

# AMKO Recycling Facility Project

## Final Initial Study-Mitigated Negative Declaration

*prepared by*

**City of Colton**

Planning Division, Development Services Department  
659 North La Cadena Drive  
Colton, California 92324  
Contact: Mario Suarez, AICP, CNU-A Planning Manager

*prepared with the assistance of*

**Rincon Consultants, Inc.**

250 East 1st Street, Suite 1400  
Los Angeles, California 90012

**March 2025**

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# 1 Introduction

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This Final Initial Study – Mitigated Negative Declaration (IS-MND) has been prepared for the City of Colton (hereafter referred to as “City”) for the AMKO Recycling Facility Project (hereafter referred to as “proposed project” or “project”). This Final IS-MND has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (California Public Resources Code, Section 21000 et. seq., as amended) and implementing guidelines (California Code Regulations, Title 14, Section 15000 et. seq.).

The IS-MND was circulated for a 30-day public review period that began on January 19, 2025 and ended on February 19, 2025. The City has the principal responsibility for approval of the project and is therefore considered the lead agency under CEQA Section 21067.

## 1.1 Format of the Final IS-MND

The Final IS-MND consists of the following four sections:

- **Introduction.** This section summarizes the contents of the Final IS-MND and provides a summary of the project characteristics.
- **Response to Comments.** During the public review period for the Draft IS-MND, written comment letters were received by the City. This chapter contains the comment letters for the Draft IS-MND and the City’s responses to the comments.
- **Errata.** Several of the comments that are addressed in the Response to Comments resulted in minor revisions to the information contained in the IS-MND. These revisions are shown in strikeout and underline text in this chapter.
- **Mitigation Monitoring and Reporting Program.** This section of the Final IS-MND provides the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. The MMRP is presented in table format and identifies mitigation measures for the project, the implementation period for each measure, the monitoring period for each measure, and the enforcing agency. The MMRP also provides a section for recordation of mitigation reporting.

## 1.2 Summary of the Project

The following is a summary of the full project description, which can be found in Section 8, *Description of Project*, of the IS-MND.

The project site is surrounded by a mix of residential and commercial uses and is bounded by Interstate 10 (I-10) to the south. The site is partially developed with the existing AMKO Facility located to the east, and partially vacant on the lots located at 115, 125, 133 and 135 North Pennsylvania Avenue.

### **Project Background/History**

The AMKO Facility opened to the public in 2000 and collects recyclable materials such as scrap metal, cardboard, fiber (white paper, newsprints, mixed colored paper), and plastics. All California Redemption Value (CRV) material undergoes sorting, baling, and is then shipped offsite to a domestic processor for further processing into raw materials suitable for manufacturing. On a monthly basis, the AMKO Facility processes approximately 40,000 pounds of CRV materials, 1,500

tons of fiber, and 30 tons of scrap metal. Additionally, the facility includes a buyback center accessible to both commercial and public clients.

The existing AMKO Facility is located at 340 West Valley Boulevard and was originally built in 1902 for Globe Grain and Milling Company. The property was later sold to Pillsbury, which was the landowner and operator through the 1940's-1950's. In August 1963, the old Pillsbury site was converted to the Colton Warehouse Center and is now the existing AMKO facility. In July 2016, the City of Colton (City) adopted the Colton Downtown Design Manual (Design Manual) which aims to establish an achievable vision, shape future development, and implement an action plan for Downtown Colton. The Design Manual provides a framework to shape future private development and public improvements based on Colton's community values and vision; expand the local economy; house new residents of all income levels; create community gatherings and recreational places; and address relationships between land use, transportation, and the environment (Colton 2016).

In June 2020, the project applicant retained Rincon Consultants Inc. (Rincon), to conduct a Historical Resource Assessment Report (see Appendix A) of the four residential buildings located at 115, 125, 133 and 135 North Pennsylvania Avenue which were purchased in 2015 and 2019. The purpose for the Historical Resource Assessment Report was to fulfill the requirements of the City of Colton Development Services and Municipal Code for a Certificate of Appropriateness application for a project that included demolition of the four single-family residences. On April 27, 2021, the Major Certificate of Appropriateness was approved by the City and the four residences were demolished on May 29, 2021.

