



City of Colton
Ashley Expansion Project
Initial Study/Mitigated Negative Declaration
April 2023

Prepared By:

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1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope of the Initial Study

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and its Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.), this Initial Study (IS) was prepared by Kimley-Horn and Associates for the City of Colton (City) to evaluate the potential environmental effects associated with the development of the Ashley Expansion Project (Project). Pursuant to Section 15367 of the State CEQA Guidelines, the City is the lead agency for the Project. The City, as the lead agency, has the principal responsibility for approving the Project.

As noted in State CEQA Guidelines Section 10570, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts but revisions have been made to a project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant, and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

1.2 Summary of Findings

Section 3.0, Initial Checklist, of this IS/MND contains the Environmental Checklist Form that was prepared for the Project pursuant to CEQA requirements. The Environmental Checklist Form indicates that the proposed Project would not result in significant impacts with the implementation of mitigation measures, as identified where applicable throughout this document.

1.3 Initial Study Public Review Process

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

David Alvarez, Senior Planner
Development Services, Planning Division
659 N La Cadena Drive
Colton, CA 92324
dalvarez@coltonca.gov

After the 20-day public review period, any comments submitting during the public review period will be considered and addressed prior to adoption of the MND by the City.

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Location, Setting, and Existing Conditions

PROJECT LOCATION

The Project site is located along Ashley Way, in the City of Colton (City), County of San Bernardino, California, on Assessor Parcel Numbers (APNs) 0276-131-92 and 0276-131-90. The Project is generally located in the eastern portion of the City, adjacently to the west of Interstate 215 (I-215), east of East Cooley Drive, approximately 0.43 miles south of I-10, and north of commercial and vacant land. Refer to **Exhibit 1, Regional Location Map**.

Local access is provided via East Cooley Drive which extends from South Mount Vernon Avenue from the west towards Ashley Way and traverses the northern and western portion of the Project site. Local access is also provided to the Project site via Ashley Way located along the east-southeast portion of the Project site. Refer to **Exhibit 2, Local Vicinity Map**.

PROJECT SETTING, LAND USE, AND ZONING DESIGNATION

The Project site is an approximately 8.56-acre site composed of two parcels. The Project site consists of two existing buildings located at 855 Ashley Way and 755 Ashley Way and is bounded by East Cooley Drive, and light industrial uses to the north and west, Ashley Way, warehouse, and commercial uses to the south, and Ashley Way, I-215, and single-family residential uses beyond I-215 to the east.

As noted above, the Project site is fully developed with two existing buildings, parking, and landscaping with non-native trees. The Project site is relatively flat and approximately 964 feet (ft) above mean sea level (MSL).

The Project site at the 855 Ashley Way Building Lot is zoned as General Commercial (C-2) and Light Industrial (M-1) at the 755 Ashley Way Building Lot. Refer to **Exhibit 3, Existing Zoning Designations**. The 855 Ashley Way Building Lot has a General Plan land use designation of General Commercial and the 755 Ashley Way Building Lot has a General Plan land use designation of Light Industrial. The Project site is also located within the Business District Sign (BDS) Overlay. Refer to **Exhibit 4, Existing General Plan Land Use Designations. Table 1, Existing Land Uses and Zoning Designations**, summarizes the on-site and surrounding areas land use and zoning designations congruent with the City of Colton General Plan (Colton GP) and Municipal Code (Colton MC).

Table 1: Existing Land Uses and Zoning Designations

Location	Existing Land Use Designation	Existing Zoning Designation	Existing Use
Project Site	General Commercial Light Industrial	General Commercial (C-2) Light Industrial (M-1)	Mercantile; Business
North	Light Industrial (Marijuana Candidate Sites [MCS] Overlay)	Light Industrial (M-1) (Marijuana Candidate Sites [MCS] Overlay)	Home goods and Furniture stores

Location	Existing Land Use Designation	Existing Zoning Designation	Existing Use
	(Business District Sign [BDS] Overlay)	(Business District Sign [BDS] Overlay)	
South	General Commercial Light Industrial	General Commercial (C-2) Light Industrial (M-1)	Warehouse, Equipment Rentals, Service, and Sales.
West	Light Industrial	Light Industrial (M-1)	Ashley Furniture Warehouse
East	Freeway Low Density Residential	Low Density Residential (R-1)	I-215; Single Family Residential neighborhood

Source: City of Colton. (2019). *Zoning Map*. Available at: https://www.ci.colton.ca.us/DocumentCenter/View/6690/Zoning_current-to-O-09-19
City of Colton. (2019). *General Plan – Land Use Plan*. Available at: https://www.ci.colton.ca.us/DocumentCenter/View/6689/GeneralPlan-Land-Use-Map_current-to-R-37-18

2.2 Proposed Project Characteristics

The Project proposes a 35,000 square foot addition to the existing 855 Ashley Way building which would result in a new total building area of 100,154 square feet. The Project would also require a lot line adjustment and partial demolition of two service bays at 755 Ashley Way. The 855 and 755 Ashley Way combined lot area is approximately 8.56 acres. Both buildings on the Project site are owned and operated by the Project Applicant. Refer to **Exhibit 5, Conceptual Site Plan**.

PARKING AND SITE ACCESS

The partial parking lot demolition/revisions would shift two existing site access aisles to accommodate the new parking layout. The Project would provide 363 parking spaces which also includes 17 compact parking spaces and eight accessible parking. Vehicular egress and ingress to the Project site would occur via one existing 50-foot-wide ingress and egress driveway on Ashley Way east of the existing building at 855 Ashley Way; one existing 40-foot-wide ingress and egress driveway on Ashley Way, south of the existing building at 855 Ashley Way; and two proposed (40-foot-wide, egress and ingress driveways via Ashley way. Both existing buildings would have a shared parking and access agreement. Refer to **Exhibit 5** for more information.

LANDSCAPING

The Project site is currently landscaped with shrubs and trees located along the Ashley Way ROW. As illustrated in **Exhibit 6.1, Conceptual Landscape Plan Part 1** and **Exhibit 6.2, Conceptual Landscape Plan Part 2**, the Project's landscaping would include screen shrubs and ground cover and shrub masses which would cover 49,904 square feet, or 13.4 percent of the total Project area.

CONSTRUCTION SCHEDULE

The Project's proposed improvements are anticipated to be developed in one phase. Upon Project approval, construction activities would commence and end in 2024. As part of the site's grading activities, it is anticipated that the site would export 9,500 CY of soil; refer to **Exhibit 7, Conceptual Grading Plan**.

PERMITS AND APPROVALS

The City is the Lead Agency as set forth in CEQA Statute Section 21067 and is responsible for reviewing and approving this IS/MND. The City will consider the following discretionary approvals for the Project:

- Development Application Process (DAP-001-745): The Project includes the request for Architectural and Site Plan review for a 35,000 sf addition to an existing furniture store, lot line adjustment, landscape improvements, and site improvements on a 3.71 acre parcel within C-2 (General Commercial) zone.
- DAP-001-746: The Project includes the request for Architectural and Site Plan review for removal of 2 service bays to an existing building, lot line adjustment, landscape improvements, and site improvements on a 4.85 acre parcel within M-1 (Light Industrial) zone.
- Lot Line adjustment to reconfigure the property line that divides the 855 Ashley Way and 755 Ashley Way lots to allow for the development of the proposed 35,000 sf addition to the existing furniture store.



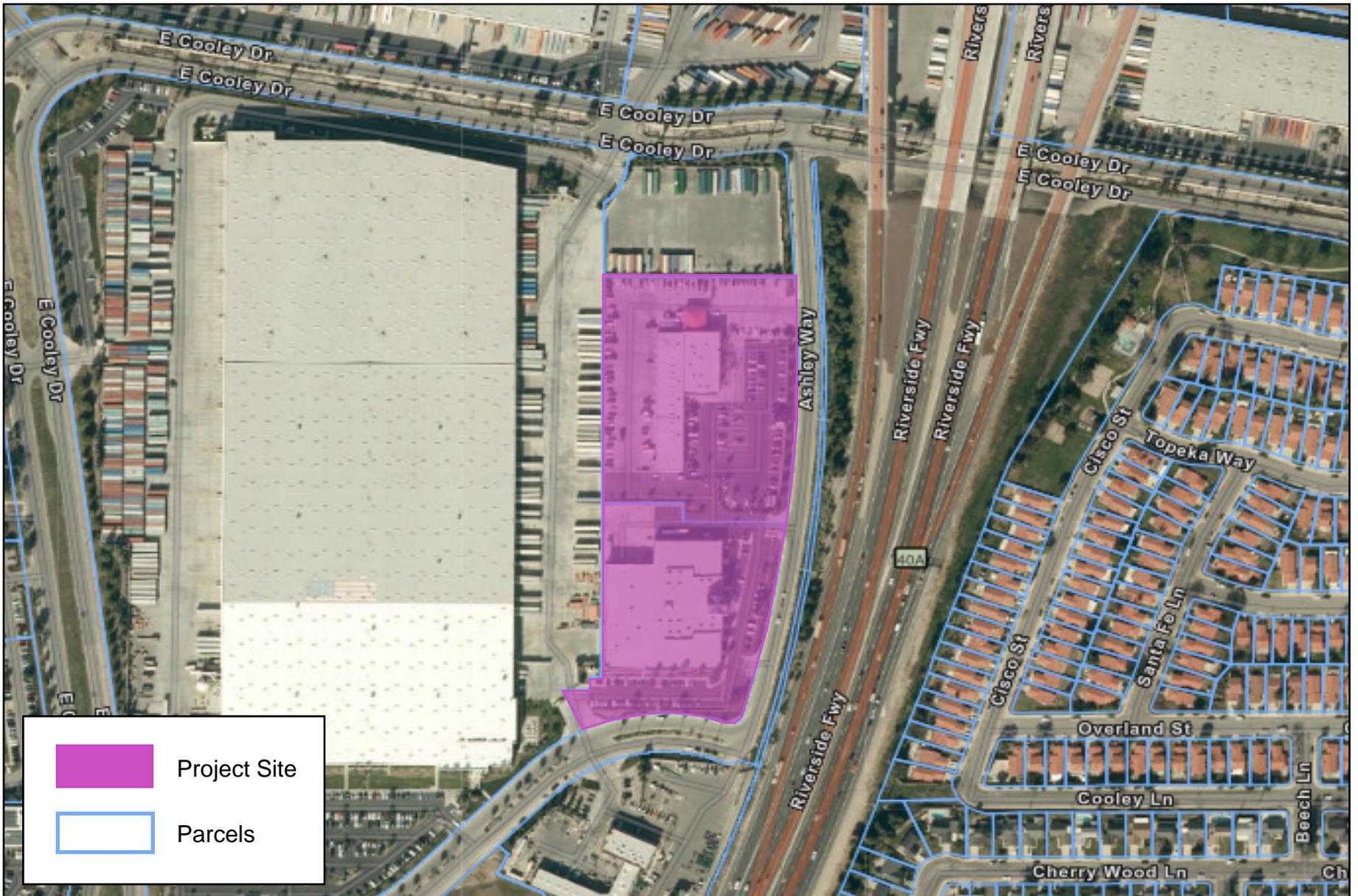
Source: Google Maps

Exhibit 1: Regional Location Map
City of Colton
Ashley Expansion Project



Not to Scale

Kimley»Horn



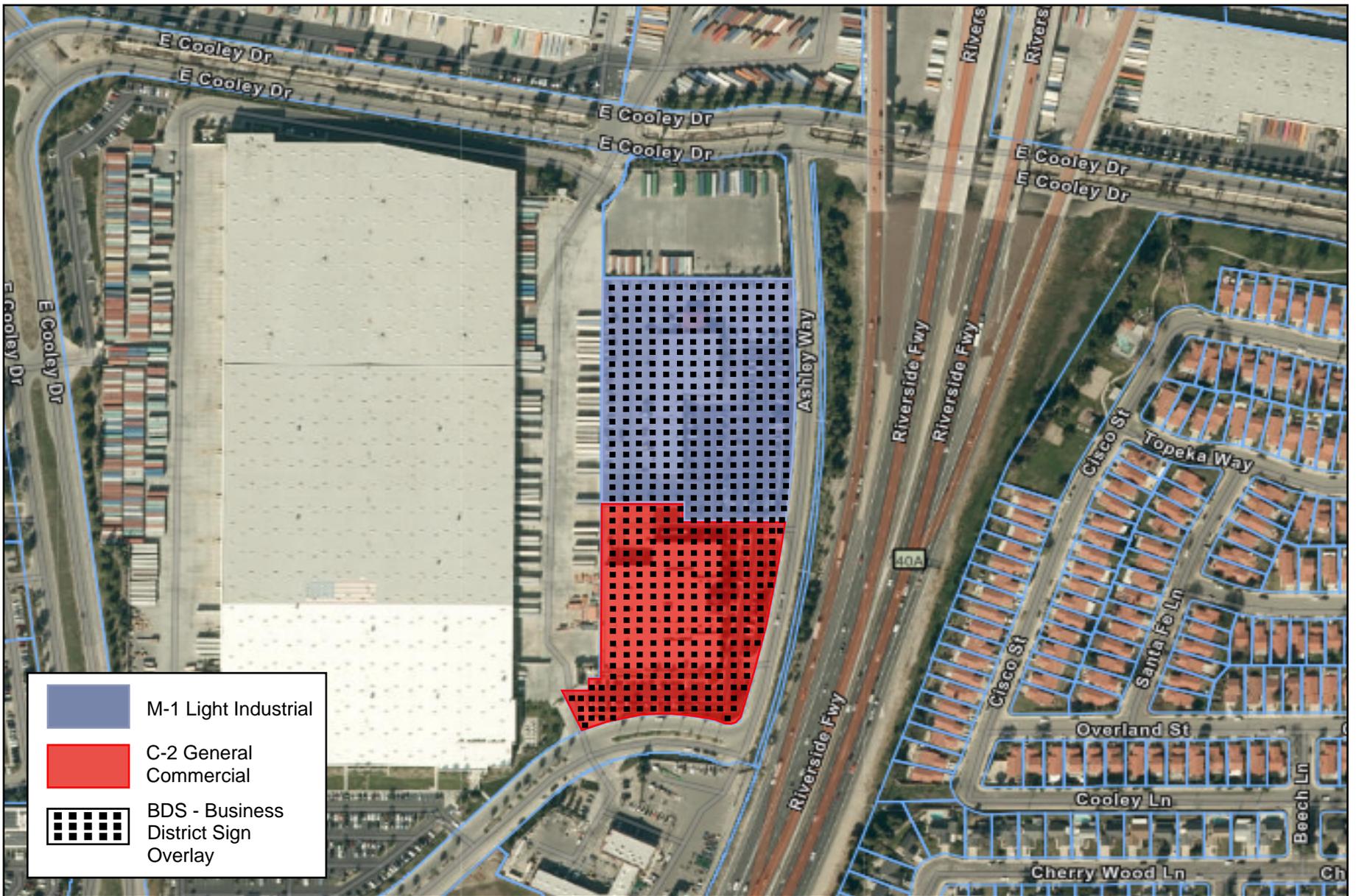
Source: San Bernardino County Parcel Viewer

Exhibit 2: Local Vicinity Map
 City of Colton
Ashley Expansion Project



Not to Scale

Kimley»Horn

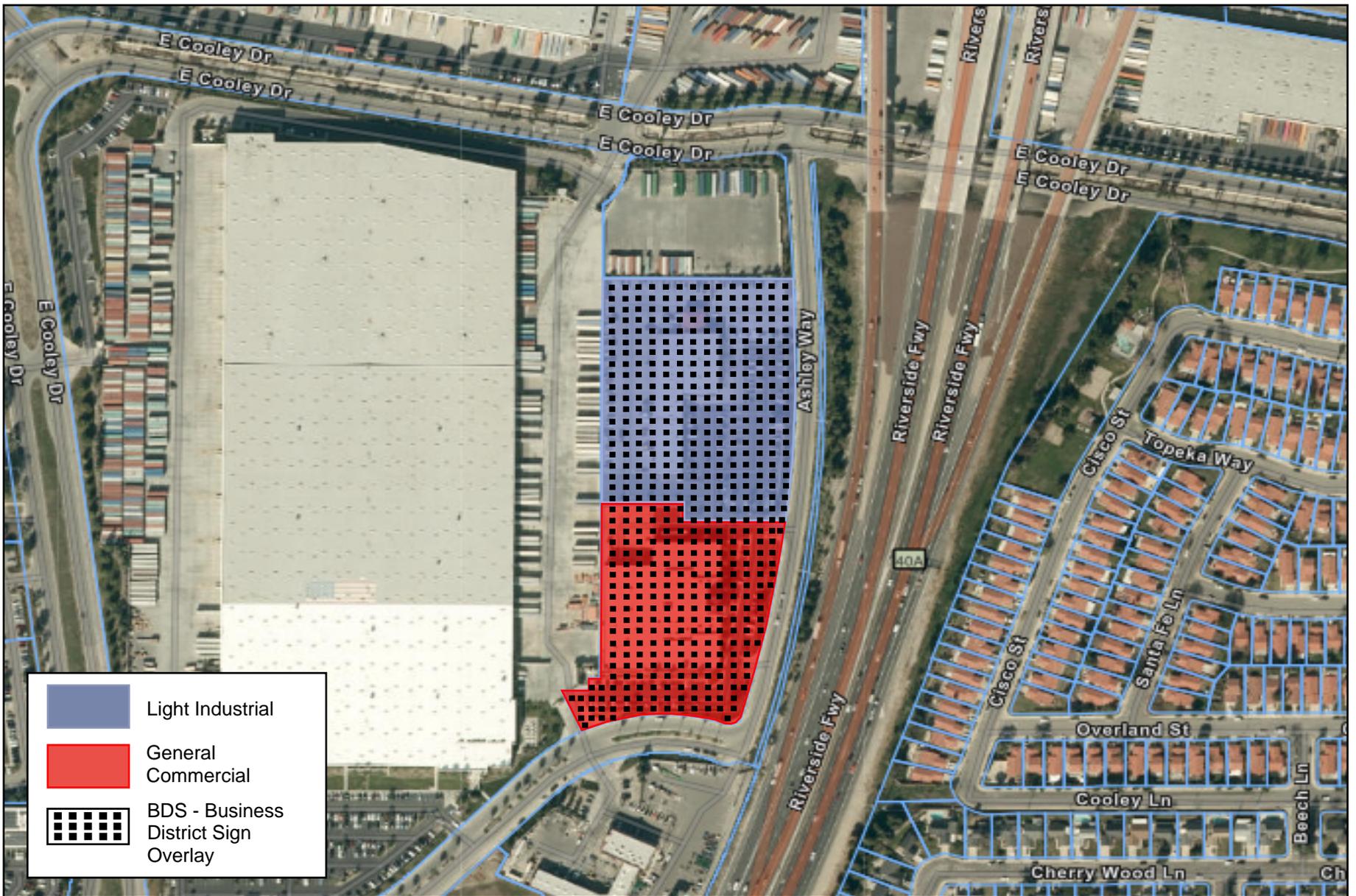


Source: San Bernardino County Parcel Viewer; City of Colton. (2019). Zoning Map

Exhibit 3: Existing Zoning Designations
 City of Colton
 Ashley Expansion Project



