reclamation plant (CWRF) which accepts domestic, commercial, and industrial wastewater generated within the Cities of Colton and Grand Terrace, and some of the County's unincorporated areas. The CWRF treats an average 5.6 million gallons per day and was designed to treat a maximum of 10.4 million gallons per day.

The FEIR concluded that Project's within the CHCCSP were considered in the City's Master Plan for the wastewater treatment plants because the CHCCSP area is part of the larger approved West Valley Specific Plan. As discussed in the FEIR, the Colton MC requires incremental expansion of wastewater treatment facilities based on the collection of Development Impact Fees which the Project Applicant would be required to pay.

Based the future anticipated demand for wastewater treatment services, payment of applicable development impact fees, and extension of sewer lines to each building, the Project would not result in significant impacts concerning applicable wastewater treatment requirements.

Additionally, the Project's proposed industrial uses are consistent with the CHCCSP Business Park land uses. Thus, the Project's proposed industrial uses were previously accounted for in the FEIR concerning the proposed Project's wastewater generation and capacity. As noted in FEIR, the Business Park land use within the Approved Project would generate 60 gallons of wastewater per day per 1,000 square feet, resulting in wastewater discharge of 30,402 gallons per day. Since the Project's proposed industrial uses are consistent with current land use and zoning designations and were accounted for in the FEIR, the Project's generation of wastewater is not anticipated to have a significant impact on existing wastewater facilities. Therefore, additional wastewater facilities would not be constructed due to Project development.

No new or more severe impacts associated with wastewater treatment facilities and capacities would occur.

Stormwater

The existing and proposed storm drain system is evaluated in Section 4.9, Hydrology and Water Quality.

Water Facilities and Supplies

The Project would receive water service from the City of Colton Water Department. The Project's proposed industrial uses are consistent with CHCCSP's Business Park land uses. As such, the proposed use has been previously accounted for in the FEIR, including the potential water required to service the Project site. As noted in FEIR, the Business Park land use within the Approved Project would consume 67.5 gallons of water per 1,000 square feet. As concluded in the FEIR, the City of Colton and West Valley Water District's (WVWD) Water Supply Assessments (WSA) verified that water supplies would be available during, normal, single-dry, and multiple years with a 20-year projection that would meet the future project demand associated with development of the CHCCSP with improvements outlined in the City's Capital Improvement Plan (CIP) and water conservation measures listed in the City's Water Shortage Contingency Plan (WSCP) prepared as part the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (2020 IRUWMP) update.

Since the Project's proposed industrial uses are consistent with current land use and zoning designations and were accounted for in the FEIR, the Project's water demand is not anticipated to have a significant impact on existing water facilities and supplies. Consequently, it is anticipated that there are adequate water supplies to serve the Project and no new or more severe impacts associated with the water treatment facilities and supplies would occur. Impacts would not change from the level identified in the FEIR.

Electricity

The City of Colton Electric Utility (CEU) provides electricity to residential, commercial, and industrial customers throughout the City. According to the FEIR, a variety of power resources provide electricity to CEU, including coal-fired power and natural gas. CEU is also investing in renewable energy resources to meet future electricity needs. Per the FEIR, the CEU would supply electricity to future projects within the CHCCSP area, which includes the proposed Project. The Project would connect to the existing CEU lines which would enable services to the Project site. All electrical connections would be constructed in accordance with applicable Colton MC design standards including, but not limited to, Colton MC Chapter 13.20 Underground Utility Installations and applicable state regulation and applicable state regulation pertaining to energy usage. As further discussed in **Section 4.19, Energy**, the use of electricity would be well within the electricity demand identified in the FEIR for the Business Park land use. Since the electrical demand for the Project site was analyzed as part of the FEIR and the Project would, a less than significant impact would occur.

Natural Gas

Natural gas would be provided by Southern California Gas Company (SoCalGas). It is anticipated the Project site would require some amount of natural gas to support future operations. Similar to electrical services, natural gas lines would be extended throughout the Project site. Natural gas lines would be constructed in accordance with applicable Colton MC design standards including, but not limited to Colton MC Chapter 13.20 and applicable state regulation. Additionally, use of natural gas would be well within

the natural demand identified in the FEIR for the Business Park land use. Since the natural gas demand for the Project site was analyzed as part of the FEIR and the Project would, a less than significant impact would occur.