## **Project Characteristics**

The proposed project consists of the expansion and operation of the existing AMKO Facility. The existing AMKO Facility is a nonconforming use under the City's Municipal Code and consists of a large recycling facility located at the edge of Downtown Colton. As a part of the project, the project applicant is requesting a General Plan Amendment to change the General Plan land use designation from General Commercial to Light Industrial and a zone change of C-D and C-2/D to M-1 to bring the facility into conformance with the City's General Plan and Municipal Code. The proposed project also includes a minor zoning code amendment which clarifies the definition of "Recycling Processing Facility" in the City's Municipal Code Sections 18.04.385 and 18.06.060. The minor zoning code amendments in the City's Municipal Code Section 18.04.385 are shown below in **bold and underline**.

"18.04.385 Recycling Processing Facility.

"Recycling Processing Facility" means a facility or center for the collection and processing of recyclable material and which does not accept recyclable material directly from consumers. Processing means the preparation of material for efficient shipment, or to an end user's specifications, by such means as baling, briquetting, compacting, flattening, grinding, crushing, mechanical sorting, shredding, cleaning, and remanufacturing. Processing facilities include the following:

- A. Light recycling processing **indoor** facility: A facility occupying an area of under forty-five thousand square feet of gross collection, processing and storage area and has an average of two outbound truck shipments per day. Processing operations are limited to briquetting, crushing, grinding, and sorting of source-separated recyclable materials sufficient to qualify as a Certified Processing Facility. Operations may also include shredding, compacting or

baling of food and beverage containers **where 100 percent of the processing is completed indoors.**

- B. Heavy recycling processing facility: Any recycling facility other than a light processing facility **where at least 75 percent of the processing is completed indoors.**”

Implementation of the project would involve relocation of the public buy-back center separate from the commercial services at the existing facility. The intent of the project is to isolate the buyback center from the processing facility, to ensure the safety of employees and the public by minimizing exposure to the operations of the processing facility including routine semi-truck drop off and pick-up. The proposed buyback center would be located on the vacant lots at 115, 125, 133 and 135 North Pennsylvania Avenue (APNs 162-134-09, 24, 12, and 23) with the construction of a 7,670-square-foot (sf) warehouse space, 1,586 sf of retail, 428 sf of office space, 348 sf of restrooms, 670 sf of storage area, and an additional 18 parking spaces, as shown in Figure 1-1, *Project Site Plan*, and summarized in Table 1-1, *Project Summary*.

The proposed project also includes improvements to the existing facility located at 340 West Valley Boulevard (APN 162-136-06) that would involve incorporating new architectural elements to the building façade to support historic preservation consistent with the Design Manual, new landscaping along Pennsylvania Avenue and Valley Boulevard, and construction of a 10,000-sf storage space, which would facilitate enclosing up to 80 percent of the recycling operation containing various materials, as shown below in Figure 1-2, *Proposed Building Elevations*. The new construction would reflect the original period of the existing building and structure consistent with the historical theme of Downtown Colton. Additionally, the project includes rehabilitation and adaptive reuse of the existing building located at 157 North Pennsylvania Avenue (APN 162-134-08) as a warehouse and storage facility.

#### *Vehicular/Pedestrian Access*

Public ingress and egress for the proposed buyback center site would be through a single driveway on North J Street. The primary driveway for the existing AMKO Facility is located on West Valley Boulevard, and two secondary driveways are located on North Pennsylvania Avenue. The proposed warehouse and storage facility on 157 North Pennsylvania Avenue would be accessible via a driveway from North Pennsylvania Avenue.