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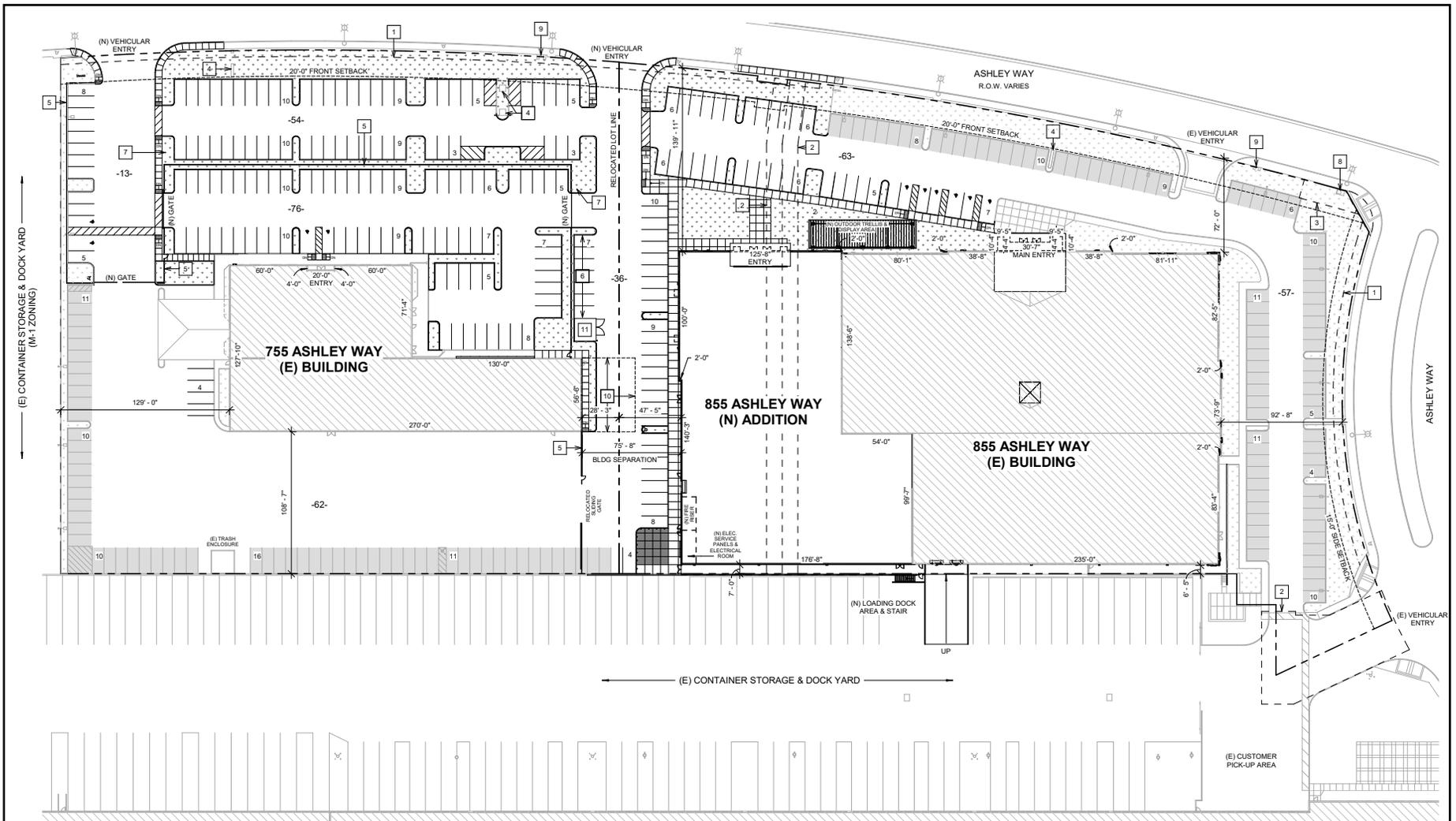


Source: San Bernardino County Parcel Viewer; City of Colton. (2019). Land Use Plan

Exhibit 4: Existing General Plan Land Use Designations
 City of Colton
Ashley Expansion Project



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PROPOSED LOT SIZES		(10% REDUCTION ALLOWED BY AHJ) = - 40 SPACES		LANDSCAPE AREA	
855 ASHLEY WAY LOT =	220,482 SF (~5.06 ACRES)	TOTAL REQUIRED PARKING = 360 SPACES		COMBINED LOT AREA =	372,817 SF (~8.56 ACRES)
755 ASHLEY WAY LOT =	152,335 SF (~3.50 ACRES)	TOTAL PARKING PROVIDED = 363 SPACES		REQUIRED LANDSCAPE AREA =	55,923 SF
COMBINED LOT AREA =	372,817 SF (~8.56 ACRES)	COMPACT PARKING SPACES ALLOWED = 72 SPACES MAX (20% OF REQUIRED PARKING)		REQUIRED LANDSCAPE AREA =	(15% OF LOT AREA)
PARKING CALCULATIONS		COMPACT PARKING SPACES PROVIDED = 17 SPACES		TOTAL LANDSCAPE AREA PROVIDED = 49,904 SF (13.4% OF LOT AREA)	
(E) BUILDING AREA =	65,154 SF	ACCESSIBLE PARKING REQUIRED = 8 SPACES (2% OF TOTAL REQUIRED PARKING)			
(N) ADDITION AREA =	35,000 SF	ACCESSIBLE PARKING PROVIDED = 8 SPACES			
TOTAL BUILDING AREA =	100,154 SF				
REQUIRED PARKING =	400 SPACES				
(1/250 SF PARKING RATIO)					

Source: Architecture Design Collaborative. (2022). Proposed Site Plan

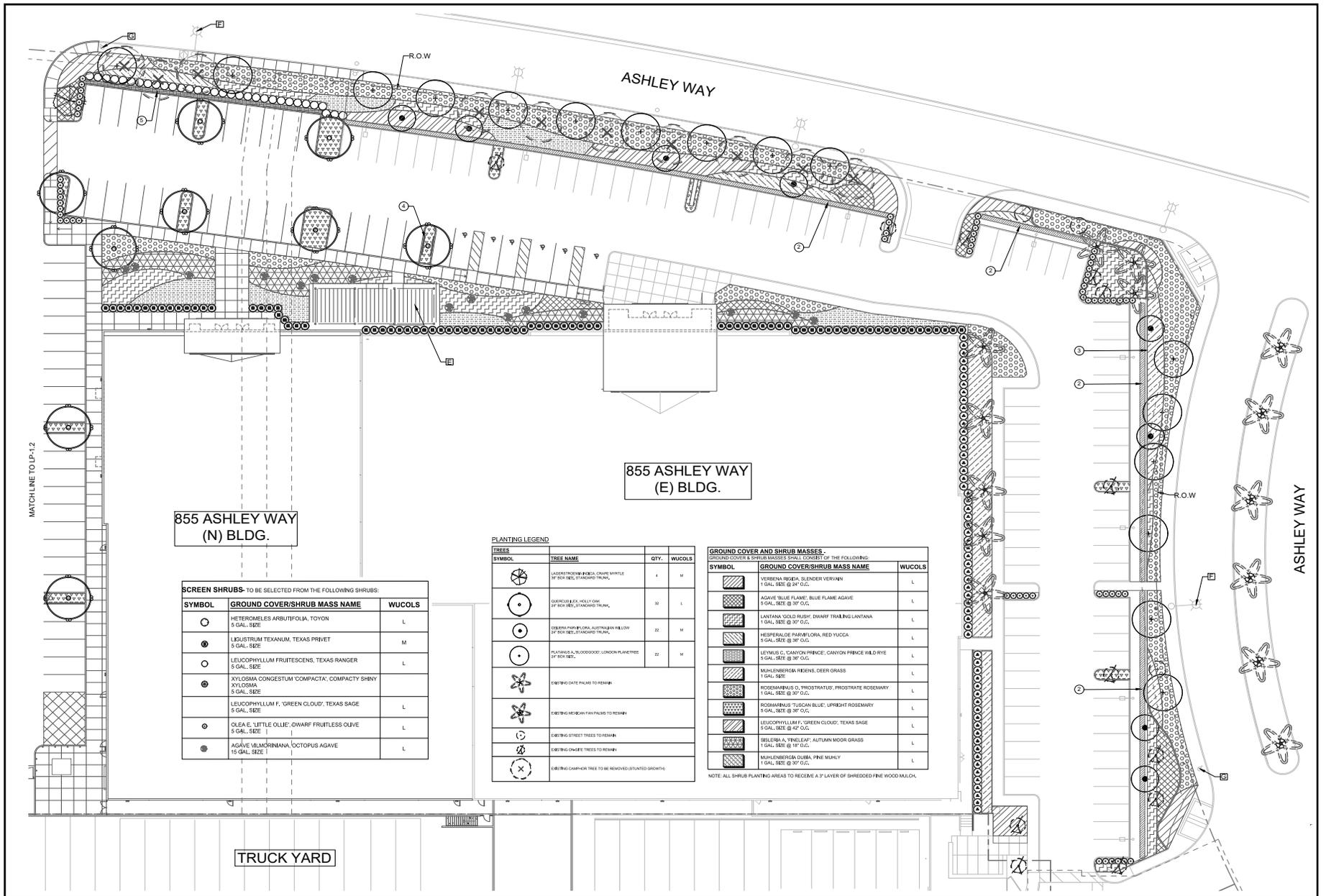
Exhibit 5: Conceptual Site Plan

City of Colton
Ashley Expansion Project



Not to Scale

Kimley»Horn



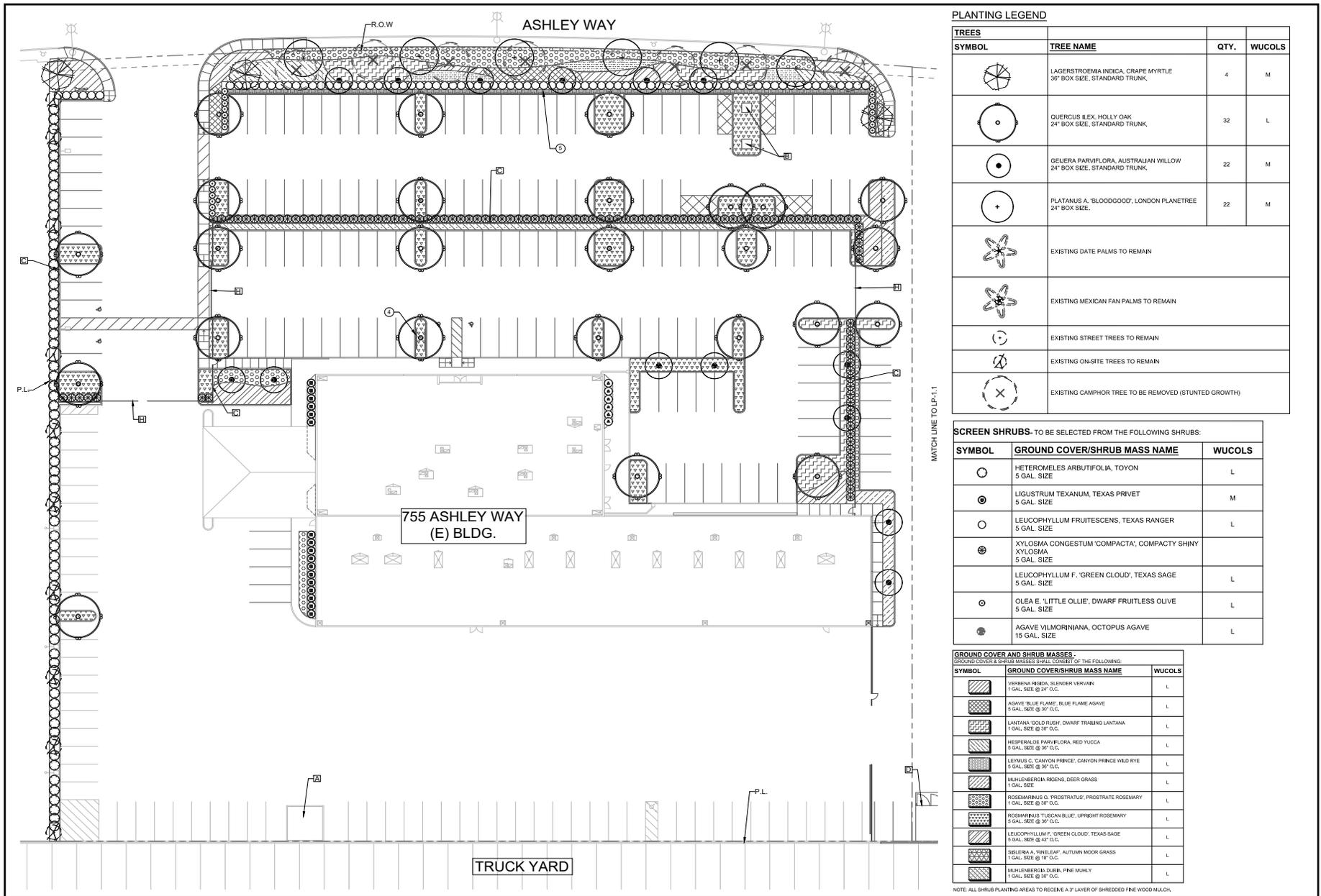
Source: SPLA. (2022). Conceptual Landscape Plan

Exhibit 6.1: Conceptual Landscape Plan Part 1
City of Colton
Ashley Expansion Project



Not to Scale

Kimley»Horn



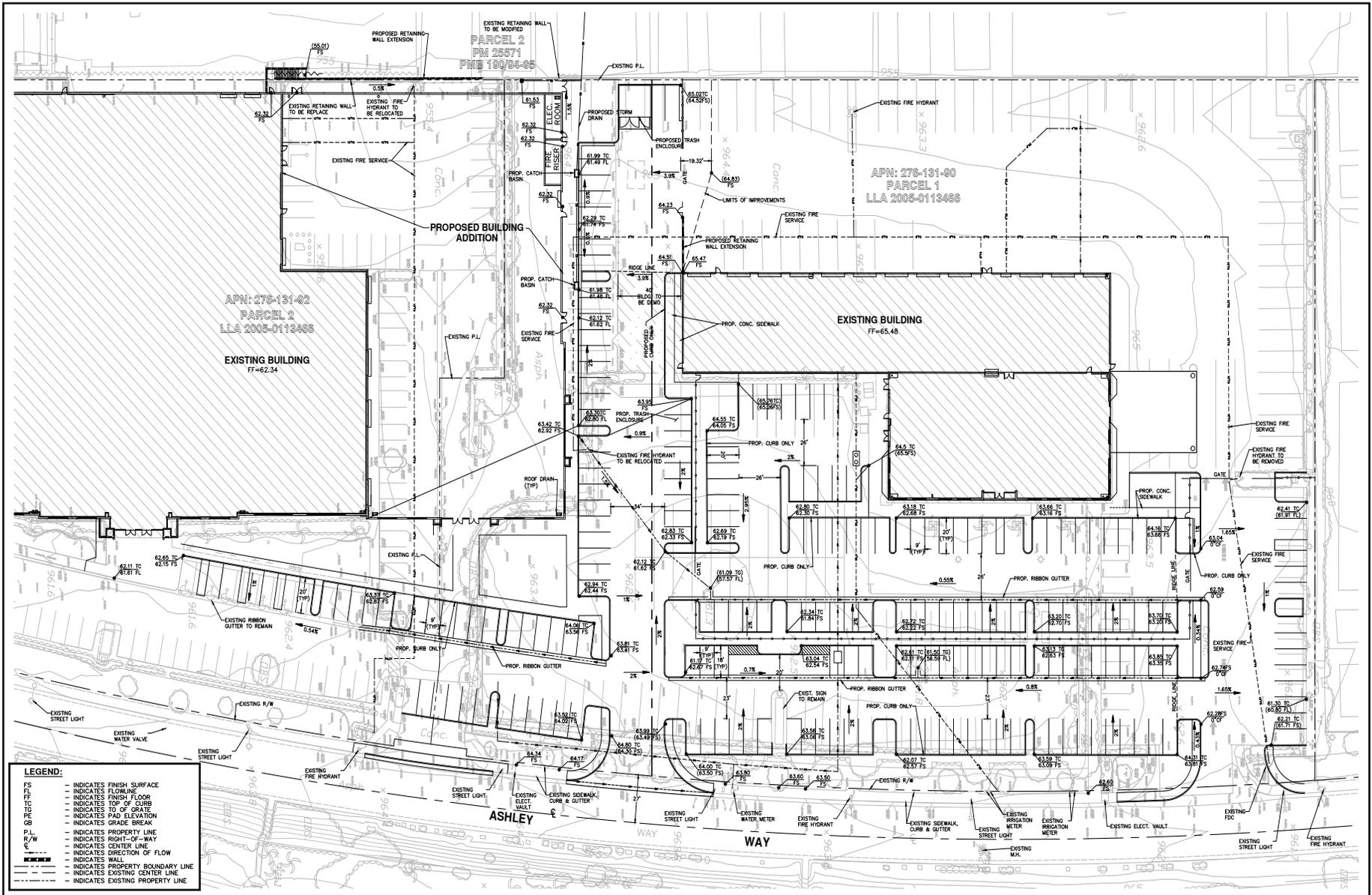
Source: SPLA. (2022). Conceptual Landscape Plan