Telecommunications

The Project site would require telecommunication services to be provided by Spectrum and AT&T. Existing telecommunication lines are located within existing adjacent right-of-way. Therefore, the Project would not require the development of additional telecommunication lines. Furthermore, the line extensions into the Project site would be placed underground per Colton MC Chapter 13.20. Therefore, construction of the Project's telecommunication, cable and internet facilities would not create a significantly increased impact on the environment. Impacts would be less than significant.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in a less than significant impact as it pertains to water, wastewater facilities, stormwater, electricity, natural gas, and telecommunications. No Project-specific mitigation measures are required. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of no significant impact.

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

No New or More Severe Impact: As concluded in Threshold (a) above, the City of Colton and WVWD's WSAs verified that water supplies would be available during, normal, single-dry, and multiple years with a 20-year projection that would meet future project demand associated with development of the CHCCSP with improvements outlined in the CIP and water conservation measures listed in the City's Water Shortage Contingency Plan (WSCP) prepared as part the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (2020 IRUWMP) update. Since the Project's proposed industrial uses are consistent with current land use and zoning designations for PA 1 and were accounted for in the FEIR, the Project's water demand is not anticipated to have a significant impact on existing water facilities and supplies. Consequently, it is anticipated that there are adequate water supplies to serve the Project and no new or more severe impacts associated with the water treatment facilities and supplies would occur. Consistent with the FEIR, the Project's impacts to water supply are less than significant.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in a less than significant impact as it pertains to water supplies. No Project-specific mitigation measures are required. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of no significant impact.

Threshold (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

No New or More Severe Impact: As previously noted in Threshold (a) above, the Project's proposed industrial uses are consistent with the CHCCSP Business Park land uses. Thus, the Project's proposed industrial uses were previously accounted for in the FEIR concerning the proposed Project's wastewater generation and capacity. As noted in FEIR, the Business Park land use within the Approved Project would generate 60 gallons of wastewater per day per 1,000 square feet, resulting in wastewater discharge of 30,402 gallons per day. The CWRF treats an average 5.6 million gallons per day and was designed to treat a maximum of 10.4 million gallons per day. The Project's anticipated wastewater discharge of 30,420 gallons per day only constitutes approximately 0.3 percent of CWRF's maximum treatment capabilities which is not significant. Accordingly, no additional wastewater facilities would be constructed due to Project development. Since the Project's wastewater would be adequately treated by the CWRF, impacts would be less than significant.

Mitigation Program

Mitigation Measures from the FEIR

None identified in the FEIR.

Conclusion

The Project would result in a less than significant impact as it pertains to wastewater facilities and capacity. No Project-specific mitigation measures are required. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of no significant impact.

Threshold (d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local standards, or otherwise impair the attainment of solid waste reduction goals?

No New or More Severe Impact: The City contracts with CR&R for general waste, construction and demolition debris, green/organic waste, and recycling disposal. CR&R collects non-hazardous waste and transports waste to the Material Recovery, Transfer, and Disposal Location in the City to recycle and divert materials from the waste stream prior to being sent to the landfill. Implementation of the Project would be expected to generate additional waste during both Project construction and operational phases.

The closest landfill to the Project site that is anticipated to receive the Project's solid waste would be the Mid-Valley Sanitary Landfill located north of the City. According to CalRecycle, the landfill has a maximum throughput of 7,500 tons per day. This landfill has a maximum permitted capacity of approximately 101.3 million cubic yards, and the landfill has a remaining capacity of approximately 61 million cubic yards. The

landfill has an expected operational life through 2045 with the potential for vertical expansion.[24] Using the FEIR's solid waste generate rate for demolition and construction activities, the Project is anticipated to generate approximately 745 tons of solid waste which is within the Mid-Valley Sanitary Landfill's throughput of 7,500 tons per day and CHCSSP projected solid waste generation of 111,973 tons.[25] The Project would also implement FEIR MM USS-1, which requires the Project Applicant, prior to issuance of demolition permit, to submit a recycling plan to the City to further reduce short-term solid waste generation to the maximum extent feasible. Implementation of FEIR MM USS-1 would reduce construction-related solid waste generation substantially and conserve landfill capacity.

Using the FEIR's operational solid waste generate rate for the business park land use, the Project would generate 37 daily pounds or 7.3 tons annually. Compared to the CHCCSP's total business park daily solid waste generation of 2,815 pounds and 514 tons, the Project's operational solid waste generation would not be significant.