#### *Utilities*

The City of Colton’s Public Works and Utilities Department currently provides water, wastewater, and electrical services to the project site. The city is located above one of the largest potable aquifers in the state of California and all the city’s water comes from deep water wells. The City also owns, operates, and maintains a wastewater collection, pumping, and treatment system. Colton’s Electric Utility Department provides electricity within the city and would provide electricity for the proposed project. As such, connections already exist at the project site and would be extended for the proposed project.

Natural gas service in the city is provided by Southern California Gas Company (SoCalGas), which owns the one major natural gas pipeline that runs through northern Colton along Mill Street (Colton 2022). A natural gas connection already exists and would be extended for the proposed project.



**Figure 1-2 Proposed Building Elevations**



City of Colton  
AMKO Recycling Facility Project



### *Green Building Features*

The proposed plans for energy efficiency include features such as sky lights and energy efficient appliances consistent with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. Pursuant to the Title 24 of the 2022 California Green Building Standards Code (CALGreen), the project would include installation of a water-efficient irrigation system to conform to State water conservation requirements, and 50 percent of the landscaping equipment would be electric. In addition, the project site has access to OmniTrans Route 1 along West Valley Boulevard within half a mile of the project site, which connects the cities of Colton and San Bernardino and would support the use of alternative modes of transportation to the project site for decreased reliance on vehicular motor use.

### *Operations and Usage*

The AMKO Facility and buyback center is expected to be open and operating Monday through Friday from 8:00 am to 2:00 pm, Saturday from 8:00 am to 1:00 pm, and closed on Sundays.

### *Construction*

The estimated construction duration for the proposed project is planned to occur in two phases. Phase 1 would occur for approximately six months and consist of the construction of the 10,702-sf buyback center. Phase II would occur for approximately six months and entail the revitalization of the existing AMKO Facility and construction of the 10,000-sf storage area. In total, construction is expected start in the third quarter 2025 and last for approximately 12 months.<sup>1</sup> Construction activities would occur between the hours of 7:00 am and 4:00 pm, Monday-Friday, and between the hours of 7:00 am and 1:00 pm Saturday.

### *Anticipated Permits and Approvals*

The following approvals and regulatory permits would be required for implementation of the proposed project:

- **Zoning Code Amendment to various sections in Title 18 (Zoning Code)** of the Colton Municipal Code to allow by Conditional Use Permit and regulate an Indoor Recycling Processing Facility and a Large Recycling Facility (Buy Back Center) in the M-1 (Light Industrial) Zone;
- **Conditional Use Permit for a Large Collection Recycling Facility** and an **Architectural and Site Plan Review** for a proposed 10,032 square feet two story building located at 115 Pennsylvania Avenue (APN: 0162-134-12, 23, and 24);
- **Conditional Use Permit for a Large Recycling Processing Facility** and **Architectural and Site Plan Review** for a 10,000-square foot expansion to existing AMKO Large Recycling Processing Building in an effort to include the majority of the business within an enclosed building on property located at 340 West Valley Boulevard. (APN: 0162-136-06 and 03);
- **General Plan Land Use Map Amendment** from “General Commercial” to “Light Industrial” Land Use Map designation;

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<sup>1</sup> CalEEMod was modeled for this project with a construction start date of third quarter 2024. Construction activities with a later start date than 2024 would generate lower emissions, due to CalEEMod emissions factors accounting for the state’s initiative for cleaner equipment fleet (i.e. each subsequent year assumes lower emission factors for each construction equipment). Therefore, as construction would occur at a later date than identified in the CalEEMod modeling, this analysis and the CalEEMod modeling upon which it is based would provide a conservative assumption.

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- **Change of Zone** from C-2/Downtown (General Commercial/Downtown) to M-1 (Light Industrial) Zone at 115 Pennsylvania Avenue and 340 West Valley Boulevard;
- **Major Certificate of Appropriateness** to allow the construction of an industrial addition of a 10,000-square foot enclosed storage area to an existing Processing Recycling Facility located within the Citrus Park Historic District at 340 West Valley Bouvard; and
- **Major Certificate of Appropriateness** to allow the construction of a large recycling facility consisting of a 10,702-square foot building located within the Terrace Historic District at 115 Pennsylvania Avenue.