Exhibit 6.2: Conceptual Landscape Plan Part 2
 City of Colton
 Ashley Expansion Project



Not to Scale



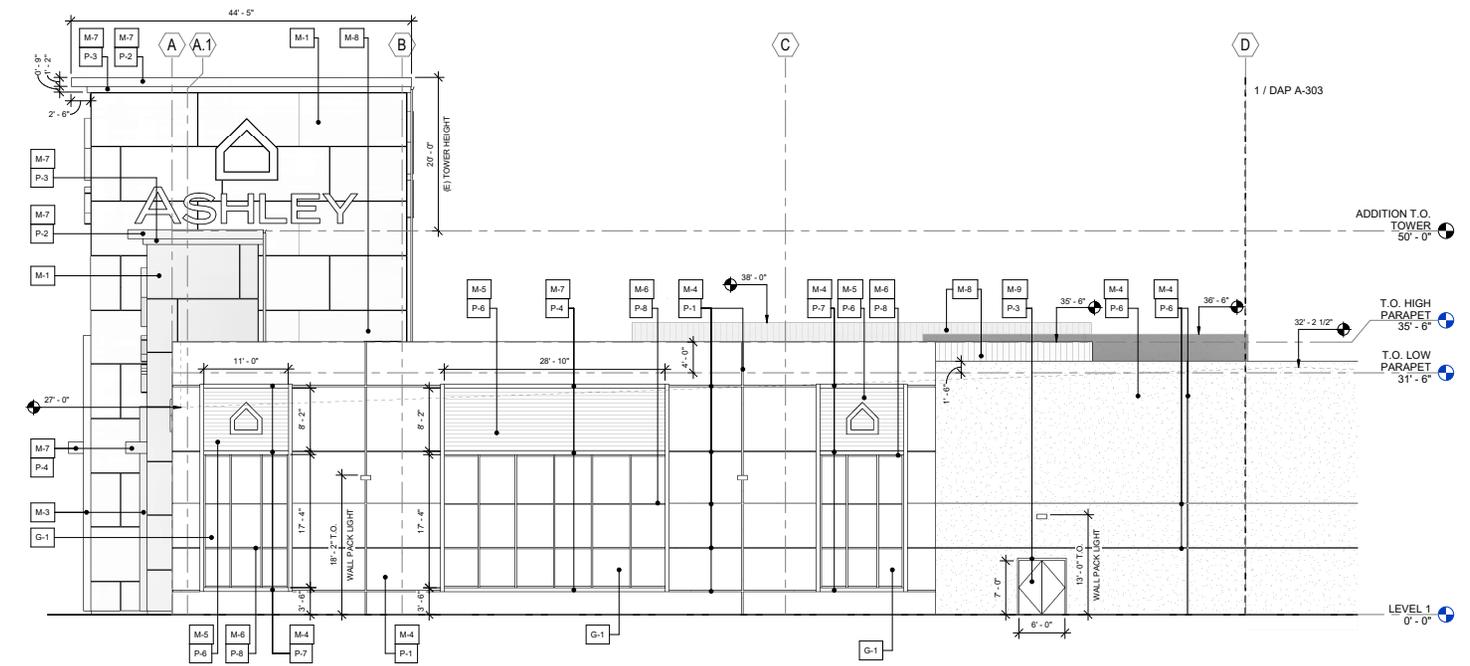
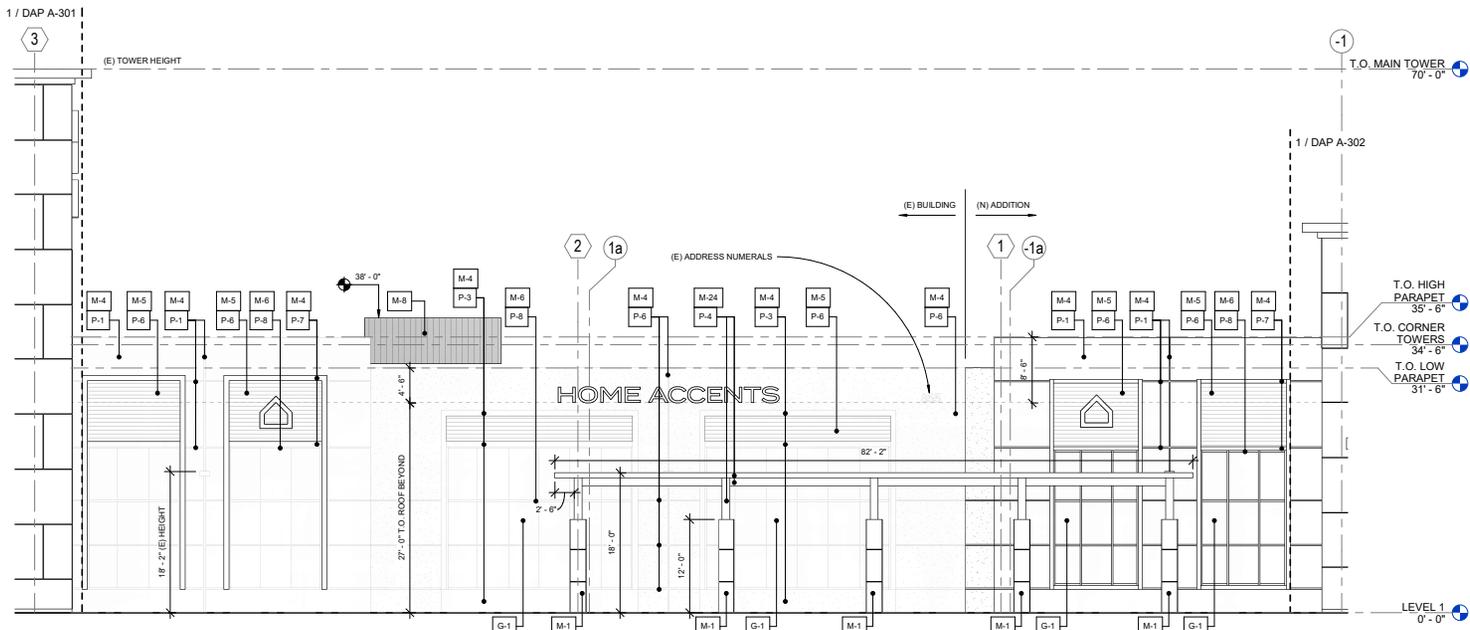


Source:

Exhibit 7: Conceptual Grading Plan
 City of Colton
 Ashley Expansion Project

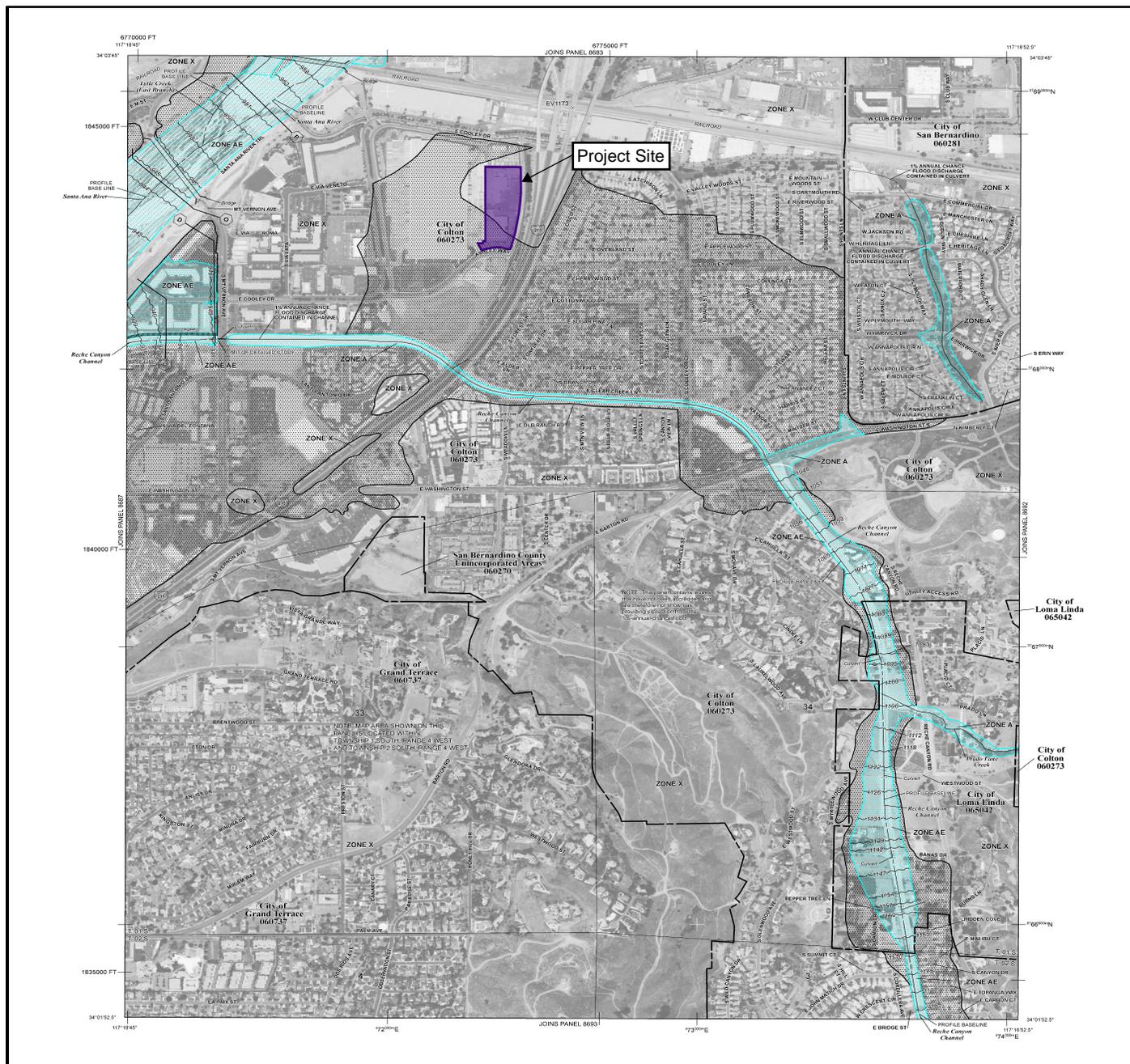


Kimley»Horn



Source:

Exhibit 8: Elevations
 City of Colton
 Ashley Expansion Project



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, AR9, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A
No Base Flood Elevations determined.

ZONE AE
Base Flood Elevations determined.

ZONE AH
Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO
Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain; average depths determined). For areas of alluvial fan flooding, velocities also determined.

ZONE AR
Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a pool control system that was subsequently abandoned. Zone AR indicates the former flood control system is being removed to provide protection from the 1% annual chance or greater flood.

ZONE AR9
Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V
Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE
Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream that an adjacent floodway area that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE K
Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X
Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D
Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities
Base Flood Elevation line and value; elevation in feet
Base Flood Elevation value where uniform within zone; elevation in feet
Referenced to the North American Vertical Datum of 1988
Cross-section line
Truncated line
Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
475°E value
100-meter Universal Transverse Mercator grid values; zone 11
5000-foot grid ticks; California State Plane coordinate system, Zone V (FIPSZONE = 905), Lambert projection
Bench mark (see explanation in Notes to Users section of this FIRM panel)
M1.5
River Mile

MAP REPOSITORIES
Refer to Map Repositories List on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
August 28, 2008

EFFECTIVE DATES OF REVISIONS TO THIS PANEL
September 2, 2016 - to change Base Flood Elevations, to change Special Flood Hazard Areas, to change zone designations to incorporate previously issued Letters of Map Revision, and to reflect updated geographic information

For community map revision history prior to countywide mappings, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-338-6666.

MAP SCALE 1" = 500'

0 250 500 750 1000 1250 1500 FEET
0 100 200 300 400 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 8691J

FIRM
FLOOD INSURANCE RATE MAP
SAN BERNARDINO COUNTY
CALIFORNIA
AND INCORPORATED AREAS

PANEL 8691 OF 9400
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

COUNTY	COMMUNITY	NUMBER	PANEL	SUFFIX
COLTON, CITY OF	GRAND TERRACE, CITY OF	06073	8691	J
	LOMA LINDA, CITY OF	06042	8691	J
	SAN BERNARDINO COUNTY	06022	8691	J
	SAN BERNARDINO, CITY OF	06081	8691	J

Notes to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the insured community.

MAP NUMBER 06071C8691J
MAP REVISED SEPTEMBER 2, 2016

Federal Emergency Management Agency

Source: FEMA Flood Maps

Exhibit 9: FEMA Flood Insurance Rate Map

City of Colton

Ashley Expansion Project



3.0 INITIAL STUDY CHECKLIST

1. Project title:

Ashely Expansion Project

2. Lead agency name and address:

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

3. Contact person and phone number:

David Alvarez, Senior Planner
dalvarez@coltonca.gov

4. Project location:

The Project site is located along Ashley Way, in the City of Colton (City), County of San Bernardino, California, on Assessor Parcel Numbers (APNs) 0276-131-92 and 0276-131-90. The Project is generally located in the eastern portion of the City, adjacently to the west of Interstate 215 (I-215), east of East Cooley Drive, approximately 0.43 miles south of I-10, and north of commercial and warehouse.

5. Project sponsor's name and address:

Ashley Furniture
1601 E. Cooley Drive
Colton, CA 92324

6. General plan designation:

Current: 855 Ashley Way (General Commercial); 755 Ashley Way (Light Industrial)

Proposed: No Change

7. Zoning:

Current: 855 Ashley Way (C-2 General Commercial); 755 Ashley Way (M-1 Light Industrial)

Proposed: No Change

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

The Project site is located along Ashley Way, in the City of Colton (City), County of San Bernardino, California, on Assessor Parcel Numbers (APNs) 0276-131-92 and 0276-131-90. The Project site consists of two existing buildings at 855 Ashley Way Building and 755 Ashley Way, respectfully. The

Project includes a 35,000 square foot addition to the existing 855 Ashley Way building which would result in a new total building area of 100,154 square feet. The Project would also require a lot line adjustment and partial demolition of two service bays at 755 Ashley Way. The Project would include 363 parking spaces that would be shared by both buildings and would be located in the middle and eastern portions of the Project site. Anticipated Project completion would occur in one phase.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The Project site is bounded by East Cooley Drive, and light industrial uses to the north and east, Ashley Way, undeveloped land, and commercial uses to the south, and Ashley Way, I-215, and single-family residential uses to the east.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

None

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The City completed AB 52 tribal consultation of the Project. In November 2022, the City initiated tribal consultation with interested tribes listed by the Native American Heritage Commission (NAHC), consistent with AB 52. The City requested consultation from the following tribes: Agua Caliente Band of Cahuilla Indians; Augustine Band of Cahuilla Mission Indians; Cabazon Band of Mission Indians; Cahuilla Band of Indians; Gabrieleno Band of Mission Indians – Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino Tongva Indians of California Tribal Council; Gabrielino/Tongva Nation, Gabrielino-Tongva Tribe; Los Coyotes Band of Cahuilla and Cupeño Indians; Morongo Band of Mission Indians; Pala Band of Mission Indians; Pechanga Band of Indians; Quechan Tribe of the Fort Yuma Reservation; Ramona Band of Cahuilla; Rincon Band of Luiseno Indians; San Manuel Band of Mission Indians; Serrano Nation of Mission Indians; Soboba Band of Luiseno Indians; and Torres-Martinez Desert Cahuilla Indians. The Morongo Band of Mission Indians requested consultation with the City about the Project on December 28, 2022. The consultation occurred on January 12, 2023. Consultation with the Morongo Band of Mission Indians concluded on March 23, 2023. Refer to **Section 4.18, Tribal Cultural Resources** of this document for additional information.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Environmental Factors Potentially Affected

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

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> 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.

CERTIFICATION:

Signature

Date

4.0 ENVIRONMENTAL ANALYSIS

AESTHETICS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

a) *Have a substantial adverse effect on a scenic vista?*

Less than Significant Impact. Scenic vistas within the City include immediate views of the Blue Mountains located at the southeastern portion of City, distance views of the San Bernardino Mountains to the north. The Project proposes the addition of 35,000 square feet to an existing building at 855 Ashley Way, a lot line adjustment and partial demolition of two service bays. The proposed expansion would have a maximum height of approximately 36 feet, which is within the allowable height of 40 feet for the C-2 zoning (refer to **Exhibit 8, Elevations**). The Project site is surrounded by light industrial uses to the north, general commercial and light industrial uses to the south, light industrial to the east, and single-family residential uses beyond the I-215 freeway. Viewsheds of the mountains to the north and east would not be affected since the Project is currently developed and the proposed improvements would adhere to the City’s GP and MC design standards, including but not limited height, and landscaping setbacks. Therefore, impacts associated with a scenic vista would be less than significant.

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

No Impact. According to the California Department of Transportation (Caltrans) State Scenic Highway System Map, there are no officially or eligible state scenic highways within the City,

including the proposed Project site.¹ The closest officially designated state scenic highway is located approximately 29 northeast of the Project site. Therefore, development of the Project would not substantially damage scenic resources within a state scenic highway and no impact would occur.

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

Less Than Significant Impact. The Project site is currently fully developed. The Project would be located in an urbanized area and would be consistent with existing City General Plan and zoning designations. Because the Project would only serve to improve existing conditions of the Project site and would be designed in accordance with applicable development standards, it is not anticipated that the Project would create a significant change the surrounding area's scenic quality. Therefore, a less than significant impact would occur.