Overall, the Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local standards, or otherwise impair the attainment of solid waste reduction goals and impacts would be less than significant.

Mitigation Program

The FEIR includes MM USS-1 to minimize impacts related to solid waste.

Mitigation Measures from the FEIR

USS-1 Prior to the issuance of demolition permits, each project applicant shall submit a recycling plan to the City of Colton identifying the procedures by which construction and demolition would be salvaged and recycled to the maximum extent feasible. The plan shall include proof that a construction and demolition debris recycler is under contract to the applicant to perform this work.

Conclusion

The Project would result in a less than significant impact as it pertains to conflict with solid waste standards and regulations. No Project-specific Mitigation Measures are required. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of no significant impact to solid waste generation.

Threshold (e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No New or More Severe Impact: Consistent with the FEIR, the Project would comply with all applicable federal, State, and local management and reduction statutes and regulations related to solid waste including, but not limited to, the California Integrated Waste Management Act (Assembly Bill 939), San Bernardino County Integrated Waste Management Plan, the City's Reduction and Recycling Element, CALGreen Green Building Code Standards, and Colton MC recycling and diversion

[24] CalRecycle. (2021). *Mid-Valley Sanitary Landfill.* Retrieved from: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662 (accessed January 2023).
[25] 774.19 pounds or 0.387 tons demolition; 47,945 pounds or 24 tons

standards/requirements. Furthermore, the Project's solid waste generation would not be significant with implementation of FEIR MM USS-1 (refer to Threshold (d) above for more information). As a result, no impacts related to State and local statutes governing solid waste are anticipated and no mitigation is required. Consistent with the FEIR, with implementation of the below-referenced mitigation measure, the Project would have a less than significant impact.

Mitigation Program

The FEIR includes MM USS-1 to minimize impacts related to solid waste.

Mitigation Measures from the FEIR

Refer to MM USS-1 in Threshold (d) above.

Conclusion

The Project would result in a less than significant impact by complying with solid waste standards and regulations. No Project-specific mitigation measures are required. Additionally, no new information of substantial importance that was not known and could not have been known at the time the FEIR was certified is available that would impact the prior finding of no significant impact to solid waste generation.

Overall Utility and Service Systems Impacts Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts or circumstances from the previously identified impacts with respect to utilities and service systems. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

4.18 Wildfire

4.18.1 Analysis of Proposed Project

The updated CEQA Guidelines included a new separate discussion for Wildfire hazards. Although not addressed as a separate threshold, Section 4.8 Hazards and Hazardous Materials discussed impacts related to wildfire and emergency response. The CHCCSP is located within an urbanized area and is not near the mountains or desert regions where wildland is more susceptible to wildfires. Because the CHCCSP is not considered susceptible to wildland fires, wildfire-related impacts are anticipated to be less than significant in the FEIR. As discussed above, because Wildfire impacts were not required to be analyzed at the time of FEIR certification, the Addendum does not need to analyze these impacts. Thus, this analysis is provided for informational purposes only.

Threshold (a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

According to CAL FIRE's Fire Hazard Severity Zones Map for the City, the Project site is not within or near a State Responsibility Area (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ).[26] Nevertheless, Project construction activity associated with on-site roadway improvements near the West Valley Boulevard right-of-way would be conducted in conformance to the City's current standards and specifications. Pursuant to Colton MC Section 16.84.020, the Project Applicant is required to submit a schedule of proposed construction of improvements to the City's Engineering Division prior to the construction start. Project operations would also not impair the City's EOP since the Project's internal circulation system and ingress/egress driveways would be designed in compliance with the City's Transportation and Fire Department safety requirements. This would allow the full access movement for emergency response vehicles to maneuver throughout the Project site. The FEIR identified MM HAZ-12 to reduce impacts to less than significant levels. However, FEIR MM HAZ-12 is not applicable since the Project site is not located in PAs 16 and 18 through 24.

With compliance with the City's current standards and the Colton MC, the Project would not substantially impair the City's adopted EOP. Impacts would be less than significant.

Mitigation Program

Mitigation Measures from the FEIR

Not evaluated in the FEIR; therefore, there are no mitigation measures from the FEIR.

Conclusion

With adherence to the City's standards and specifications and applicable Colton MC provisions, impacts to the City's emergency response plan would be less than significant.