**Table 1-1 Project Summary**

| Existing AMKO Facility at 340 West Valley Boulevard                  |                   |
|--|-------------------|
| Warehouse (proposed)   | 10,000 sf         |
| Recycling Facility (existing)  | 4,000 sf          |
| Office and Sales Building (existing)                                 | 2,355 sf          |
| Main Recycling and Storage Facility (existing)                       | 15,590 sf         |
| Storage Building (existing)  | 722 sf            |
| Parking Spaces (existing)  | 20                |
| <b>Total</b>   | <b>32,667 sf</b>  |
| Proposed Expansion at 157 North Pennsylvania Avenue                  |                   |
| Warehouse/Storage Facility   | 2,121 sf          |
| <b>Total</b>   | <b>2,121 sf</b>   |
| Proposed Expansion at 115, 125,133 and 135 North Pennsylvania Avenue |                   |
| Warehouse  | 7,670 sf          |
| Retail   | 1,586 sf          |
| Office   | 428 sf            |
| Restrooms  | 348 sf            |
| Storage Area   | 670 sf            |
| Parking Spaces   | 18<br>1 ADA Space |
| <b>Total</b>   | <b>10,702 sf</b>  |
| Existing and Proposed Totals   |                   |
| <b>Total</b>   | <b>45,490 sf</b>  |

## 2 Responses to Comments

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This section includes comments received during public circulation of the IS-MND prepared for the AMKO Recycling Facility Project.

The IS-MND was circulated for a 30-day public review period that began on January 19, 2025, and ended on February 19, 2025. The City of Colton Development Services Department received six comment letters on the IS-MND. The commenters and the page number on which each commenter’s letter appears are listed below.

| Letter No. and Commenter         |  | Page No. |
|----------------------------------|--|----------|
| <b>Agencies</b>                  |  |          |
| 1                                | California Department of Transportation (CalTrans) | 2-2      |
| 2                                | South Coast Air Quality Management District        | 2-4      |
| <b>Native American Community</b> |  |          |
| 3                                | Yuhaaviatam of San Manuel Nation                   | 2-9      |
| <b>Individuals</b>               |  |          |
| 4                                | Ruby Valtierra                                     | 2-19     |
| 5                                | West J Street Resident                             | 2-21     |
| 6                                | Jerry Castro                                       | 2-40     |

The comment letters and responses follow. The comment letters are numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in Comment Letter 1).

Where a comment resulted in a change to the IS-MND text, a notation is made in the response indicating that the text is revised. Changes in text are signified by ~~strikeout font~~ where text was removed and by underlined font where text was added. These changes in text are included in Section 3, *Errata*.

Letter 1

**From:** Flores, Victor F@DOT  
**Sent:** Monday, February 24, 2025 9:53 AM  
**To:** [msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)  
**Cc:** Patel, Janki@DOT <[Janki.Patel@dot.ca.gov](mailto:Janki.Patel@dot.ca.gov)>  
**Subject:** AMKO Recycling Facility IS MDN

Hi Mario,

The California Department of Transportation (Caltrans) Local Development Review (LDR) branch has completed the evaluation of the AMKO Recycling Facility IS MDN and determined we have no comments.

Thank you again for including Caltrans in the review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email [LDR-D8@dot.ca.gov](mailto:LDR-D8@dot.ca.gov) or call 909-925-7520.