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

Less than Significant Impact. Existing sources of light and glare includes street lighting, light and glare from the existing and surrounding buildings, on-site security lighting and motorists, and motorists driving by Ashley Way and the I-215. Although the Project would increase lighting and glare within the site, the Project would be developed in compliance with City MC Section 18.42.090, which requires that all light be reflected away from adjoining properties or any public right-of-way. New lighting would also be reviewed by the City to ensure that the Project adheres to the 2022 California Building Code, Title 24 (California Code of Regulations), as well as the 2022 California Green Building Standard Code (Part 11 of Title 24, California Code of Regulations) such that only the minimum amount of lighting is used, and no light spillage occurs. Therefore, adverse effects associated with the creation of light and glare would be less than significant without mitigation incorporated.

Cumulative Impacts

Aesthetic impacts related to scenic views, scenic quality, and light and glare are generally site-specific. As concluded in Thresholds 1(a) through 1(d), the Project's potential aesthetic impacts related to aesthetic resources would be less than significant. The Project would be consistent with the type and intensity of the existing commercial and light industrial uses. Consist with the Project, each cumulative development would be subject to compliance with applicable State and local development standards, and guidelines to minimize aesthetic-related impacts. Therefore, the Project's aesthetic-related impacts are not expected to be cumulatively considerable.

¹ Caltrans. (2018). *State Scenic Highway System Map – Colton*. Retrieved from: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca> (accessed August 8, 2022).

AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>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?</p>				X
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				X
<p>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))?</p>				X
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				X
<p>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?</p>				X

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section*

4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

- d) *Result in the loss of forest land or conversion of forest land to non-forest use?*
- e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact (a-e). The California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program delineates the Project site as Urban and Built-Up Land.² The existing Project site consists of commercial and industrial uses that would continue upon implementation of the Project. Therefore, the Project site does not meet the definition of lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance or lands designated as forestland or timberland as defined by PRC Sections 12220(g), 4526, and 51104(g). Consequently, the Project site is not subject of Williamson Act Contract. Overall, the Project would not propose changes in the existing environment that would convert agricultural or forestry resources to non-agricultural uses. No impacts would occur.

Cumulative Impacts

As noted above, the Project would have no impact on agricultural and forestry resources since the Project would be consistent with existing on-site and surrounding uses. Therefore, the Project would not contribute to a cumulatively considerable impact.

² DOC. (2019). *Farmland Mapping and Monitoring Program – Important Farmland Finder*. Retrieved at: <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed August 8, 2022).

AIR QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?			X	

An Air Quality Assessment was prepared for the Project by Kimley-Horn and Associates in December 2022. This report is summarized below and is included as **Appendix A** of this MND.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and federal laws. These regulated air pollutants are known as “criteria air pollutants” are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are primary criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants.

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic, or cancer-causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The

current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

The California Air Resources Board (CARB) identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, lightheadedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing ambient air quality levels, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the South Coast Air Basin (SCAB) that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O₃, PM₁₀, and PM_{2.5}. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Fontana-Arrow Monitoring Station (located approximately 3.0 miles to the southwest). Local air quality data from 2018 to 2020 are provided in **Table 2, Ambient Air Quality Data**, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 2: Ambient Air Quality Data

Criteria Pollutant	2019	2020	2021
Ozone (O₃)¹			
1-hour Maximum Concentration (ppm)	0.127	0.162	0.142
8-hour Maximum Concentration (ppm)	0.114	0.128	0.112
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	63	89	66
NAAQS 8-hour (>0.070 ppm)	96	130	98
Carbon Monoxide (CO)¹			
1-hour Maximum Concentration (ppm)	1.29	1.907	1.966
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)¹			
1-hour Maximum Concentration (ppm)	0.0593	0.0540	0.0563
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>0.100 ppm)	0	0	0

Criteria Pollutant	2019	2020	2021
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM₁₀)¹			
National 24-hour Maximum Concentration	112.7	174.8	182.4
State 24-hour Maximum Concentration	92.2	100.8	71.2
State Annual Average Concentration (CAAQS=20 µg/m ³)	30.5	—	31.7
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m ³)	0	1	1
CAAQS 24-hour (>50 µg/m ³)	4	8	4
Particulate Matter Less Than 2.5 Microns (PM_{2.5})¹			
National 24-hour Maximum Concentration	60.5	56.6	57.9
State 24-hour Maximum Concentration	60.5	56.6	57.9
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	1	2	1
Notes: NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million. µg/m ³ = micrograms per cubic meter; — = not measured ¹ Measurements taken at the Fontana-Arrow Monitoring Station at 14360 Arrow Boulevard, Fontana, California 92335 (CARB# 36197)			
Source: Kimley-Horn and Associates. (2022). <i>Air Quality Assessment</i> . p. 9 – Table 2.			

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Land uses surrounding the Project consist mostly commercial and light industrial. The nearest sensitive receptors are single family homes located approximately 400 feet (122 meters) to the east of the Project, on the opposite side of I-215. There is also a Kaiser Permanente medical center located approximately 1,250 feet (381 meters) to the west of the Project. Sensitive land uses nearest to the Project are shown in **Table 3, Sensitive Receptors**.

Table 3: Sensitive Receptors

Receptor Description	Distance and Direction from the Project
Single-Family Residences	400 feet to the east
Kaiser Permanente Medical Center	1,250 feet to the west

Source: Google Earth, 2021.

Air Quality Thresholds

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if a project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 4, South Coast Air Quality Management District Emissions Thresholds**.

Table 4: South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors	Emissions (Maximum Pounds Per Day)	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Nitrogen Oxides (NO _x)	550	550
Carbon Monoxide (CO)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55

Source: Kimley-Horn and Associates. (2022). *Air Quality Assessment*. p. 17 – Table 5.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, the Project would also be subject to the CAAQS and NAAQS. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project site above the CAAQS and NAAQS for CO standards are (the more stringent CAAQS are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour CAAQS and NAAQS.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent CAAQS or NAAQS. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The City of Colton is located within SCAQMD SRA 34. **Table 5, Localized Significance Thresholds for Construction/Operations**, shows the LSTs for a 1-acre, 2-acre, and 5-acre project in SRA 34 with sensitive receptors located 100 meters from the Project.

Table 5: Local Significance Thresholds for Construction/Operations (Maximum Pounds Per Day)

Project Size	NO _x	CO	PM ₁₀	PM _{2.5}
1 Acre	211/211	2,141/2,141	33/8	9/3
2 Acres	263/263	2,738/2,738	42/10	12/3
5 Acres	378/378	4,142/4,142	65/16	17/5

Source: Kimley-Horn and Associates. (2022). *Air Quality Assessment*. p. 18 – Table 6.

Methodology

Construction and Operations

The following impact analysis considers the Project's construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Project operations would result in emissions of area sources (consumer products, architectural coating, and landscape equipment), energy sources (natural gas usage), mobile sources (motor vehicles from Project-generated vehicle trips), and off-road equipment. Project-generated increases in operational emissions would be predominantly associated with motor vehicle use.

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

Less than Significant Impact. As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the NAAQS. The State Implementation Plan 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 CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the 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 SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving CAAQS and NAAQS. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the 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 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 SCAQMS's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air

quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 2 refers are CAAQS and NAAQS. As shown in **Tables 6, 7, and 8** in threshold (b) below, the Project would not exceed the construction standards, operational standards, or local significance thresholds. 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 a General Plan Amendment or a Zone Change since the Project's proposed uses would be consistent with the land uses planned for the site. Additionally, the Project would not result in a direct increase in population as it would not accommodate any new residents. As such, the Project would not result in substantial unplanned growth or unaccounted for growth in the General Plan or job growth projections used by the SCAQMD to develop the AQMP. Thus, a less than significant impact would occur no impact would occur, as the Project is also consistent with the second criterion.

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

Less than Significant 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 O₃-precursor pollutants (i.e., ROG and NO_x) and PM₁₀ 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. In addition, fugitive dust 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 12 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 6, Construction-Related Emissions**.

Table 6: Construction-Related Emissions (Maximum Pounds Per Day)

Construction Year	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2023	1.76	17.53	14.62	0.03	2.41	1.06
2024	18.8	46.6	40.4	0.08	16.0	8.50
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No
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. No mitigation was applied to construction equipment.						
Source: Kimley-Horn and Associates. (2022). <i>Air Quality Assessment</i> . p. 23– Table 7.						

SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Standard Condition (SC) AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM10 and PM2.5 concentrations. While impacts would be considered less than significant, the Project would be subject to the SCAQMD Rules for reducing fugitive dust, described in the Regulatory Framework subsection above and identified in SC AQ-1.

Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. As required by law, all architectural coatings for the Project structures would comply with SCAQMD Rule 1113.

As shown in **Table 6** above, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules 402, and 403 and required by SC AQ-1.

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 7, Operational Emissions**. Note that emissions rates differ from summer to winter due to the formulation of fuel in California for winter and summer blends. As shown in **Table 7**, the Project emissions would not exceed SCAQMD thresholds for any criteria air pollutants. As such, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. Therefore, regional operations emissions would result in a less than significant long-term regional air quality impact.

Table 7: Operational Emissions (Maximum Pounds Per Day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Source Emissions	0.74	>0.01	>0.01	0.00	>0.01	>0.01
Energy Emissions	>0.01	0.021	0.02	>0.01	>0.01	>0.01
Mobile Emissions	1.81	1.73	11.6	0.02	2.04	0.56
Total Emissions	2.55	1.75	11.60	0.02	2.04	0.56
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No

Source: Kimley-Horn and Associates. (2022). *Air Quality Assessment*. p. 24 – Table 8.

Laws, Ordinances, and Regulations:

The following includes existing requirements that are based on local, State, or federal regulations or laws that are frequently required independent of CEQA review. Typical standard conditions and requirements include compliance with the provisions of the Building Code, SCAQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because these requirements are neither project specific nor a result of project development, they are not mitigation measures.

SC AQ-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulate emissions. The measures include, but are not limited to, the following:

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

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact.

Localized Construction Significance Analysis

The nearest sensitive receptors are single family homes located approximately 400 feet (122 meters) to the east of the Project, on the opposite side of I-215. There is also a Kaiser

Permanente medical center located approximately 1,250 feet (381 meters) to the west 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 8, 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, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced lookup tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 2.0 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 1.5-acre threshold were interpolated and utilized for this analysis.

Table 8: 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
	Dozers	1	0.5	8	0.5
	Scrapers	0	1	8	0
Total Acres Graded per Day					2
Source: Kimley-Horn and Associates. (2022). <i>Air Quality Assessment</i> . p. 26 – 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 single family homes located approximately 400 feet (122 meters) to the east of the Project, on the opposite side of I-215. There is also a Kaiser Permanente medical center located approximately 1,250 feet (381 meters) to the west 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 100 meters were conservatively utilized in this analysis. **Table 9, Localized Significance of Construction Emissions**, presents the results of localized emissions during construction.

Table 9 shows that Project emissions of these pollutants on the peak day of construction would not exceed SCAQMD thresholds at the nearest sensitive receptor. Therefore, the Project would result in a less than significant impact concerning LSTs during construction.

Table 9: Localized Significance of Construction Emissions (Maximum Pounds Per Day)

Construction Activity	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition (2022)	16.61	13.9	1.35	0.86
Site Preparation (2023)	12.42	6.64	2.95	1.63
Grading (2023)	14.46	8.7	3.36	1.89
Building Remodel (2023)	11.71	12.6	0.51	0.49
Paving (2023)	6.23	8.8	0.31	0.28
Painting (2023)	1.30	1.81	0.07	0.07
<i>SCAQMD Localized Screening Threshold (adjusted for 2 acres at 122 meters)</i>	288	3,532	51	15
Exceed SCAQMD Threshold?	No	No	No	No
Note: * Site Preparation, Grading, Building Remodel, Paving, and Painting activities could occur on the same day, therefore these emissions are added together to show a daily maximum.				
Source: Kimley-Horn and Associates. (2022). <i>Air Quality Assessment</i> . p. 27 – 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). Although the Project is not a warehouse, the operational phase LST protocol is conservatively applied to both the area source and energy emissions.

LSTs thresholds for receptors located at 122 meters in SRA 34 were utilized in this analysis because the closest sensitive receptors to the Project area are single family homes located approximately 400 feet (122 meters) to the east of the Project, on the opposite side of I-215. Although the Project area is approximately 1.21 acres (including building expansion and parking lot improvements), the 1-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, the emissions shown in **Table 10, Localized Significance of Operational Emissions** include all on-site Project-related emissions from area and energy sources. **Table 10** shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 10: Local Significance of Operational Emissions

Activity	NO _x	CO	PM ₁₀	PM _{2.5}
On-site Emissions ¹	0.02	0.02	<0.01	<0.01
<i>SCAQMD Localized Screening Threshold (adjusted for 1-acre at 122 meters)</i>	211	2,141	8	3
Exceed SCAQMD Threshold?	No	No	No	No
1. Includes all on-site area source and energy emissions				
Source: Kimley-Horn and Associates. (2022). <i>Air Quality Assessment</i> . p. 27 – 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 Program³ 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 2016 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 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NO_x emission reductions to attain the 1-hour ozone standard by 2022. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the ozone standards will likewise lead to improved 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 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.

The 2016 AQMD also emphasizes that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_x emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_x from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_x reductions from stationary sources achieved in the decades prior to 2008.

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds (refer to **Table 6** and **Table 7**). Localized effects of on-site Project emissions on nearby sensitive receptors were also found to be less than significant (refer to **Table 9**). 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 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 700 additional vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

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

Less than Significant Impact.

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.

Cumulative Impacts

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for the CAAQS and nonattainment for O₃ 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 should result in a less than significant impact on a cumulative basis 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 6** 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 by a cumulative impact. As a result, no single project is 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 7**, 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. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

BIOLOGICAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

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 Impact. Development of the Project is not anticipated to have a substantial adverse effect on a candidate, sensitive, or special status species. The Project site, including the surrounding area is highly urbanized and has little opportunity to support native wildlife or special status species.

Furthermore, the Project is within the footprint of the area previously evaluated for biological impacts as part of the previous project's approval process. Therefore, evaluation of the Project's impacts associated with a candidate, sensitive, or special status species was not warranted as the ground surface was previously disturbed and developed with two buildings and parking lots. No impact would occur.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

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

No Impact. There is no naturally occurring, or man-made features that occur on-site. As previously noted in Threshold 4(a), the Project site and surrounding area is fully developed and contains no riparian habitat, other sensitive natural community, or State or federally-protected wetlands identified in local or regional plan, policies, regulation or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife that would be impacted as a result from the Project implementation. Therefore, no impact would occur.

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 Impact. As noted above, the Project site is fully developed and utilized for commercial and light industrial uses that would remain as part of the Project. According to the City's General Plan Draft EIR, the San Bernardino County General Plan Open Space Element identifies Lytle Creek in the northeast portion of the City and Santa Ana River in the southern portion of the City as wildlife corridors. Since the Project site is not located near either wildlife corridor and located in a highly urbanized area, the Project is not anticipated to substantially interfere 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 impact would occur.

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

Less than Significant Impact. The trees located on the Project site are non-native trees that were planted as part as the previously approved project's landscaping requirements. As shown in **Exhibit 6**, the existing on-site trees, shrubs, and plants would remain and thus, the Project would not conflict with the Colton MC Section 12.20.041, Tree Protection guidelines.³ Since the Project would not conflict with the Colton MC Section 12.20.041, no impact would occur.

³ City of Colton. (2022). *City of Colton Municipal Code*. Available at: https://library.municode.com/ca/colton/codes/code_of_ordinances (accessed January 2023).

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. The City has adopted a Habitat Conservation Plan for USFWS to preserve populations of the Delhi sands flowerloving fly (DSF) within DSF habits located north of I-10. Since the Project site is not located within the Habitat Conservation Plan, or any other approved local, regional, or State habitat conservation plan, no impact would occur, and no mitigation is required.

Cumulative Impacts

As concluded above, the Project would not result in significant impacts to biological resources with compliance with applicable State, regional, and local regulations pertaining to biological resources. Similar to the Project, cumulative development impacts on biological resources would be evaluated on an individual project-level. Therefore, in conjunction with cumulative development, the Project's impact on biological resources would not be cumulatively considerable.

CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				X
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

a) *Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?*

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

No Impact. The Project is not anticipated to cause a substantial adverse change to a historical or archeological resource. The Project is within the footprint of the area previously evaluated for cultural impacts as part of the previous project. Therefore, evaluation of Project-associated impacts to any historical or archeological resource is not warranted as the ground surface was previously disturbed and developed with the existing buildings and parking lots. Therefore, no impacts to a historical or archeological resource would occur.

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

Less Than Significant with Mitigation Incorporated. The closest cemetery from the Project site is the Montecito Memorial Park and Mortuary located approximately 0.89 miles southeast of the Project site. Similar to the threshold 5(a)(b) analysis above, the Project site is fully developed so evaluation of the Project’s impacts associated with human remains is not warranted as the ground surface was previously disturbed and developed with the existing on-site uses. Additionally, the surrounding uses around the Project site are fully developed. In the unlikely event that human remains are encountered during Project construction, the proper authorities (i.e., San Bernardino County Coroner) shall be notified and standard procedures for the respectful handling of human remains during construction activities will be followed. Construction contractors are required to adhere to California Code of Regulations (CCR) Section 15064.5(e), Public Resources Code (PRC) Section 5097, and Section 7050.5 of the State’s Health and Safety Code. In the event of an unanticipated discovery of a human burial, human bone or suspected human bone, or funerary objects associated with a human burial, the law requires all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. The construction contractor, Project Applicant, and the County

Coroner are required to comply with the provisions of CCR Section 15064.5(e), PRC Section 5097.98, and Section 7050.5 of the State's Health and Safety Code. Compliance with these provisions and implementation of Mitigation Measure (MM) **CUL-1** would ensure that any potential impacts to unknown buried human remains would be less than significant by ensuring appropriate examination, treatment, and protection of human remains as required by State law.