[26] CAL FIRE. (2008). Fire Hazard Severity Zones Map – City of Colton. Available at: https://osfm.fire.ca.gov/media/5941/colton.pdf (accessed March 13, 2023).

Threshold (b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

According to CAL FIRE's Fire Hazard Severity Zones Map for the City, the Project site is not within or near an SRA or lands classified as VHFHSZ. The Project is located in an urbanized area and is predominately surrounded by industrial uses to the west and east, the Union Pacific Railroad and I-10 Freeway to the north, and industrial/commercial and non-conforming residential uses to the south. Furthermore, the Project site is located in a relatively flat area and is not located near hillsides. Therefore, the Project would not exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. No impact would occur.

Mitigation Program

Mitigation Measures from the FEIR

Not evaluated in the FEIR; therefore, there are no mitigation measures from the FEIR.

Conclusion

Since the Project site is not within or near an SRA or lands classified as VHFHSZ, and surrounded by relatively flat and developed land, no impact would occur.

Threshold (c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Since the Project is not within or near an SRA and VHFHSZ, the Project's proposed infrastructure improvements would not exacerbate risks related to wildfire that would result in temporary or ongoing impacts to the environment. Thus, no impact would occur.

Mitigation Program

Mitigation Measures from the FEIR

Not evaluated in the FEIR; therefore, there are no mitigation measures from the FEIR.

Conclusion

As concluded above, the Project's proposed infrastructure improvements would not exacerbate wildfire risk or result in temporary or ongoing impacts to the environment. Therefore, no impact would occur with implementation of the Project.

Threshold (d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Refer to Threshold (b) above. Since the Project site is not located near or within an SRA or VHFHSZ and the Project site and surrounding area is relatively flat, the Project site would not impacted from flooding, landslides, runoff conditions, fire slope instability, or drainage changes related to wildfire. No impact is anticipated to occur from Project implementation.

Mitigation Program

Mitigation Measures from the FEIR

Not evaluated in the FEIR; therefore, there are no mitigation measures from the FEIR.

Conclusion

As concluded above, the Project site would expose people or structures significant risks due to wildfire-related impacts. No impact would occur.

Overall Wildfire Impacts Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts with respect to Wildfire since the Project is not located in an SRA or lands classified as VHFHSZ. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

4.19 Energy

The updated CEQA Guidelines include a new separate discussion for Energy. The revised CEQA Guidelines included a new separate discussion for Energy. Although not addressed as a separate threshold in the FEIR, the FEIR analyzed energy resources as part of Air Quality, Greenhouse Gases and Utilities and Service Systems. Since energy-related impacts were not required to be analyzed at the time of FEIR certification, the Addendum does not need to analyze these impacts. Thus, this analysis is provided for informational purposes only.

4.19.1 Analysis of Proposed Project

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

Kimley-Horn and Associates prepared **Appendix J, Energy Calculations** to determine the Project's energy usage. As shown in **Table 12, Energy Usage**, the Project is anticipated to use the following energy.

Table 12: Energy Usage

Energy Usage	Proposed Project
Natural Gas – kBTU/year	427,842
Electricity – kWh/year	745,817
Annual Vehicle Miles Traveled	2,495,472
Source: Kimley-Horn and Associates. (2022). *Energy Calculations*. Refer to **Appendix J**.	

Although mitigation measures were identified, the FEIR responded to SCAQMD recommendations by referring to FEIR MMs AQ-9, AQ-12, and MM AQ-13 in the Air Quality Section of the CHCCSP to improve energy efficiency. FEIR MM AQ-9 required the Project to exceed 2013 Title 24 CALGreen Green Building Code Standards by three percent, however current 2022 Title 24 Building Code Standards already exceed these standards and therefore does not apply. FEIR MM AQ-12 would require new developments to include ENERGY STAR-compliant appliances and FEIR MM AQ-13 would require new developments to include high-efficiency lighting that is at least 10 percent more efficient than standard lighting. With this, the CHCCSP planned and accounted for the use of energy from the allowed use. For modeling purposes, the approved project is assumed to include up to 149,204 sf of warehouse space and 37,301 sf of general office building space. Based on the land use types, CalEEMod is able to estimate the usage of natural gas, electricity, and annual vehicle miles traveled which correlates with amount of fuel consumed.

Therefore, the Project is not anticipated to result in an impact on the environment due to wasteful, inefficient, or unnecessary consumption of energy resources. A less than significant impact would occur from energy consumption from the Project implementation.