Sincerely,



**Victor Flores**  
*Transportation Planner*  
Local Development Review Branch  
D8 Division of Transportation Planning  
(909) 925-7520  
[Victor.F.Flores@dot.ca.gov](mailto:Victor.F.Flores@dot.ca.gov)

1.1

**From:** Flores, Victor F@DOT <[Victor.F.Flores@dot.ca.gov](mailto:Victor.F.Flores@dot.ca.gov)>  
**Sent:** Thursday, February 27, 2025 1:00 PM  
**To:** Mario Suarez <[msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)>  
**Cc:** Patel, Janki@DOT <[Janki.Patel@dot.ca.gov](mailto:Janki.Patel@dot.ca.gov)>  
**Subject:** RE: AMKO Recycling Facility IS MDN - Caltrans Forecasting Comments

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mario,

Our Forecasting Branch has provided some last-minute comments for your consideration. I am aware that the review window for this project has passed, and I apologize in advance for any inconvenience this may cause.

1. Appendix D - Page 5 is inverted.
2. Traffic Counts - Traffic counts should generally be conducted when local schools or colleges are in session, during periods of good weather, on Tuesdays through Thursdays in non-summer months, and should avoid holiday weeks. The traffic counts for the study intersections were conducted on 1/18/2023, 1/19/2023, and 1/24/2024. However, the traffic count sheet for 1/24/2024 was not provided, and the counts conducted on 1/18 and 1/19 fall within the same week as Martin Luther King Jr. Day.

Please feel free to reach out should you have any questions about these comments.

Thank you,



**Victor Flores**  
*Transportation Planner*  
Local Development Review Branch  
D8 Division of Transportation Planning  
(909) 925-7520  
[Victor.F.Flores@dot.ca.gov](mailto:Victor.F.Flores@dot.ca.gov)

1.2

1.3

1.4

## Letter 1

**COMMENTER:** California Department of Transportation (CalTrans)

**DATE:** February 24, 2025 and February 27, 2025

### Response 1.1

The commenter submitted their first comment letter via email on February 24, 2025. The commenter states the CalTrans Local Development Review branch has completed an evaluation of the project documents and has no comments.

The comment does not raise any specific significant environmental issues or issues on the adequacy of the environmental analysis included in the IS-MND.

### Response 1.2

In a following email dated February 27, 2025, the commenter acknowledges the public review window has closed and they have subsequent comments.

The comment does not raise any specific significant environmental issues or raise issues on the adequacy of the environmental analysis included in the IS-MND.

### Response 1.3

The commenter states that page five of Appendix D is inverted.

The orientation of page five of Appendix D has been corrected and is included as an attachment to Section 3, *Errata*, of the IS-MND. The comment does not raise any specific significant environmental issues or raise issues on the adequacy of the environmental analysis included in the IS-MND.

### Response 1.4

The commenter notes that the traffic counts collected for the project should generally be collected when local schools are in session, during periods of good weather, and on Tuesday through Thursdays avoiding holidays. The comment add the traffic counts conducted as a part of Appendix D were collected on Wednesday 1/18/2023, Thursday 1/19/2023, and Tuesday 1/24/2023 - which fall within the same week as Martin Luther King Jr. Day (Monday 1/16/23), the comment also points out that the data sheet for Tuesday 1/24/2023 was missing.

The data sheets for the 1/24/2023 counts were initially included in Appendix D; however, they did contain a mislabeled heading. This has been corrected, and the updated labels can be found in the revised Appendix D on pages 15 and 16. Although the traffic count data from 1/18/2023 and 1/19/23 occurred during a holiday week, the count data from the 1/24/2023 date does not coincide in a week with any holidays and falls on a regular weekday when schools are in session. The recorded 213 trips on this date, compared to the average of 232 trips over the three-day period, indicate the same level of impact. Therefore, the impact remains less than significant, and no revisions to the trip generation assessment are necessary.



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:

February 19, 2025

[msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)

Mario Suarez, AICP, CNU-A Planning Manager  
Planning Division, Development Services Department  
659 North La Cadena Drive  
Colton, California 92324

## **Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for the AMKO Recycling Facility Project (Proposed Project) (SCH:2025010507)**

South Coast Air Quality Management District (South Coast AQMD) staff appreciate the opportunity to review the above-mentioned document. The City of Colton is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff have provided a brief summary of the project information and prepared the following comments which are organized by topic of concern.