Mitigation Measures:

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

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City and San Manuel Band of Missions Indians Cultural Resources Department as detailed in Mitigation Measure **TCR-1**. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines, or a Historic Property, as defined in 36 CFR 60.4. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106, or 2) that the treatment measures have been completed to their satisfaction.
- After the archaeologist's assessment, the San Manuel Band of Mission Indians Cultural Resources Department shall be provided information on the nature of the find so the tribe may provide input with regard to the significance and treatment of the find. If determined significant, as defined by CEQA (amended 2015), and if avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan), the drafts of which shall be provided to the tribe for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly
- If the find includes human remains, or remains that are potentially human, or funerary remains, the professional archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the

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

Cumulative Impacts

As concluded above, the Project would not result in any impacts associated with historical and archeological resources, or human remains. The determination of cumulative impacts occurring from the development of the Project, in conjunction with cumulative development, is less than significant. Each cumulative project is required to comply with all applicable federal, State, and local laws and regulations and implement mitigation measures, as applicable, to protect and/or preserve cultural resources that may occur on site. Therefore, the Project's incremental effects would not be cumulatively considerable.

ENERGY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Energy Calculations were prepared for the Project by Kimley-Horn and Associates in December 2022. These calculations are presented below and included as **Appendix B** of this MND.

Building Energy Conservation Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the CCR). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The latest building standards were adopted on July 2022 and become effective on January 1, 2023.

Senate Bill 350

In September 2015, then California Governor Jerry Brown signed Senate Bill (SB) 350 (de León). This legislation established tiered increases to the Renewable Portfolio Standard—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030.

Senate Bill 100

SB 100, referred to as “The 100 Percent Clean Energy Act of 2019,” was signed into law by Governor Brown in September 2018 and increased the required Renewable Portfolio Standards established in SB 350. Under SB 100, the total kilowatt hours (kWh) of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Refer to **Appendix D, Greenhouse Gas Emissions Assessment**, for further laws and regulations concerning energy usage.

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

Less than Significant Impact.

Electricity

The Colton Electric Utility Department provides electricity to the Project area. The existing on-site uses currently use electricity provided by Colton Electric Utility. The Project is expected to use approximately 431,086 kilowatt-hours per year (kWh/year) based on CalEEMod; refer to **Appendix B**. Project implementation would result in a permanent increase in electricity over existing conditions. The increased demand is expected to be adequately served by the existing City electrical facilities. When compared to the San Bernardino County Annual Energy usage of 16,180,811,158 kWh/per, the Project's expected electrical use represents an insignificant percent increase of 0.0027 percent. Therefore, projected demand would not significantly impact the Colton Electric Utility Department's level of service.

The Project would be required to comply with the 2019 Building Energy Efficiency Standards. Prior to ensure that energy efficient-design features are implemented. The Project would also be required adhere to applicable CALGreen provisions, which establish planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. Additionally, Project development would not interfere with achievement of the 60 percent Renewable Portfolio Standard set forth in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to SCE and other electricity retailers. As electricity retailers reach these goals, emissions from end user electricity use would decrease from current emission estimates.

Furthermore, the Project applicant would comply with all Colton Electric Utility Department customer service policies and service requirements of the Electric Utility Department. The Project Applicant would, when required, install all conduit and vault systems associated with underground electric line extensions and street-lighting as per the Colton Electric Utility's approved design. The Project Applicant would also pay all fees and charges associated with the Colton Electric Utility's cost to provide electric service, including underground and overhead line extensions and street-lighting. The developer would also provide utility easements for all existing and proposed utility owned electric facilities within the Project site.

Therefore, the Project would not result in a significant impact to wasteful, inefficient, or unnecessary consumption of electricity, during project construction or operation.

Natural Gas

The Southern California Gas Company (SoCalGas) is the service provider for the Project. The Project is expected to use approximately 77,000 kilo-British thermal units per year (kBTU/yr) of natural gas based on CalEEMod); refer to **Appendix B**. The increased demand is expected to be adequately served by the existing SoCalGas facilities as the Project's components would not constitute a

significant increase of natural gas usage when compared to the existing development that would remain. Furthermore, when compared to the San Bernardino County Annual Energy usage of 56,136,061,700 kBTU/yr, the Project's expected natural gas use represents an insignificant percent increase of 0.0001 percent. Therefore, the Project would not result in a significant impact to wasteful, inefficient, or unnecessary consumption of natural gas resources, during project construction or operation.

Fuel

During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Construction equipment during demolition, grading, paving and other ground-disturbance activities would be gas-powered or diesel-powered. As concluded in **Appendix B**, the total construction fuel would be approximately 61,593 gallons of fuel. When compared to San Bernardino County's projected Construction Year 2023 County Fuel of 1,145,136,461 gallons of fuel, the Project's construction fuel usage would constitute an insignificant increase of 0.0209 percent. Therefore, the Project's impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure; impacts would not be significant.

During operations, energy consumption would be associated with passenger cars (96 percent), light/medium trucks (two percent), and heavy trucks/other (two percent). As concluded in **Appendix B**, the total operation annual fuel for the Project would be approximately 46,550 gallons. When compared to San Bernardino County's projected Construction Year 2023 County Fuel of 1,145,136,461 gallons of fuel, the Project's operational fuel usage would constitute an insignificant increase of 0.0014 percent. Furthermore, the Project is in an urbanized area, adjacently west of the I-215, and near existing infrastructure. Therefore, the Project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Adherence with existing laws and regulations concerning vehicle fuel consumption efficiencies (CAFE Standards)⁴ would ensure that vehicle trips generated by the Project would not be considered as inefficient, wasteful, or unnecessary. The Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

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

Less than Significant Impact. The Project would be required to adhere to all applicable federal, state, and local regulation pertaining to energy usage which includes but not limited to State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. In addition, the Project would comply with Title 24 requirements, and California Green

⁴ U.S. Department of Transportation (2014). *Corporate Average Fuel Economy Standards*. Available at: <https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards> (accessed January 2023).

Building Code standards that are consistent with the City's Climate Action Plan's efficiency measures. The Project would not conflict with any applicable plan, policy, or regulation of an agency and impacts would be less than significant.

Cumulative Impacts

As noted above, the Project would utilize energy in the form of electricity, natural gas, and fuel, but not in a wasteful, inefficient, or unnecessary manner. The Project would also be required to adhere to the all applicable federal, state, and local energy-efficient design standards and regulations to ensure the efficiency of electrical uses during construction and operation. The Project's natural gas usage would be nominal and fuel consumption would comply with the goals and policies set in the Colton General Plan. Therefore, the Project's impacts associated with energy usage would not be cumulatively significant.

GEOLOGY AND SOILS

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

The following analysis is based on the Geotechnical Investigation Report prepared by Converse Consultants dated April 2022 and is included as **Appendix C** of this IS/MND.

- a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*
 - ii) *Strong seismic ground shaking?*

Less of Significant Impact. According to the Geotechnical Investigation, the Project site is situated in a seismically active region. As is the case for most areas of Southern California, ground-shaking resulting from earthquakes associated with nearby and more distant faults may occur at the project site. During the life of the project, seismic activity associated with active faults can be expected to generate moderate to strong ground shaking at the site. Review of recent seismological and geophysical publications indicates that the seismic hazard for the project is high. Therefore, the Project is required to comply to all applicable California Building Code (CBC) seismic design standards to ensure that buildings are able to withstand strong seismic ground shaking in the event that an earthquake occurs. The CBC was adopted by all municipalities within southern California on January 1, 2017 and is updated every three years. The CBC provides procedures for earthquake-resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. Furthermore, the Project would be designed in accordance with the Colton GP's Safety Element policies regarding seismic ground shaking. Therefore, the Project's impacts associated with fault rupture resulting in strong seismic ground shaking would be less than significant.

- iii) iv) *Seismic-related ground failure, including liquefaction? Landslides?*

Less than Significant Impact. According to Colton GP Figure S-3, Liquefaction Hazard Zones, and Figure S-4, Landslide Hazards Zones,⁵ the Project is located in an area with a susceptibility to liquefaction and landslides. Therefore, the Project's proposed expansion would be designed in compliance with applicable state and local regulation, including the Colton GP to minimize impacts concerning liquefaction and landslides. Although the City restricts development in areas prone to liquefaction, the Geotechnical investigation concluded that based on groundwater being deeper than approximately 101 feet below ground surface (bgs), liquefaction-induced settlement of the site is negligible. Additionally, due to the flat nature of the Project site, the potential for seismically induced landslides affecting the project site is considered to be very low. Therefore, compliance with all applicable state and local regulation would ensure that impacts from liquefaction and landslides are minimized to a less than significant level.

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

Less than Significant Impact. Refer to Hydrology and Water Quality thresholds a) through c) below for more information.

⁵ City of Colton. (2018). *City of Colton General Plan, Safety Element*. page S-26 - Figure S-3. Available at: https://www.ci.colton.ca.us/DocumentCenter/View/4275/Safety-Element_Adopted-December-18-2018?bidId= (accessed January 2023).

The Project site is predominately paved with the existing Ashley Furniture store development. Nevertheless, the Project would implement a Water Quality Management Plan (WQMP) in compliance with the requirements set by City and NDPES Areawide Stormwater Program. The WQMP would include a Stormwater Pollution Prevention Plan (SWPPP), which includes but is not limited to, erosion-control and sediment-control Best Management Practices (BMPs) to control potential construction-related pollutions caused by the Project's proposed ground-disturbing activities. The erosion-control BMPs would be designed to prevent erosion, whereas sediment controls would be implemented to trap sediment within runoff. Furthermore, all the Project would implement, as applicable, the recommendations for earthwork presented in the Geotechnical Investigation to ensure that impacts related to loss of topsoil is minimized (refer to **Appendix C** for more information).

During operations, the site would be paved throughout and would continue to be subject to the WQMP. Landscaping would also be maintained accordingly to the Project's WQMP. Therefore, compliance with regional and local permitting and regulation would ensure that impacts concerning soil erosion during Project construction and operational activity are less than significant.

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

Less than Significant Impact. The City's Local Hazard Mitigation Plan and GP Safety Element lists the types of geologic hazards known to occur in the city regarding slope instability, leading to possible mudflow, liquefaction, and collapsible or expansive soils. As discussed above, the Project site is located within an area susceptible to landslides and liquefaction, but impacts are considered less than significant. Generally due to the negligible risk for liquefaction and flat nature of project site, the risk of lateral spreading is also considered low. Although the Project site is fully developed and would not significantly be impacted by landslides, lateral spreading, and liquefaction, if expansive soils are encountered during grading, special attention would be given to the Project's design and maintenance. Additional studies and recommendations would be implemented if unusual conditions arise. Therefore, impacts associated with unstable and expansive soils would be less than significant.

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

No Impact. The Project's proposed expansion would be connected to the City's wastewater sewer system and no septic systems would be implemented as part of the Project. Therefore, no impact concerning the use of septic tanks or alternative wastewater disposal systems would occur.

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

No Impact. The Project site is fully developed so it is anticipated that no paleontological resources or unique geologic features would be unearthed during the Project's ground-disturbing activities. Therefore, no impact would occur.

Cumulative Impacts

Cumulative impacts concerning geology and soils is generally site-specific. As concluded above, the Project would not result in any significant impacts related to geology and soils by complying with existing State and local laws and regulations set in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), landslide and adverse effects from soil erosion, expansive soils, loss of topsoil, development on an unstable geologic unit.

GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

The following analysis is based on the Greenhouse Gas Emissions (GHG) Assessment prepared by Kimley-Horn and Associates dated December 2022 and included as **Appendix D** of this IS/MND.

Greenhouse Gases and Climate Change

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 (CO₂), methane (CH₄), and nitrous oxide (N₂O). 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 (SF₆), and nitrogen trifluoride (NF₃); 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 CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ 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 CO₂ emissions remains stored in the atmosphere.

Regulations and Significance Criteria

Federal

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. Refer to **Appendix D**, Section 3.1, Federal, for further discussion regarding federal standards, targets, and regulations.

State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂ equivalents (CO₂e) in the world and produced 369 million gross metric tons of carbon dioxide equivalent (MMTCO₂e) in 2020. The transportation sector is the State's largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the legislation's major provisions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

CARB Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan established an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of

approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as “business-as-usual”). The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State’s Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program. Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California’s GHG emissions (adopted in 2011).
- Establishing targets for transportation related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California’s clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California’s long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California’s transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California’s freight transport system is essential to supporting the State’s economic development in coming decades while reducing pollution.
- CARB’s Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing zero emissions (ZE) buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 MMTCO_{2e} to 545 MMTCO_{2e}. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32’s goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is

considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. By 2016, California had reduced GHG emissions below 1990 levels, achieving AB 32's 2020 goal four years ahead of schedule.

In January 2017, CARB released the 2017 Climate Change Scoping Plan Update (Second Update) for public review and comment. The Second Update sets forth CARB's strategy for achieving the state's 2030 GHG target as established in Senate Bill (SB) 32 (discussed below). Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions. The Second Update was approved by CARB's Governing Board on December 14, 2017.

SB 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for passenger vehicle and light duty truck model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new passenger vehicles are anticipated to emit 34 percent fewer CO₂e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards)

SB 1368, which is AB 32's companion bill, directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO₂ per megawatt-hour.

SB 1078 and SBX1-2 (Renewable Electricity Standards)

SB 1078 requires California to generate 20 percent of its electricity from renewable energy by 2017. This goal was accelerated with SB 107, which changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SB X1-2, which codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements Executive Order B-30-15's goals. The SB 350 objectives are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 45 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into Law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

AB 1279 (Carbon Neutrality)

Signed on September 16, 2022, AB 1279 established the goal to achieve net-zero GHG emissions no later than 2045 and net negative thereafter. The bill establishes a goal toward at least an 85% reduction target for anthropogenic GHG emissions below statewide emissions limit from Section 36550 of the California Health and Safety Code.

SB 1020 (100 Percent Clean Electric Grid)

Signed on September 16, 2022, SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

SB 905 (Capturing and Removing Carbon Pollution)

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injecting of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

AB 1757 (Nature-Based Solutions)

Signed on September 16, 2022, AB 1757 requires state agencies to develop a range of targets for natural carbon sequestration and nature-based climate solutions that reduce GHG emissions to meet the 2030, 2038, and 2045 goals which would be integrated into a scoping plan addressing natural and working lands.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80 percent below 1990

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission (CEC), CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable

energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO₂e (MMTCO₂e). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium- and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new zero emission vehicles (ZEVs) "towards the target of 100 percent." The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The latest update to the CALGreen Code went into effect January 1, 2020 (2019 CALGreen). The 2019 CALGreen standards improve upon the previous standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The new 2019 CALGreen standards require residential buildings are required to be solar ready through solar panels (refer to Section 110.10 in the 2019 Building Energy Efficiency Standards for more details). The CEC adopted the 2022 CALGreen Code, which will go into effect on January 1, 2023.

CARB Advanced Clean Truck Regulation. CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission “last-mile” delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- **Zero-Emission Truck Sales:** Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- **Company and Fleet Reporting:** Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet

owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Regional

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group has proposed a tiered approach to evaluating GHG emissions for development projects where SCAQMD is not the lead agency, wherein projects are evaluated sequentially through a series of "tiers" to determine whether the project is likely to result in a potentially significant impact due to GHG emissions.

With the tiered approach, a project is compared against the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 MTCO_{2e} per year for industrial projects and a 3,000 MTCO_{2e} threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution. The Working Group indicated that the 10,000 MTCO_{2e} per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 MTCO_{2e} per service population per year. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Tier 3 Screening Thresholds

When the tiered approach is applied to a proposed project, and the project is found not to comply with Tier 1 or Tier 2, the project's emissions are compared against a screening threshold, as described above, for Tier 3. The screening threshold formally adopted by SCAQMD is an "interim" screening threshold for stationary source industrial projects where the SCAQMD is the lead agency under CEQA. The threshold was termed "interim" because, at the time, SCAQMD anticipated that CARB would be adopting a statewide significance threshold that would inform and provide guidance to SCAQMD in its adoption of a final threshold. However, no statewide threshold was ever adopted, and the interim threshold remains in effect.

For projects for which SCAQMD is not a lead agency, no screening thresholds have been formally adopted. However, the SCAQMD Working Group has recommended a threshold of 10,000 MTCO₂e/year for industrial projects and 3,000 MTCO₂e/year for residential and commercial projects. SCAQMD determined

that these thresholds would "capture" 90 percent of GHG emissions from these sectors, "capture" meaning that 90 percent of total emissions from all new projects would be subject to some type of CEQA analysis (i.e., found potentially significant)

Southern California Association of Governments

On September 3, 2020, SCAG's Regional Council adopted the 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) or Connect SoCal. The Connect SoCal charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Connect SoCal is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

Methodology

The Project's construction and operational emissions were calculated using the CalEEMod version 2020.4.0. Details of the modeling assumptions and emission factors are provided in **Appendix D**. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. The Project's operational GHG emissions would be generated by vehicular traffic, off-road equipment, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste.

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

Less than Significant Impact.

Short-Term Construction Greenhouse Gas Emissions

Project construction activities would generate direct CO₂, N₂O, and CH₄ 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 11, Construction-Related Greenhouse Gas Emissions**.

Table 11: Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
2022 Construction	85
2023 Construction	527
Total Construction Emissions	612
30-Year Amortized Construction	20.4
Source: Kimley-Horn and Associates. (2022). <i>Greenhouse Gas Emissions Assessment</i> . p. 24 – Table 2	

As indicated in **Table 11**, the Project would result in the generation of approximately 20.4 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions. The amortized Project construction emissions would be 20.4 MTCO₂e 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 12: Project Greenhouse Gas Emissions**. As shown in **Table 12**, the Project would generate approximately 655.1 MTCO₂e annually from both construction and operations and the Project. Project-related GHG emissions would not exceed the City's 3,000 MTCO₂e per year threshold. Therefore, Project impacts would be less than significant, and no mitigation measures are required.

Table 12: Project Greenhouse Gas Emissions

Emissions Source	MTCO ₂ e per Year
Construction Amortized Over 30 Years	20.4
Area Source	0
Energy	80.97
Mobile	348.03
Waste	195.2
Water and Wastewater	10.5
Total	655.1
<i>City of Colton Project Threshold</i>	<i>3,000</i>
Exceeds Threshold?	No
Source: Kimley-Horn and Associates. (2022). <i>Greenhouse Gas Emissions Assessment</i> . p. 25 – Table 3	

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

Less than Significant Impact.