Mitigation Program

Energy was analyzed in the FEIR under Air Quality, Greenhouse Gases, and Utilities and Service Systems. Utilities and Service Systems did not include mitigation measures for energy efficiency. However, the FEIR did identify FEIR MMs AQ-9, AQ-12, and AQ-13 as methods to improve energy efficiency. Note: FEIR MM AQ-9 does not apply since current 2022 Title 24 CALGreen Green Building Code Standards would already exceed 2013 standards by over 3 percent.

Mitigation Measures from the FEIR

Refer to **Section 4.3, Air Quality**, response to threshold (a), for FEIR MMs AQ-12 and AQ-13.

Conclusion

No new impact from energy consumption would occur.

Threshold (b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As concluded above, the Project is not anticipated to result in an impact on the environment due to wasteful, inefficient, or unnecessary consumption of energy resources. The Project would comply with all applicable state and local plans for renewable energy or energy efficiency including, but not limited to, the California Energy Plan and 24 CALGreen Green Building Code Standards Code. Therefore, impacts would be less than significant.

Mitigation Program

The FEIR identified FEIR MMs AQ-9, AQ-12, and AQ-13 as methods to improve energy efficiency. Note: FEIR MM AQ-9 does not apply since current 2022 Title 24 CALGreen Green Building Code Standards would already exceed 2013 standards by over 3 percent.

Mitigation Measures from the FEIR

Refer to **Section 4.3, Air Quality**, response to threshold (a), for FEIR MMs AQ-12 and AQ-13

Conclusion

No new impact from energy consumption would occur.

Overall Energy Impacts Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to energy. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of a SEIR is not warranted.

4.20 Tribal Cultural Resources

4.20.1 Analysis of Proposed Project

The revised CEQA Guidelines include a new separate discussion for Tribal Cultural Resources (TCRs). This section briefly examines potential impacts related to TCRs that could result from implementation of the Project. As discussed above, because TCRs were not required to be analyzed at the time of FEIR certification, the Addendum does not need to analyze these impacts. The Notice of Preparation for the Approved Project was filed in 2008; therefore, AB 52, which was enacted on July 2015, does not apply to this Project as the CEQA document is an Addendum to the FEIR and not subject to the provisions of AB 52. The following information is provided for informational purposes only.

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:

Threshold (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 Sacred Lands File (SLF) database search request to the NAHC discussed in the FEIR's CRA concluded that no tribal cultural resource sites were identified within one-half of the CHCCSP area.[27] However, the NAHC noted that the SLF was not exhaustive and provided a listing of Native American contacts that might have knowledge about any sacred sites or resources not listed in the SLF. The City sent letters to several tribal contacts on November 5, 2012. Follow-up phone calls were then placed to all Native American contacts on December 3, 2012. Results indicated that further consultation would be required with the San Manuel Band of Mission Indians. Serrano Nation of Mission Indians requested that the City contact the tribe if anything was uncovered as a result of the CHCCSP future development.

The City sent out letters to the Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, and Gabrieleno/Tongva Nation on May 11, 2022 in regards to the Project site. Results indicated that no further consultation is needed. Furthermore, as discussed in Section 4.4, Cultural Resources, the Project site was not identified in a historically sensitive area. Therefore, no impact would occur to a site listed or eligible for listing in California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

Mitigation Program

Mitigation Measures from the FEIR

FEIR MMs CR-1 through CR-2 and CR-5 noted in the Cultural Resources Section apply.

Conclusion

No new impact related to TCRs would occur.

[27] ATKINS. (2012). *Cultural Resources Assessment – Appendix D: Native American Heritage Commission Sacred Lands File Search and Information Scoping.* Retrieved at: https://www.ci.colton.ca.us/DocumentCenter/View/1807/Appendix-D-Cultural-Resources?bidId= (accessed January 2023).

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

As noted above, the FEIR's concluded that no tribal cultural resources sites were identified within the area surveyed during the SLF search. Furthermore, consultation conducted on behalf of the Project did not indicate that any tribal cultural resources existing on-site. However, if any undocumented cultural resources are identified during ground-disturbing activities, a qualified archeologist would be contacted to assess the significance of the find, and either halt or divert ground-disturbing activities as necessary, in accordance with FEIR MMs CR-1 through CR-3. In addition, and pursuant to FEIR MM CR-5, the responsible party would contact the County Coroner to determine if the remains are Native American. The County Coroner would contact NAHC within 24 hours, and the NAHC would identify the persons, or persons believed to be the "most likely descendant." This would insure that impacts to any unknown tribal cultural resources are reduced to a less than significant level.