### Summary of Proposed Project Information in the IS/MND

Based on the MND, the Propose Project consists of The proposed project consists of the expansion and operation of the existing AMKO Facility. The existing AMKO Facility is a nonconforming use under the City’s Municipal Code and consists of a large recycling facility located at the edge of Downtown Colton. The approximately 2.73-acre site is generally level and consists of an existing warehouse to the north, the existing AMKO Recycling Facility (AMKO Facility) to the east, and vacant lots to the southwest and west.<sup>1</sup> Based on a review of aerial photographs, South Coast AQMD staff found that the nearest sensitive receptor (e.g., single-family residential) is located approximately 25 feet north of the project site. Construction is expected start in the third quarter 2025 and last for approximately 12 months.<sup>2</sup> The Proposed Project is located across six parcels, identified by Assessor Parcel Numbers (APNs) 162-136- 06, 162-134-08, -09, -12, -23, and -24 in the City of Colton, in San Bernardino County, California.<sup>3</sup>

2.1

### South Coast AQMD Comments

#### *South Coast AQMD Air Permits and Role as a Responsible Agency*

If implementation of the Proposed Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., air permits from South Coast AQMD will be required. The final CEQA document, whether a MND or EIR, should include a discussion about the potentially applicable rules that the Proposed Project needs to comply with. Those rules may include, for example, Rule 201 – Permit to

2.2

<sup>1</sup> IS/MND. Page 11.

<sup>2</sup> *Ibid.* Page 16.

<sup>3</sup> *Ibid.* Page 7.

Construct,<sup>4</sup> Rule 203 – Permit to Operate,<sup>5</sup> Rule 401 – Visible Emissions,<sup>6</sup> Rule 402 – Nuisance,<sup>7</sup> Rule 403 – Fugitive Dust,<sup>8</sup> Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,<sup>9</sup> Rule 1113 – Architectural Coating,<sup>10</sup> Rule 1166 – Volatile Organic Compound Emissions From Decontamination of Soil,<sup>11</sup> Rule 1179 – Publicly Owned Treatment Works Operation,<sup>12</sup> Regulation XIII – New Source Review,<sup>13</sup> Rule 1401 – New Source Review of Toxic Air Contaminants,<sup>14</sup> Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants,<sup>15</sup> Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines,<sup>16</sup> etc. It is important to note that when air permits from South Coast AQMD are required, the role of South Coast AQMD changes from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD.

2.2  
cont.

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the implementation of the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits.

2.3

The final CEQA document should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the

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<sup>4</sup> South Coast AQMD. Rule 201 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf>

<sup>5</sup> South Coast AQMD. Rule 203 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf>

<sup>6</sup> South Coast AQMD. Rule 401 available at <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf>

<sup>7</sup> South Coast AQMD. Rule 402 available at <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf>

<sup>8</sup> South Coast AQMD. Rule 403 available at <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403>

<sup>9</sup> South Coast AQMD. Rule 1110.2 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110.2.pdf>

<sup>10</sup> South Coast AQMD. Rule 1113 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>

<sup>11</sup> South Coast AQMD. Rule 1166 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf>

<sup>12</sup> South Coast AQMD. Rule 1179 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1179.pdf>

<sup>13</sup> South Coast AQMD. Regulation XIII available at <https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii>

<sup>14</sup> South Coast AQMD. Rule 1401 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf>

<sup>15</sup> South Coast AQMD. Rule 1466 available <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf>

<sup>16</sup> South Coast AQMD. Rule 1470 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf>

evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD’s Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD’s webpage at <https://www.aqmd.gov/home/permits>.

2.3  
cont.