The 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. The City has exceeded this goal through a combination of State and County reduction measures, but the CAP also includes various local measures to further reduce GHG emissions. The CAP identifies a series of local measures to help guide the City in the areas of building energy, transportation, solid waste management, wastewater treatment, and water conveyance to further reduce community wide GHG emissions. Measures 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 noted above, the Project includes a 35,000 square foot addition to the existing 855 Ashley Way building. Project emissions have been quantified above and would not exceed the applicable GHG threshold. As the Project has existing general commercial and light industrial uses currently occurring on the site, the Project would not conflict 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 nonmonetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. The 2017 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 general commercial and light industrial uses that currently occurs on the site, 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, Project 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.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the Project would benefit from the implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

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.

Cumulative Impacts

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and 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 much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

Cumulative Impacts

An individual project of this size and nature is of insufficient magnitude by itself to influence climate. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, the Project's short-term and long-term GHG emissions would not exceed City's threshold of 3,000 MTCO₂e. Therefore, the Project would result in a less than significant cumulative GHG impact.

HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

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

Less than Significant Impact. The Project’s construction phase could result in the transport, use, and disposal of hazardous materials such as gasoline fuels, oils, lubricants, and toxic solvents. Hazardous materials used during Project operations could consist of cleaners, solvents, paints for custodial purposes and use of pesticides, and herbicides for landscape maintenance. Therefore, the transport, use, or disposal of hazardous materials would comply with applicable federal, State,

and local regulations which include, but are not limited to, the Department of Toxic Substances Control, the U.S.EPA, the U.S. Department of Transportation, and the Occupational Safety and Health Administration (OSHA). Furthermore, the Project Applicant would submit a report to the City's Building and Safety Department which indicates the Project's intended methods of operation and list all of the proposed materials, their quantities, classifications, and the effects of any chemical (material) inter-mixing in the event of an accident or spill. In addition, the report would contain methods of protection from the appropriate hazardous materials. This would ensure that the transport, use, or disposal of hazardous materials do not create a significant public hazard. Impacts would be less than significant.

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

Less than Significant Impact. As noted above, the Project would utilize hazardous substances during both construction and operation activities which could result in the release of hazardous materials into the environment. As a requirement of the SWPPP and WQMP, the Project would identify, construct, implement, and maintain BMPs to reduce, in this case, hazardous substances in stormwater discharges and authorize non-stormwater discharges from the construction site (refer to **Section 4.10, Hydrology and Water Quality** for more information). In addition, the Project would comply with existing federal, State, and local regulations and safety standards to ensure that impacts from the reasonably foreseeable upset, and accidental release of hazardous materials are minimized. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The nearest school to the Project site is Cooley Ranch Elementary School located at 1000 South Cooley Drive, approximately 0.47-mile southeast of the Project site. The Project site is fully developed and surrounded by light industrial uses. Furthermore, the Project site is divided from Cooley Ranch Elementary School and nearby sensitive receptors (i.e., single-family residential homes) by I-215. Therefore, the Project is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste to an existing school or nearby sensitive receptors.

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

No Impact. The Project site is not included on the list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to Government Code §65962.5.12.⁶ Additionally, there are no

⁶ DTSC. (2022). *Hazardous Waste and Substances Site List*. Retrieved at: https://www.envirostor.dtsc.ca.gov/public/search.asp?PAGE=2&CMD=search&ocieerp=&business_name=&main_street_number=&main_street_name=&city=&zip=&county=&branch=&status=ACT%2CBKLG%2CCOM&site_type=CSITES%2CFUDS&cleanup_type=&npl=&funding=&reporttype=CORTESE&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&display_results=&sch

properties within or near the Project site where a known release has occurred. Therefore, no impact would occur.

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

No Impact. The closest airport from the Project is the San Bernardino International Airport located approximately 3.2 miles to the northeast. The City, including the Project, is not located with the boundaries of an airport influence map or plan. No impact would occur.

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

Less than Significant Impact. The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The Project, and the surrounding area is fully developed with existing roadways. Primary access to the Project site is provided via four existing ingress/egress points along Ashley Way to the south and east which would be improved as part of the Project. As shown in the Colton GP Figure S-11: Evacuation routes, Ashley Way is not an identified evacuation route and as such, would not be directly impacted during the construction and operation phase. Furthermore, the Project Applicant would be required to submit all plans to each applicable City Department, including the Colton Fire Department, for review of emergency access for emergency vehicles, in compliance with the California Fire Code. Therefore, the Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant, and no mitigation is required.

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

No Impact. Refer to **Section 4.20, Wildfire** for further information regarding the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The Project site is not located in a Very High Fire Hazard Severity Zone (FHSZ) or within a State Responsibility Area. Therefore, no impacts associated with wildfire would occur.

Cumulative Impacts

The Project's impacts associated with hazards and hazardous materials are anticipated to be less than significant with adherence to federal, State, and local regulations and standards. Cumulative development would also be required to comply with applicable laws and regulations to reduce impacts related to the use, transport, or disposal of hazardous materials. Therefore, the Project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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:			X	
i) Result in substantial erosion or siltation on- or off-site?			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

A Preliminary WQMP and Drainage Study was prepared for the Project by WJ McKeever Inc. in September 2022 and June 2022, respectfully. These studies are included as **Appendix E1** and **Appendix E2**, respectfully.

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less than Significant Impact.

The Project site has been previously developed and graded with the construction of two buildings, parking lots, landscaping, and associated infrastructure, including drainage features such as od inlets, storm drains, and ribbon gutters. Nearly the entirety of the existing Project site is comprised of impervious area, with minimal amounts of landscaping.

Project construction activities such as earth moving, grading, excavation, demolition, maintenance and operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutants loading in stormwater runoff from the construction site. In addition, any exposed soils could be subject to wind and heavy rain conditions that could conveyance into nearby storm drains.

Construction controls to minimize potential water quality impacts would be implemented through compliance with NPDES permit requirements and with Colton MC Title 14. In accordance with the requirements of the NPDES permitting program, the Project Applicant (Master Developer and/or Site Developer, as applicable) would prepare and implement a site-specific SWPPP that meets the requirements of the NPDES General Construction Permit and specifies BMPs (e.g., erosion control, sediment control, non-stormwater management, and materials management) to be used during construction, as the Project disturbs more than one acre of soil. With implementation of the BMPs the Project would reduce or potentially eliminate the discharge of pollutants in stormwater runoff from the construction site to the maximum extent. Consequently, the water quality of surface water and groundwater would be improved and maintained in compliance with NPDES permit requirements. Additionally, the Project's WQMP, storm drain plan, drainage and erosion control plans are subject to review and approval by the City's Public Works department, that would specifically identify site design features and BMPs that would be used onsite to reduce pollutants entering the storm drain system.

With compliance with NPDES permit requirements, preparation of a WQMP, erosion control plan, storm drain plan, and implementation of BMPs, Project construction and operations would not violate any water quality standards or waste discharge requirements that would otherwise substantially degrade surface or groundwater quality. Mandatory compliance with BMPs would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

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

Less than Significant Impact. The Project is located in the Colton Water Department's service area. The Colton Water Department's water supply is comprised entirely of groundwater from the Bunker Hill Basin, Rialto-Colton Basin, and Riverside North Basin. As shown in the 2015 San Bernardino Valley Regional Urban Water Management Plan (RUWMP), the Project site is located

within the Rialto-Colton Basin.⁷ According to the 2020 Integrated RUWMP (IRUWMP) for the City of Colton, the City has a total water right allocation in the Rialto-Basin of 3,900 AFY, including 890 AFY of fixed rights, and 3,010 AFY that is adjustable and subject to a percent reduction each year based on groundwater levels in the index wells. By 2045, the average water supply is assumed to be 3,238 AFY.⁸ According to the Preliminary Drainage Study, The Project would utilize the existing storm drain system with an underground infiltration area that would be sized to handle peak flows. Furthermore, the Project's addition to the existing building would not constitute a significant increase to water demand services.

Therefore, the Project's demand for domestic water service would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, impacts would be less than significant. Please refer to the following threshold for more information about the proposed storm drainage system.

- 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?*

Less than Significant Impact. The Project site is fully developed with existing commercial and light industrial buildings, parking lots, landscaping, and associated infrastructure; therefore, the existing pervious surface is currently limited to landscaped areas. As noted in the Preliminary Drainage Study, the Project would utilize the existing storm drain systems that comprise of od inlets, storm drains, and ribbon gutters. Flows in the northern portion of the Project would be conveyed to the existing drainage inlets located in the parking areas and through the proposed catch basins and storm drains. These flows would be conveyed the stormwater via underground storm drains, westerly, where the flows would be discharged into the existing storm drain system with the adjacent 855 Ashley Way property. Flows in the southern portion of the Project site would drain to the southwest corner of the parking lot via existing and proposed ribbon gutters and would be discharged directly into Ashley Way at the southwest portion of the Project. Lastly, the middle portion of the Project site (between the existing commercial and industrial buildings) would drain east to west via existing and proposed ribbon gutters. Flows would discharge directly into the 855 Ashley Way property, where they would be directed to an inlet and into an existing storm drain system.

Since the Project site's drainage patterns would be maintained, the Project is not anticipated to result in significant changes to the existing, internal drainage patterns. Additionally, the Project site is fully developed and has a limited amount of impervious areas. Redevelopment would result in slight modifications to the existing man-made drainage patterns but would not substantially alter flows. Per the Preliminary Drainage Study, the existing drainage facilities are currently

⁷ Water Systems Consulting, Inc. (2016). 2015 San Bernardino Valley RUWMP. Page 2-7. Retrieved from: <https://www.ci.colton.ca.us/DocumentCenter/View/2941/Urban-Water-Management-Plan?bidId=> (accessed January 2023).

⁸ Water Systems Consulting, Inc. (2021). Upper Santa Ana River Watershed. 2020 IRUWMP. Page 2-11. Retrieved from: <https://www.sbvmd.com/home/showpublisheddocument/9236/637614346385800000> (accessed January 2023).

sufficient to meet to the Project's potential stormwater flows and would be sized to handle the peak flows generated by the post-Project 100-Year 1-hour storm event.

Impacts from grading, including erosion, are discussed in **Section 4.7, Geology and Soils**, which notes that through the excavation and removal of the fill material, the development of the Project would require grading preparation, excavation, site stripping and demolition that could result in soil erosion if exposed to periods of high wind or storm-related events. General dust control measures such as watering would be required to minimize erosion. Construction contractors would also be required to prepare a dust control plan in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce soil erosion from wind. Furthermore, the Project would be subject to site-specific BMPs included in the WQMP and BMPs which would further minimize potential impacts from erosion and siltation.

Thus, with implementation of BMPs included and NPDES, SWPPP, and WQMP, the Project will not substantially alter the existing drainage pattern of the site in a manner which would result in substantial erosion or siltation and impacts in this regard would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

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

Less than Significant Impact. As previously discussed in Threshold c(i) above, the Project would comply with the requires of the NPDES General Construction Permit, which helps control water pollution by regulating point and non-point sources that discharge pollutants into receiving waters. Furthermore, the Project would implement BMPs via the SWPPP and WQMP that may include, but would not necessarily be limited to, underground storm drainpipes, catch basins, LIDs, and other structural BMPs to capture on-site stormwater runoff, and temporarily capture and hold stormwater before conveying the runoff off-site. Lastly, the Project the proposed new stormwater conveyance facilities would be designed to account for the 100-year, 1-hour storm event without flooding.

As mandated by the RWQCB and through implementation of WQMP, the Project's improved stormwater drainage system would be engineered, designed, and installed to satisfy all water quality requirements. Per the Preliminary Drainage Study, the Project's peak flows (CFS) generated by the Project 100-year, 1-hour (11.854 CFS total from the three drainage areas) would be reduced versus the existing 100-year, 1-hour CFS of 15.827. Therefore, no mitigation is required as the existing drainage facilities would experience decreased flow rates. Additionally, the Project's A Final Drainage Study would be conducted in order ensure that all stormwater drainage system facilities are adequately sized to convey the Project's proposed stormwater flows. In addition, the Applicant would submit a final WQMP specifically identifying Best Management Practices (BMPs) that will be used onsite to reduce the pollutants into the storm drain system prior to issuance of a grading permit.

As such, compliance with applicable standards and requirements, verified by the City's Public Work Department, would ensure that impacts are less than significant without the use of mitigation.

iv) Impede or redirect flood flows?

Less than Significant Impact. According to the FEMA Flood Insurance Rate Map (FIRM) (refer to **Exhibit 9, FEMA Flood Insurance Rate Map**), the Project site is located within FEMA Flood Zone X, shaded and unshaded (refer to Threshold (d) below).

According to the Preliminary Drainage Study, the rational method was used to determine peak flow rates in order to adequately size the proposed subsurface storm drains and associated inlets used to convey on-site flows to the existing basin. As previously discussed in Threshold c(ii)(iii), the Preliminary Drainage Study reviewed flows from the three drainage areas located within the Project site. It was determined that the Project's proposed drainage improvements would adequately convey flows to the existing storm drain systems and would provide flood protection from a 100-year storm event, beyond what was determined by the peak flows of the existing conditions. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The Pacific Ocean is located approximately 45 miles southwest of the Project site. Considering this distance, there is no potential for the site to be impacted by a tsunami. As noted in Threshold (iv) above, the Project site is within a flood hazard zone "Zone X (shaded)" which indicates areas of 0.2 percent annual flood, areas of 1 percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levels from one percent annual chance flood. Zone (unshaded) indicates areas determined to be outside the 0.2 percent annual chance floodplain. However, according to the Countywide Plan Policy Map HZ-3 Dam & Basin Hazards, the Project site is not listed by the County of San Bernardino as being in any mapped dam inundation hazard zone.⁹ Furthermore, the Project site is not downstream of large bodies of water or tanks which potentially could cause flooding and inundate the Project site. The risk of seiche damage following a seismic event at the Project site is considered low. Therefore, the Project would result in a less than significant impact and no mitigation is required.

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

Less than Significant Impact. As previously discussed in the Thresholds above, the Project's construction and operational activities would comply with the Santa Ana River Basin Plan (i.e., applicable water quality control plan) preparing and adhering to a SWPPP and WQMP. Therefore, the Project would not conflict with or obstruct an applicable water quality control and impacts would be less than significant. The Project site is within the Rialto-Colton Groundwater Basin, which the California Department of Water Resources identifies as an adjudicated ground

⁹ County of San Bernardino. (2017). *Countywide Plan – Policy Map HZ-3 Dam & Basin Hazards*. Retrieved at: <https://countywideplan.com/wp-content/uploads/sites/68/2021/02/HZ-3-Dam-Basin-Hazards-201027.pdf> (accessed January 2023).

water basin. Adjudicated basins, such as the Rialto-Colton Groundwater Basin, are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the Subbasin. Therefore, the construction and operation of the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts would be less than significant.

Cumulative Impacts

Potential impacts related to hydrology and water quality are typically site-specific. As concluded above, the Project's hydrology and water quality-related impacts would be less than significant with compliance with all applicable State, and local regulations and standards, including preparation and implementation of a SWPPP and WQMP. As a result, no cumulative impacts would occur.

LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

a) *Physically divide an established community?*

No Impact. A project has the potential to divide an established community if the project would include the construction of a new freeways, highways, roads, or other uses that would physically separate an existing or established neighborhood. The Project site is fully developed with existing buildings used for commercial and light industrial purposes and is not currently zoned for residential use. Adjacent land uses to the north and west include light industrial uses and commercial uses to the south. The nearest neighborhood to the Project site is located to the east on the other side of I-215.

The Project would serve to improve the existing development that would remain in operation. The development of the Project would not include improvements which would significantly alter existing roadways and transportation corridors in a manner that would cause the removal or separation of the nearest established community from important resources or other neighboring units. Therefore, no impact would occur.

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?*

Less than Significant Impact. The proposed addition, lot line adjustment, and revised parking improvements would be consistent with the existing on-site uses, which have a commercial and light industrial land use and zoning designation. The existing development would remain in operation. Therefore, the Project would not significantly alter the existing development and would be consistent with applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, the Project Applicant would pay the appropriate development impact fees to any public infrastructure needs associated with utilities and right-of-way improvements. As such, impacts would be less than significant.

Cumulative Impacts

Land use impacts would not be cumulatively considerable if the Project, in conjunction with other past, present, reasonably foreseeable future projects, would be designed or otherwise conditioned to maintain

consistency with adopted land use plans and ordinances or be amended with the appropriate mitigation and conditions of approval. As concluded above, the Project would neither physically divide an established community nor inhibit future development since the Project would serve to improve the existing Ashley Furniture operations that are consistent with the City's General Plan land use designations. As a result, the Project would result in a less than significant cumulative impact associated with land use and planning.

MINERAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

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

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

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area. Under SMARA, areas are categorized into MRZs as follows:

MRZ-1: Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.

MRZ-2: Areas where geologic data indicate that significant PCC-Grade aggregate resources are present.

MRZ-3: Areas containing known or inferred mineral occurrences of undetermined mineral resource significance.

According to the County of San Bernardino General Plan (Countywide Plan), the Project site is classified as MRZ-3, which has a moderate potential to contain unidentified mineral resources.¹⁰ The Project site is not located near the Slover Mountain mining site, Santa Ana River, Lytle Creek, Warm Creek, and Mount Veron Avenue in the Cooley Ranch Planned Community area that were identified in the Colton GP as MRZ-2 designated areas.¹¹ Additionally, the Colton GP did not identify any locally important mineral resources within the City. Furthermore, impacts to mineral resources would have been evaluated as part of the previous project’s development. Therefore, the Project would not result in the loss of availability of a known mineral resource. No impact would occur.

¹⁰ County of San Bernardino. (2020). *Countywide Plan – Policy Map NR-4 Mineral Resource Zones*. Retrieved from: <https://countywideplan.com/wp-content/uploads/sites/68/2021/02/NR-4-Mineral-Resources-Zones-201027.pdf> (accessed January 2023).