Mitigation Program

Mitigation Measures from the FEIR

FEIR MMs CR-1 through CR-2 and MM CR-5 noted in the Cultural Resources Section apply.

Conclusion

No new impact related to TCRs would occur.

Overall Tribal Cultural Resources Impacts Conclusion

With regard to CEQA Statute Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the Project would not result in any new or more severe impacts with respect to tribal cultural resources. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the FEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, preparation of an SEIR is not warranted.

5 DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

The following discussion lists the appropriate subsections of Sections 15162 and 15164 of the CEQA Guidelines and provides justification for the City to make a determination of the appropriate CEQA document for the Project, based on the environmental analysis provided above.

CEQA Guidelines Section 15162 – Subsequent EIRs and Negative Declarations

(a) When an EIR has been certified or a negative declaration adopted for a project, no SEIR shall be prepared for that Project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the Project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The City proposes to implement the Project within the context of the CHCCSP in PA 1, as described in this Addendum. As discussed in the Environmental Impact Analysis section of this Addendum, no new or more severe significant environmental effects beyond what was evaluated in the FEIR would occur.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

As documented herein, no circumstances associated with the location, type, setting, or operations of the Project have substantively changed beyond what was evaluated in the FEIR; and none of the Project elements would result in new or more severe significant environmental effects than previously identified. No major revisions to the FEIR are required.

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration;

No new significant environmental effects beyond those addressed in the FEIR were identified.

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

Significant Project-related effects previously examined would not be more severe than were disclosed in the FEIR as a result of the Project. Impacts associated with all environmental resource areas would be the same as or less than disclosed in the adopted FEIR. Implementation of the Project within the context of the CHCCSP would not substantially increase the severity of previously identified impacts.

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

No mitigation measures or alternatives were found infeasible in the certified FEIR.

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

No other mitigation measures or feasible alternatives have been identified that would substantially reduce significant impacts.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a SEIR if required under subsection (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

Subsequent to certification of the FEIR in October 2014, additional technical analyses were performed for the Project and are the subject of this Addendum. Based on the analysis in this document, the Project would not result in any new significant environmental effects, nor would it increase the severity of significant effects previously identified in the FEIR. None of the conditions listed under subsection (a) would occur that would require preparation of a SEIR.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a SEIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation, no other Responsible Agency shall grant an approval for the project until the SEIR has been certified or subsequent negative declaration adopted.

None of the conditions listed in subsection (a) would occur as a result of the Project. No SEIR is required.

CEQA Guidelines Section 15164 – Addendum to an EIR or Negative Declaration

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a SEIR have occurred.

As described above, none of the conditions described in the CEQA Guidelines Section 15162 calling for the preparation of a SEIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a SEIR or negative declaration have occurred.

None of the conditions described in Section 15162 calling for preparation of a SEIR would occur as a result of the Project. Therefore, an addendum to the certified FEIR is the appropriate CEQA document for the Project.

(c) An addendum need not be circulated for public review but can be included in or attached to the FEIR or adopted negative declaration.

This Addendum will be attached to the FEIR and maintained in the administrative record files at the City.

(d) The decision-making body shall consider the addendum with the FEIR or adopted negative declaration prior to making a decision on the project.

The City will consider this Addendum with the FEIR prior to making a decision on the Project.

(e) A brief explanation of the decision not to prepare a SEIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the Project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This document provides substantial evidence for City records to support the preparation of this Addendum for the Project.

6 CONCLUSION

This Addendum EIR has been prepared in accordance with the provisions of the CEQA Statute and the CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a SEIR, pursuant to Section 15162 and Section 15164 of the CEQA Guidelines, exist in connection with the Project. No major revisions would be required to the FEIR prepared for the CHCCSP as a result of the Project. No new significant environmental impacts have been identified. Since the certification of the FEIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible or showing that there are feasible new mitigation measures or alternatives substantially different from those analyzed in the EIR that the City declined to adopt. Therefore, preparation of a SEIR is not required and the appropriate CEQA document for the Project is this Addendum to the FEIR. This document will be maintained in the administrative record files at the City.

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7 REFERENCES

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