Conclusion

The Lead Agency is recommended to revise the CEQA analysis to address the aforementioned comments and provide the necessary evidence to sufficiently support the conclusions reached. If the requested information and analysis are not included in the final CEQA document, either the Final MND or other type of CEQA document, the Lead Agency should provide reasons for not doing so. Pursuant to California Public Resources Code Section 21092.5(b) and CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process and notify each public agency when any public hearings are scheduled. Please provide South Coast AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, detailed reasons supported by substantial evidence in the record explaining why specific comments and suggestions are not accepted must be provided. In addition, if the Lead Agency decides to adopt the Final MND, please provide South Coast AQMD with a notice of any scheduled public hearing(s).

2.4

2.5

Thank you for the opportunity to provide comments. South Coast AQMD staff are available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Sahar Ghadimi, Air Quality Specialist, at [sghadimi@aqmd.gov](mailto:sghadimi@aqmd.gov) should you have any questions.

Sincerely,  
*Sam Wang*  
 Sam Wang  
 Program Supervisor, CEQA IGR  
 Planning, Rule Development & Implementation

SW:SG  
SBC250117-02  
 Control Number

## Letter 2

**COMMENTER:** South Coast Air Quality Management District (SCAQMD)

**DATE:** February 19, 2025

### Response 2.1

The commenter provides a summary of the project description.

The summary does not raise any specific significant environmental issues or issues on the adequacy of the environmental analysis included in the IS-MND.

### Response 2.2

The commenter states that if the project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., air permits from SCAQMD would be required. The commenter further states that the MND should be revised to include a discussion about any and all new stationary and portable equipment that would require SCAQMD permits and provide for their evaluation in the air quality and greenhouse gas sections of the documents. Lastly, they state that, if permitting is required, the SCAQMD should be identified as a Responsible Agency for the proposed project.

The proposed project involves expanding and operating the existing AMKO Facility. It would add approximately 19,791 square feet (sf) of warehouse space. The project does not include emergency generators or potential stationary sources.

The MND discusses the project's compliance with Rules 403 and 1113 on page 29 of the Draft MND. The proposed project would not be subject to Rules 201, 203, 1110.2, 1401, 1470, and Regulation XIII because no new stationary sources or sources requiring permits would be installed during project construction. Additionally, the project would not be subject to Rules 1166 or 1179 because the on-site soil has not been impacted by pollutants from former agricultural use or aerially deposited lead.

Rule 1466 applies to any owner or operator conducting earth-moving activities of soil with applicable toxic air contaminant. Implementation of Rule 1466 is required when soil that has been identified to contain one or more of the applicable toxic air contaminants listed in Table I of Rule 1466 that exceed action levels as specified by the designating agency, which may include the U.S. EPA, the Department of Toxic Substances Control, the State Water Board, the Regional Water Board, or a county, local, or state regulatory agency. The project does not contain one or more of the applicable toxic air contaminants in the soil. Therefore, the proposed project would not be subject to Rule 1466.

### Response 2.3

The commenter states that the SCAQMD should be considered a Responsible Agency if the project would require any permits described in Comment 2.2.

As described in Response 2.2, the proposed project would not be subject to any of the Rules identified in Comment 2.2. Therefore, the SCAQMD is would not be considered a Responsible Agency and no further analysis is required.

## Response 2.4

The commenter recommends revision of the IS-MND to address Comments 2.2 and 2.3. The commenter also recommends that if revisions are not made, the Lead Agency shall provide reasons for not doing so.

Section 3, Air Quality, of the Draft IS-MND has been amended as shown below and in Section 3, *Errata*, for the revisions made to the IS-MND:

*Page 34 (Section 3, Air Quality, impact discussion c)*

Construction-related activities would result in temporary project-generated diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998.

The proposed project would not be subject to SCAQMD Rules 201, 203, 1110.2, 1401, 1470, and Regulation XIII because no new stationary sources or sources requiring permits would be installed during project construction. Additionally, the proposed project would not be subject to SCAQMD Rules 1166 or 1179 because the on-site soil has not been impacted by pollutants from former agricultural use or aerially deposited lead.