¹¹ City of Colton. (2013). *City of Colton General Plan Update Draft EIR – Section 4.11 Mineral Resources*. p. 4.11-7. Available at: <https://www.ci.colton.ca.us/DocumentCenter/View/1947/City-of-Colton-GP-Update-EIR-Volume-1---EIR?bidId=> (accessed January 2023).

Cumulative Impacts

As concluded above, the Project would not have an impact since the Project site does not contain any mineral resources and would not have any impact due to the removal or loss of availability of these resources. As such, the Project would not result in a significant cumulative impact associated with mineral resources.

NOISE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

A Noise Assessment was prepared by Kimley-Horn in December 2022. The Noise calculations are included in this IS/MND as **Appendix F**, and the results are summarized herein.

Sound and Environmental Noise

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micro-pascals (μPa) as a

point of reference, defined as 0 db. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness.

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent noise level (L_{eq}) represents the continuous sound pressure level over the measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of energy average during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events.

Because sound levels can vary markedly over a short period of time, a method for describing either the average character (L_{eq}) or the variations' statistical behavior (L_{xx}) must be utilized. The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The predicted models' accuracy depends on various factors, such as the distance between the noise receptor and noise source, the character of the ground surface (e.g., hard or soft), and the presence or absence of structures (e.g., walls or buildings) or topography, and how well model inputs reflect these conditions.

A-Weighted Decibels

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All following noise levels are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions. Under the dB scale, three sources of equal loudness together would produce an increase of 5 dBA.

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed in this report.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 15 dBA. The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Human Response to Noise

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

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

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise of People

Hearing Loss. While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance. Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.

Groundborne Vibration

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave and is expressed in terms of inches-per-second (in/sec). The RMS velocity is defined as the average of the squared amplitude of the signal and is expressed in terms of velocity decibels (VdB). The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 13, Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the individual's sensitivity. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Table 13: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	--	Extremely fragile historic buildings, ruins, ancient monuments	--
0.01	Barely Perceptible	--	--
0.04	Distinctly Perceptible	--	--
0.1	Strongly Perceptible	Fragile buildings	--
0.12	--	--	Buildings extremely susceptible to vibration damage
0.12	--	--	Non-engineered timber and masonry buildings
0.2	--	Historic and some old buildings	--
0.25	--	Older residential structures	Engineered concrete and masonry (no plaster)
0.3	Severe	--	--
0.4	--	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel, or timber (no plaster)
0.5	--	Extremely fragile historic buildings, ruins, ancient monuments	--

PPV = peak particle velocity; in/sec = inches per second; FTA = Federal Transit Administration
Source: Kimley-Horn and Associates. (2022). *Acoustical Assessment*. p. 10 – Table 3

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

Noise-Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. Vibration sensitive receivers are generally similar to noise sensitive receivers but may also include businesses, such as research facilities and laboratories that use vibration-sensitive equipment. Land uses surrounding the Project consist mostly commercial and light industrial. The nearest sensitive receptors are single family homes located approximately 400 feet (122 meters) to the east of the Project, on the opposite side of I-215. There is also a Kaiser Permanente medical center located approximately 1,250 feet (381 meters) to the west of the Project.

Regulatory Setting

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of “normally acceptable,” “conditionally acceptable,”

“normally unacceptable,” and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State’s noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

City of Colton General Plan

The Colton GP Noise Element contains noise standards for mobile noise sources. These standards address noise impacts from adjacent roadways and airports. The Colton GP Noise Element identifies the noise standards related to commercial property, indicating a CNEL value of up to 70 dBA CNEL is considered normally acceptable; while noise levels of up to 78 dBA are conditionally acceptable.

The Colton GP Noise Element includes the following principles relevant to the Project:

- Principle 1 — Establish criteria defining compatible land uses as a function of the level of noise exposure.
- Principle 2 — Control noise exposure from future noise generators so the ambient environment will be kept within acceptable limits.
- Principle 3 — Establish acceptable noise standards consistent with health and quality of life goals.

To enforce these principles, the Colton GP Noise Element specifies the following standards:

- Standard 1 — Residential structures should be constructed to maintain interior noise levels of not greater than 45 dBA, through the use of sound barrier improvements, building design, construction materials and/or insulating techniques.
- Standard 2 — Residential growth in Community Noise Exposure Areas greater than 70 dBA should be discouraged, unless on-site noise levels can be reduced to 60 dBA or lower via on- and offsite noise alleviating improvements.
- Standard 3 — Exterior noise levels should not exceed 65 dBA during the day or 55 dBA at night for commercial land uses, including general business and general merchandising.

- Standard 4 — Exterior noise levels should not exceed 60 dBA at any time for such areas important to public need, and where the preservation of serenity and quietness is essential if the area is to continue to serve its intended purpose. Such areas could include parks, open spaces, amphitheaters, and other areas dedicated for activities requiring special qualities of serenity.

City of Colton Municipal Code

Colton MC § 18.42.010 — This chapter is intended to protect properties in all residential zones and the health and safety of persons from environmental nuisances and hazards and to provide a pleasing environment in keeping with the nature of the residential character. The performance standards provided below set maximum tolerability limits on adverse environmental effects created by any use or development of land.

Colton MC § 18.42.040 — The maximum sound level radiated by any use of facility, when measured at the boundary line of the property on which the sound is generated, shall not be obnoxious by reason of its intensity, pitch or dynamic characteristics as determined by the City, and shall not exceed 65 dBA.

Colton MC § 18.42.050 — All activities shall be operated so as not to generate ground vibration by equipment other than motor vehicles, trains, or by temporary construction or demolition, which is perceptible without instruments by the average person at or beyond any lot line of the lot containing the activities.

Methodology

Construction

Construction noise levels were based on typical noise levels generated by construction equipment published by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Construction noise is assessed in dBA L_{eq} . This unit is appropriate because L_{eq} can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Construction noise modeling was conducted using the FHWA Roadway Construction Noise Model (RCNM). Reference noise levels are used to estimate operational noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise. The City of Colton does not establish quantitative construction noise standards. As noted above, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts.

Operations

The analysis of on and off-site operational noise generated by the Project is based on empirical observations. Reference noise level data is used to estimate the Project operational noise levels from

onsite sources. Noise levels are collected from field noise measurements and other published sources from similar types of activities are used to estimate noise levels expected from the Project. The reference noise levels are used to represent a worst-case noise environment as noise levels can vary throughout the day.

Operational noise is evaluated based on the Colton MC and GP standards. A qualitative analysis of the Project's effect on traffic noise conditions at offsite land uses was prepared using the California Department of Transportation's Technical Noise Supplement to Traffic Noise Analysis Protocol. Traffic noise is assumed to be significant if the Project would result in noticeable increase in traffic noise. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable.

Vibrations

Ground-borne vibration levels associated with Project construction-related activities were evaluated utilizing typical ground-borne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential ground-borne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria.

For a structure built traditionally, without assistance from qualified engineers, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any vibration damage. FTA guidelines show that modern engineered buildings built with reinforced-concrete, steel or timber can withstand vibration levels up to 0.50 in/sec and not experience vibration damage.

- 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?*

Less than Significant Impact.

On-site Construction Noise

Construction noise typically occurs intermittently and varies depending on the construction activity's nature or phase (e.g., land clearing, 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 14, Typical Construction Noise Levels** and includes noise levels at 400 feet, the distance from the Project boundary to the nearest sensitive receptor. It is noted that the noise levels shown in **Table 14** 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 14: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 400 feet from Source ¹
Air Compressor	80	62
Backhoe	80	62
Compactor	82	64
Concrete Mixer	85	67
Concrete Pump	82	64
Concrete Vibrator	76	58
Dozer	85	67
Generator	82	64
Grader	85	67
Impact Wrench	85	67
Jack Hammer	88	70
Loader	80	62
Paver	85	67
Pneumatic Tool	85	67
Pump	77	59
Roller	85	67
Saw	76	58
Scraper	85	67
Shovel	82	64
Truck	84	66

1. Calculated using the inverse square law formula for sound attenuation: $dB_{A_2} = dB_{A_1} + 20 \log(d_1/d_2)$
Where: dB_{A_2} = estimated noise level at receptor; dB_{A_1} = reference noise level; d_1 = reference distance; d_2 = receptor location distance
Source: Kimley-Horn and Associates. (2022). *Acoustical Assessment*. pp. 18 through 19 – Table 4

Although the construction equipment noise levels in **Table 14** 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, 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 15, 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 400 feet to the east, on the opposite side of I-215. 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.

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 15: Project Construction Noise Levels

Construction Phase	Land Use	Receptor Location Relative to Construction Activity			Noise Threshold (dBA L_{eq}) ³	Exceed Threshold?
		Direction	Distance (feet) ¹	Worst Case Modeled Exterior Noise Level (dBA L_{eq}) ²		
Demolition	Residential	East	600	63.7	80	No
Combined Site Preparation, Grading, Building Construction, Paving, and Architectural Coating	Residential	East	600	65.2	80	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.						
Source: Kimley-Horn and Associates. (2022). <i>Acoustical Assessment</i> . p. 20 – 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 600 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 and considering the distance between the center of the Project site and the sensitive receptors is a reasonable assumption.

Based on the construction schedule, it is anticipated that site preparation, 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. 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.

Table 15 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 demolition phase and would be 65.2 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.

Operations

Implementation of the Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project would include:

- 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.

On-Site 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 400 feet (122 meters) to the east, on the opposite side of I-215. 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. Based on conceptual site plans, the closest mechanical equipment associated with the building expansion could be located to the property boundary would be 145 feet. At this distance, mechanical equipment noise would attenuate to 42.8 dBA.

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. The dock-high doors are approximately 380 feet west of the property line. At this distance, truck and loading dock noise would attenuate to 46.8 dBA. Additionally, these noise levels would also be further attenuated by the intervening building expansion. 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 existing site has 363 automobile parking stalls. However, the Project would reconfigure two parking aisles to make room from for the building expansion. Based on the Traffic Study for Colton Ashley Furniture Expansion Project (Kimley-Horn, November 2022) (Traffic Study), the Project would generate an additional 20 vehicle trips during the a.m. peak hour and 55 vehicle trips during the p.m. peak hour. Based on maximum peak p.m. traffic, parking lot noise could reach up to 43.8 dBA at the property line.

Total Onsite Operational Noise

Using decibel addition, the total exterior noise levels from the mechanical equipment, truck and loading dock noise, and parking lot noise have been combined. The maximum noise generated by the Project would be 49.6 dBA at the property boundary, therefore exterior noise levels would not exceed the City's 65 dBA standard during the day or the 55 dBA standard at night for commercial land uses, including general business and general merchandising. As such, operational noise impacts would not generate a substantial temporary or permanent increase in ambient noise levels in excess of applicable standards and onsite operational noise impacts would be less than significant.

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 700 total daily trips with 20 a.m. peak hour trips and 55 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. 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.

b) *Generation of excessive groundborne vibration or groundborne noise levels?***Less than Significant Impact.****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 FTA 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 16, Typical Construction Equipment Vibration Levels lists vibration levels at 25 feet for typical construction equipment. Vibration levels at 15 feet, the nearest that heavy equipment would likely be to the existing onsite buildings, is also included in **Table 16**. Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 16**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.0007 to 0.192 in/sec PPV at 15 feet from the source of activity.

Table 16: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 15 Feet (in/sec) ¹
Large Bulldozer	0.089	0.192
Caisson Drilling	0.089	0.192
Loaded Trucks	0.076	0.164
Jackhammer	0.035	0.075
Small Bulldozer/Tractors	0.003	0.007
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: Kimley-Horn and Associates. (2022). <i>Acoustical Assessment</i> . p. 23 – Table 6		

Table 16 shows that at 15 feet the vibration velocities from construction equipment would not exceed 0.192 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. 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 ground-borne vibration. Groundborne vibration surrounding the Project currently result from vehicular travel on the nearby local roadways. Operations of the 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 FTA thresholds for building damage or annoyance. Impacts would be less than significant in this regard.

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

Less than Significant Impact. The nearest airport to the Project site is the San Bernardino International Airport located approximately 3.5 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.

Cumulative Impacts

Cumulative Construction Noise

As concluded above, the Project's construction activities would not result in a substantial 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 following the Colton MC.

Construction activities from other projects near the Project site would be required to comply with applicable City regulation related to noise and would take place during daytime hours on the days permitted by the Colton MC. Cumulative projects requiring discretionary City approvals would be required to evaluate construction noise impacts, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project site and vicinity. Therefore, Project's construction activities 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 would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity. The Project's operational activities would result in a permanent increase in ambient noise levels, but not in excess of applicable standards. Both on- and off-site noise impacts would be less than significant and therefore, would not result in long-term mobile

noise impacts based on Project-generated traffic as well as cumulative and incremental noise levels. Therefore, the Project would not result in a significant cumulative noise impact.

Cumulative Stationary Noise

The Project would result in an incremental increase in non-transportation/stationary noise sources in the Project vicinity. However, as discussed above, operational noise caused by the Project would be less than significant. Similar to the Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts.

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 attenuates 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.

POPULATION AND HOUSING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

No Impact. The Project would not directly induce substantial unplanned population growth since the Project does not propose residential uses and would only serve to improve the existing uses that are currently in operation. Additionally, the Project would not indirectly induce unplanned population growth since the Project does not include any roadway or infrastructure improvements. As such, no impact would occur.

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

No Impact. The Project site, including the surrounding area, is currently developed with commercial and light industrial uses. As such, the construction of replacement housing is not necessary, and no impact would occur.

Cumulative Impacts

As concluded above, the Project would not induce unplanned population growth in the area, either directly or indirectly, nor displace substantial numbers of existing people or housing. Therefore, the Project would not contribute a cumulative impact concerning population and housing.

PUBLIC SERVICES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

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

i) *Fire protection?*

Less than Significant Impact. The City receives fire protection services by the City of Colton Fire Department (CFD). The CFD provides has four strategically-placed fire stations and has an average response time of 5:56 minutes. For emergency services, the CFD has an established agreement with American Medical Response (AMR) to respond to 90 percent of calls within nine minutes. The Project site would be primarily served by CFD Fire Station 213 located at 1100 South La Cadena Drive, which is located approximately 1.75 miles west of the Project site.

The Project would incrementally increase the demand for fire protection services over the existing conditions. In order to maintain acceptable service ratios, response times or other performance objectives concerning fire protection services, the Project Applicant would submit all construction plans to the CFD for review and approval. The Project would be required to adhere to any conditions of approval requested by the CFD which include, but are not limited to, the conformance with all requirements of the Colton MC requiring the implementation of design

standards such as automatic fire suppression/sprinkler systems, fire alarms and mains and fire hydrants. Additionally, the Project Applicant would submit a Fire Department Access Plan that shows, at minimum, the existing street hydrants and proposed fire hydrants, locations of proposed PIV, FDC, OS&Y, access roads, roadway weight capacity, turning radiuses and grades, and signage detail and location (i.e., red curbs, entrance signs, fire lanes, gates, etc.). Lastly, the Project would be constructed in accordance with the latest California Building Code design and development standards. With adherence to the CFD's conditions of approval and compliance with applicable state and local design and development standards, Project-related impacts to fire protection services would be less than significant.

ii) Police protection?

Less than Significant Impact. The City receives police protection services by the City of Colton Police Department (CPD). The closest police station to the Project site is located at 650 North Cadena Drive which is approximately 1.65 miles northwest of the site. The Project would incrementally increase the demand for police protection services over the existing conditions.

iii) Schools?

No Impact. The Project does not propose any residential uses that would generate new permanent residents. Additionally, the Project's employment growth would be incremental since the Project is limited to improvements to the existing development and does not propose substantial new development that would result in the permanent relocation of people to the area. Therefore, no impacts associated with schools would occur with the development of the Project.

iv) Parks?

No Impact. Refer to the Recreation Section below. The Project does not propose residential uses or significant employment growth that would necessitate the need for additional parks. No impact would occur.

v) Other public facilities?

No Impact. Other public facilities in the area such as health care or libraries, would not be adversely impacted because the Project is limited to improvements to the existing commercial and light industrial development which is consistent with both Colton GP land use and zoning designations. Since the Project would not significantly induce population growth, Project-related impacts to other public facilities would not occur.

Cumulative Impacts

As concluded above, the Project's impacts related to fire and police protection services would be incremental. Other public services such as schools, parks, and other public facilities would not be impacted since the Project would not generate population growth. As such, the Project, in conjunction with cumulative development, would not result in cumulatively considerable impacts to public services or facilities.

RECREATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

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

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

No Impact. The Project would not increase the use of existing neighborhood or regional parks or other recreational facilities since the Project does not propose residential uses or would generate substantial population growth that would result in the accelerated substantial physical deterioration of a park or recreational facility. In addition, the Project does not propose recreational facilities, nor would it entail the expansion of an existing recreational facility. As such, no impact would occur.

Cumulative Impacts

The Project would not result in an increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from Project implementation.

TRANSPORTATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with an program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

A Traffic Study was prepared for this Project in November 2022 by Kimley-Horn and Associates. The Traffic Study is included in this Initial Study as **Appendix G**, and the results are summarized herein.

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

Less than Significant Impact. The Project would be consistent with the City’s GP land use designations and zoning classifications. Accordingly, the Project would be consistent with the goals, policies, and design standards for the type of development proposed by the Project. The Project’s proposed expansion would not conflict with the City’s circulation system, bicycle, mass transit, or pedestrian facilities. Additionally, the Project would comply with all applicable traffic and circulation goals and policies set forth by the City. Therefore, a less than significant impact would occur.

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

Less than Significant Impact. SB 743 was approved by the California legislature in September 2013. SB 743 requires changes to the CEQA, specifically directing the Governor’s Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular “level of service” (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 Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The City 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 (HQTAs) 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.

Vehicle Miles Traveled Screening

Trip Screening

The City's TIA Guidelines identify that a project with a net daily trip generation of less than 110 ADT can be screened out. The Project is expected to generate 700 new daily trips, surpassing the maximum 110 ADT screening limit. Therefore, the Trip Screening criteria is 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 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

The Project's proposed expansion would be less than 50,000 square feet. Therefore, the Project would be considered local-serving retail and the Land Use Type Screening threshold is 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 SCAG's HQTA Map provided in the City's TIA Guidelines, the project site is not located within a HQTA. Therefore, the HQTA criteria is not met.

Low VMT Area Screening

The Project is located in TAZ number 53779301. 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 Screening threshold is not met.

Based on review of the VMT screening thresholds, the project meets the Land Use Type Screening threshold. Therefore, the project would result in a less than significant VMT impact, and no additional VMT analysis is required.

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

Less than Significant Impact. The Project's proposed design features do not incorporate any hazardous or incompatible features. Vehicular access for the Project site would be via two unsignalized existing driveways, and two unsignalized new driveways on Ashley Way. The drive aisles/fire lanes within the Project site would be designed to be both efficient and safe for vehicular traffic. Furthermore, the Project would solely improve the existing development, which is a compatible use, and would not be hazardous due to its design. Therefore, no impact would occur.

- d) *Result in inadequate emergency access?*

Less than Significant Impact. The Project's circulation would be developed in compliance with all applicable emergency regulations pursuant to the Colton MC and the Colton Fire Department. The Project's construction phase isn't expected to require road closures or otherwise significantly impact emergency access around the site perimeter. Furthermore, if any road closures (complete or partial) were to occur, the Colton Police and Fire Department shall be notified of the construction schedule and any required detours would allow emergency vehicles to use alternate routes for emergency response. The impact on emergency access would be less than significant.

Cumulative Impacts

Some of the cumulative projects as listed in the TIA may be downsized or may not be developed by the Project's opening year (2024). In addition, many of the related projects have been or would be subject to a variety of mitigation measures that will reduce the potential environmental impacts associated with those projects. However, those mitigation measures have not been considered in projecting the environmental impact of the related projects. The Project would not result in traffic beyond what was contemplated for the Project site and surrounding land uses.

Additionally, as discussed above, the traffic study analyzed the Project's VMT impacts using the City's VMT guidelines which provides options for both methodologies and VMT screening. Based on the City's VMT

guidelines, specific projects would be screened out of a VMT analysis, if a project is screening out. As concluded above, the Project would be less than 50,000 square feet and therefore, meets the land use type screening threshold. Therefore, a less than significant cumulative impact would occur regarding VMT.

TRIBAL CULTURAL RESOURCES

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

a) *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California:*

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

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

Less than Significant Impact with Mitigation Incorporated. The City completed AB 52 tribal consultation of the Project. On November 2022, the City initiated tribal consultation with interested tribes listed by the Native American Heritage Commission (NAHC), consistent with AB 52. The City requested consultation from the following tribes: Agua Caliente Band of Cahuilla Indians; Augustine Band of Cahuilla Mission Indians; Cabazon Band of Mission Indians; Cahuilla Band of Indians; Gabrieleno Band of Mission Indians – Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino Tongva Indians of California Tribal Council; Gabrielino/Tongva Nation, Gabrielino-Tongva Tribe; Los Coyotes Band of Cahuilla and Cupeño Indians; Morongo Band of Mission Indians; Pala Band of Mission Indians; Pechanga Band of Indians; Quechan Tribe of the Fort Yuma Reservation; Ramona Band of Cahuilla; Rincon Band of Luiseno Indians; San Manuel Band of Mission Indians; Serrano Nation of Mission Indians; Soboba Band of Luiseno Indians; and Torres-Martinez Desert Cahuilla Indians.

As part of the tribal consultation process, Morongo Band of Mission Indians request further consultation with the City to discuss the Project site's potential to contain tribal cultural resources. Accordingly, the City consulted with Morongo Band of Mission Indians on January 12, 2023, followed with emails on February 14, 2023, February 22, 2023, March 7, 2023, and March 21, 2023. The City of Colton, in good faith, provided the tribe with information requested and a copy of the draft initial study, and no comments were provided by the Morongo Band of Mission Indians, therefore the City of Colton concluded consultation on March 23, 2023.

Implementation of the measures identified by the SMBMI (would ensure potential impacts related to the inadvertent discovery of any cultural material are reduced to a less than significant level. The SMBMI received the language and the City of Colton concluded consultation on March 23, 2023.

Mitigation Measures:

- TCR-1:** The Morongo Band of Mission Indians shall be contacted, as detailed in CR-1, of any pre-contact and/or post-contact cultural resources discovered during Project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with Morongo Band of Mission Indians, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents Morongo Band of Mission Indians for the remainder of the project, should Morongo Band of Mission Indians elect to place a monitor onsite.
- TCR-2:** Any and all archaeological/cultural documents created as a part of the Project (e.g., isolate records, site records, survey reports, testing reports) shall be supplied to the applicant and Lead Agency for dissemination to Morongo Band of Mission Indians. The Lead Agency and/or applicant shall, in good faith, consult with Morongo Band of Mission Indians throughout the life of the project.

Cumulative Impacts

The Project would not result in tribal cultural resources impacts beyond what was contemplated for the Project site. Therefore, no cumulative impacts related to tribal cultural resources would result from Project implementation.

UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

- 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?*
- b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?*

Less than Significant Impact.

Several improvements are planned as part of the Project including on-site drainage improvements, stormwater drains, catch basins, and ribbon gutters.

Water

The Colton Water Department provides water service to the Project site. The Colton Water Department's existing potable water system consists of seven wells, four main booster pumping plants, six water storage reservoirs, two pressure reducing facilities, and over 120 miles of water transmission and distribution pipelines.¹² The Colton Water Department's water supply is comprised entirely of groundwater extracted from the Rialto-Colton Basin, Bunker Hill Basin, and Riverside North Basin. The City has emergency connections with the City of San Bernardino and Riverside Highland Water Company, West Valley Water District, and City of Riverside that can be activated, if necessary.¹³

The City is covered by the Upper Santa Ana River Watershed 2020 Integrated Regional Urban Water Management Plan (IRUWMP). The following **Table 17, Local Water Supply and Demand**, displays the total past and future water demands (AF), in addition to the City's future water supplied from the three groundwater basins.

Table 17: Local Water Supply and Demand

Water Supply	2020	2025	2030	2035	2040	2045
Supply						
Bunker Hill	2,623	4,425	4,968	5,510	5,784	6,058
Rialto-Colton	2,899	2,800	2,800	2,800	2,801	2,802
Riverside-Arlington	3,722	3,800	3,800	3,800	3,800	3,800
Supply Total	9,244	11,222	11,825	12,427	12,762	13,096
Demand Totals	-	9,759	10,283	10,806	11,097	11,388
Difference	-	+1,463	+1,542	+1,621	+1,665	+1,708
Source: 2020 IRUWMP. Tables DWR 6-9R and DWR 7-2R.						

As shown in **Table 17**, all three basins would have a surplus of groundwater supply from 2025 through 2045 with a total demand of 11,388 acre-feet and a supply of 13,096 acre-feet by 2040. The existing development already receives water services from the Colton Water Department and the Project is not anticipated to consume a significant amount of water since the Project is currently served by the Colton Water Department, and the Project does not propose a significant amount of changes that would warrant additional excessive water usage. As such, the Project's incremental redevelopment of the site would not constitute the necessity for additional water facilities.

Wastewater

Wastewater discharged by development within the City is treated by the Colton Water Reclamation Facility (CWRf), a secondary wastewater treatment plant that accepts domestic,

¹² Upper Santa Ana River Watershed. (2020). Integrated Regional Urban Water Management Plan – City of Colton. Page 2-2. Available at: <https://www.sbvmd.com/home/showpublisheddocument/9236/637614346385800000> (accessed August 26, 2022).

¹³ City of Colton. (N.D) Water/Wastewater. Available at: <https://www.ci.colton.ca.us/180/Water-Wastewater> (accessed August 26, 2022).

commercial, and industrial wastewater generated by the Cities of Colton, Grand Terrace and unincorporated areas of San Bernardino County. The total population discharging to the CWRP is estimated at 65,867. The CWRP treats an average daily flow of 5.6 million gallons per day (MGD). The CWRP is designed to treat a maximum of 10.4 MGD. The secondary treated wastewater is directed to a rapid Infiltration-Extraction (RIX) Facility that is jointly owned by the Cities of Colton and San Bernardino where the wastewater undergoes additional (tertiary) treatment before being discharged to the Santa Ana River. Wastewater treatment requirements for the CWRP are established by the Santa Ana Regional Water Quality Control Board (RWQCB) pursuant to Order No. R8-2005-0075 (NPDES No. CA 0105236).¹⁴

Average nonresidential wastewater generation (excluding Heavy Industrial) in the County of San Bernardino's Countywide Plan was calculated to be 1,500 gallons per acre per day.¹⁵ The Project would be comprised exclusively of retail and light industrial uses totaling 100,154 square feet or approximately 2.3 acres of building area. Using the average daily wastewater generation rate, the Project would generate approximately 3,450 gpd, or .0035 MGD. When comparing the Project's potential wastewater generation rate of .0035 MGD to the CWRP average daily flow of 5.6 MGD, the Project's wastewater generation rate would account for approximately 0.063 percent of the CWRP's treatment capacity. Therefore, the Project would not result in the relocation or construction of new or expanded wastewater facilities since the CWRP has adequate capacity to serve the Project's projected wastewater demand.

Electricity, Natural Gas and Telecommunications

The Project's impact concerning the efficient use of electricity and natural gas was discussed in **Section 4.6, Energy** of this IS/MND. The Project is currently developed with commercial and light industrial uses, including the presence of underground electricity and natural gas lines. The Project would connect to the existing electricity lines which would enable services and proposes an electrical room at the northwestern portion of the proposed building addition. As discussed in **Section 4.6**, the extension of services is not anticipated to require the construction of any new off-site power facilities in order to serve the Project site.

As noted in **Section 4.6**, SoCal Gas provides gas services to most of southern California, including the City. The Project already receives natural gas services and it is anticipated that the Project site would require some amount of natural gas to support future operations. Similar to electricity demands discussed above, it is anticipated that the Project's expected natural gas demand would not be significant. Additionally, it is not anticipated that new or expanded gas supply facilities would be required to serve the site.

Like the other dry utilities, the existing telecommunication services would be extended serve the Project site. This may involve the extension of services for existing providers and the petition for additional services from additional providers not currently present on the Project site. However, it

¹⁴ City of Colton. (N.D) Wastewater Information. Available at: <https://www.ci.colton.ca.us/653/Wastewater-Information> (accessed August 25, 2022).

¹⁵ County of San Bernardino. (2019). Countywide Plan Draft EIR Section 5.18 Utilities and Service Systems. Page 5.18-13. Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/01/Ch_05-18-USS.pdf (accessed August 25, 2022).

is not anticipated that substantial new telecommunication infrastructures would be required for operations of the Project.

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

Less than Significant Impact. The City of Colton 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.

The closest landfill to the Project site that is anticipated to receive the Project's solid waste is 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.¹⁶ The Project is anticipated to generate solid waste during the construction and operation phase, but it not anticipated to result in inadequate landfill capacity. Using CalRecycle's Commercial Retail Generation Rate of 2.5 pounds (lb) per 1000 square feet per day the Project, in addition to the existing 65,154 square foot commercial building, would generate waste at a total rate of 250 pounds per day, or approximately 0.13 tons per day.¹⁷ The Project's waste generation would be approximately 0.0017 percent of the Mid-Valley Landfill's daily throughput which indicates that Mid-Valley would have adequate capacity to receive the Project's solid waste. As further discussed in Threshold (e) below, the Project would comply with all applicable State and local solid waste standards and reduction goals. Therefore, the Project's generation of solid waste concerning landfill capacities and impairment of applicable solid waste standards and reduction goals would be less than significant.

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

Less than Significant Impact. The Project would comply with all applicable State, and local regulations and reduction goals concerning solid waste. The City is required to adhere to AB 341, which requires that at least 75 percent of waste generated from construction activities be diverted to recycling centers and AB 939 which requires the City to divert at least 50% of its waste stream away from landfills either through waste reduction, recycling or other means.

The Project's partial demolition to the existing building on 755 Ashley Way, would be done in compliance with Colton MC Chapter 15.58 Recycling Requirements. The Project would also comply with local measures such as County Code § 46.0602, which requires the diversion of commercial solid waste to adequate facilities in accordance with state laws. Compliance with all applicable

¹⁶ CalRecycle. (2022). *Mid-Valley Sanitary Landfill (36-AA-0055)*. Retrieved at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662> (accessed August 29, 2022).

¹⁷ CalRecycle. (2019). *Generation Rates*. Retrieved at: <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates> (accessed August 29, 2022).

State, and local solid waste disposal standards would ensure that the Project's potential solid waste generation to waste disposal facilities is reduced. Therefore, impacts would be less than significant.

Cumulative Impacts

Cumulative impacts are determined on a project-specific basis. As concluded above, all Project impacts concerning utilities and service systems would be less than significant in consideration of compliance with existing laws, regulations, regulations, and standards. Consistent with the Project, all cumulative projects would be subject to the City's discretionary review process and would comply with existing laws, regulations, and standards, and/or implement mitigation to fully mitigate their contributions concerning utilities and services systems. Therefore, there are no significant cumulative impacts anticipated associated with public utilities and service systems, and the Project's contribution toward potential future utility and service system impacts in the City is not cumulatively considerable.

WILDFIRE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact. According to CAL FIRE’s Fire Hazard Severity Zones Map for the City, the Project site is not located in or near a State Responsibility Area (SRA) nor Very High Fire Hazard Severity Zone (FHSZ).¹⁸ The Project site is located in a Local Responsibility Area (LRA) which means that the City is responsible for wildfire protection. Accordingly, the Project would not cause any impacts.

Nevertheless, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The Project, and the surrounding area is fully developed with existing roadways. Primary access to the Project site is provided via four existing ingress/egress points along Ashley Way to the south and east which would be improved as part of the Project. As shown in the Colton GP Figure S-11: Evacuation routes, Ashley Way is not an identified evacuation route and as such, would not be directly impacted during the construction and operation phase. As noted in **Section 4.17, Transportation**, the Project would be required to construct minimal off-site improvements that would improve emergency access in the surrounding area. Furthermore, the Project Applicant would be required to submit all plans to each applicable City Department,

¹⁸ CAL FIRE. (2008). *Very High FHSZ in LRA – Colton*. Retrieved from: <https://osfm.fire.ca.gov/media/5941/colton.pdf> (accessed August 29, 2022).

including the Colton Fire Department, for review of emergency access for emergency vehicles, in compliance with the California Fire Code.

As noted above, the Project is fully developed and surrounded by existing development and established roadways. Project construction and operation activities is not anticipated to create wildfire impacts that would substantially impair an emergency response plan or emergency evacuation plan. Therefore, no impact would occur in this regard.

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. As noted in Threshold (a) above, the Project site is not located in or near an SRA and does not contain lands classified as Very High FHSZ. Accordingly, there would be no impact. Nevertheless, the Project would not exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire, or from the uncontrolled spread of a wildfire. The Project site is fully developed and surrounded by light industrial and commercial uses to the north, west, and south, and the I-215 to the east. There are no steep slopes or wildland areas near the Project site that could exacerbate the spread of wildfire. The Project is fully developed with commercial and light industrial uses that are not typically susceptible to wildfires.

All Project plans, including but not limited to, landscape plans, design plans, fire department access plans would be reviewed by the City and City Fire Department prior to issuance of any permit. Accordingly, the Project would be designed consistently with the latest California Fire and Building code requiring new buildings to use ignition-resistant construction methods and materials as well as fire suppression systems. Additionally, all landscaping improvements would be installed and maintained during Project operations. Due to the location of the Project and compliance with applicable State, and local design standards and regulations would ensure that the Project site and structures are not exposure to natural wildfires. No impact would occur.

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

No Impact. As noted in Threshold (a) above, the Project site is not located in or near an SRA and does not contain lands classified as Very High FHSZ. Accordingly, there would be no impact. Nevertheless, the Project would include the extension of the existing utilities to the proposed building addition, and improvements to the site's egress/ingress points of access. The Project does not include or require fuel breaks. Emergency water sources, beyond what was needed to comply with applicable California Building Codes, would not be required. Therefore, it is not anticipated that the Projects proposed infrastructure improvements would the risk of wildfire or generate environmental impacts. The Project is completely surrounded by suburban and urban development. No impact would occur in this regard.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. The Project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. The Project's impacts to people or structures due to downslope or downstream flooding or landslides, as a result of runoff, or drainage changes were identified and evaluated in **Section 4.10, Hydrology and Water Quality** and **Section 4.7, Geology and Soils**. No impact would occur in this regard.

Cumulative Impacts

As concluded above, the Project site is not located within an SRA or contains lands classified as Very High FHSZ. The Project, in terms of wildfire hazards, would not contribute to an increase in other impacts including pollution, flooding, and emergency access and evacuation. Since the Project would not have any wildfire-related impacts, the Project would not contribute to any potential cumulative impact. The Project is fully developed and located in an urbanized area within the City. Similar to the Project, all cumulative development within the City would be subject to the City's discretionary review process, and would be required to conform to all applicable State, and local regulations and design standards and guidelines to minimize impacts concerning wildfire hazards. Since the Project would not result in incremental effects to wildfire when considered with other cumulative development, the Project's cumulative wildfire-related impacts would be less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

- a) *Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Less than Significant with Mitigation Incorporated. All impacts concerning the degradation of the environment, including impacts to habitat for fish or wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this IS/MND. As concluded in **Section 4.4, Biological Resources** less than significant impacts were determined to occur. Additionally, as further discussed in **Sections 4.5, Cultural Resources** and **Section 4.18, Tribal Cultural Resources**, less than significant impacts would occur with implementation of MMs **CUL-1, TCR-1, and TCR-2**. Therefore, the Project would not substantially degrade the quality of the environment and impacts would be reduced to less than significant levels.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Less than Significant Impact. As discussed throughout this IS/MND, the Project would not contribute to a cumulatively considerable impact to the environment. As such, the Project would not contribute to environmental effects that are individually limited, but cumulatively considerable, and impacts would be less than significant.

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

Less than Significant Impact. The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS/MND. It was determined that construction and operation of the Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Impacts would be less than significant.

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