SCAQMD Rule 1466 applies to any owner or operator conducting earth-moving activities of soil with applicable toxic air contaminant. Implementing Rule 1466 means soil that has been identified by the U.S. EPA, the Department of Toxic Substances Control, the State Water Board, the Regional Water Board, or a county, local, or state regulatory agency, to contain one or more of the applicable toxic air contaminants listed in Table I of Rule 1466 that exceed action levels as specified by the designating agency. The project does not contain one or more of the applicable toxic air contaminants in the soil. Therefore, the proposed project would not be subject to Rule 1466.

No further revisions are necessary.

## Response 2.5

The commenter requests to be provided with all comments received during the public review process. The commenter also requests to be notified of any scheduled public hearing(s) if the Lead Agency decides to adopt the IS-MND.

The commenter's request is noted, and they will be provided with all comments received during the public review process and will be notified prior to the public hearings with the City's Planning Commission and City Council. The comment does not raise any specific significant environmental issues or raise issues on the adequacy of the environmental analysis included in the IS-MND.

Letter 3

**From:** [Kristen Tuosto](#)  
**To:** [Mario Suarez](#)  
**Cc:** [Katherine Fikan](#); [Heidi Duron](#);  
**Subject:** [EXT] RE: CEQA: AMKO Recycling Facility, APNs: 162-136-06, 162-134-08, -09, -12, -23, and -24, City of Colton [CIT-COLT-2025-2]  
**Sent:** 2/11/2025 10:20:58 AM

---

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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Hello Mario,

Do you know when the initial CEQA notice to consult was sent out to the Tribe for this project? We cannot find one in our paper or electronic files.

Thank you,  
Kristen

---

**From:** Mario Suarez <msuarez@coltonca.gov>  
**Sent:** Tuesday, February 11, 2025 10:10 AM  
**To:** Kristen Tuosto <Kristen.Tuosto@sanmanuel-nsn.gov>  
**Cc:** Katherine Fikan <kfikan@rinconconsultants.com>; Heidi Duron <hduron@coltonca.gov>  
**Subject:** RE: CEQA: AMKO Recycling Facility, APNs: 162-136-06, 162-134-08, -09, -12, -23, and -24, City of Colton [CIT-COLT-2025-2]

I don't recall receiving information.

The MND and all the appendixes are available for review:  
<https://www.ci.colton.ca.us/779/Environmental-Documents>

I'll give it another check later today to see if comments were received.

Thank you,

Mario Suarez, AICP  
Planning Manager  
909-370-5523

---

**From:** Kristen Tuosto <Kristen.Tuosto@sanmanuel-nsn.gov>  
**Sent:** Tuesday, February 11, 2025 9:14 AM  
**To:** Mario Suarez <msuarez@coltonca.gov>  
**Subject:** CEQA: AMKO Recycling Facility, APNs: 162-136-06, 162-134-08, -09, -12, -23, and -24, City of Colton [CIT-COLT-2025-2]

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Hello Mario Suarez,

Thank you for sending the Notice of Intent for an IS-MND to the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) regarding the above-referenced project.

While reviewing our documents, we haven't located any information regarding the above-referenced projects. Has YSMN commented/consulted on this project prior to the MND determination?

If so, can you provide us with the history of the consultation?

Thank you,  
Kristen

3.1

**Kristen Tuosto**

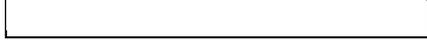
Tribal Archaeologist

[Kristen.Tuosto@sanmanuel-nsn.gov](mailto:Kristen.Tuosto@sanmanuel-nsn.gov)

O:(909) 864-8933 x 50-3421

M:(909) 725-1357

26569 Community Center Dr Highland, California 92346



Letter 3

**From:** [Mario Suarez](#)  
**To:** [Kristen Tuosto](#)  
**Cc:** [Katherine Fikan](#); [Lillie Colville](#);  
**Subject:** RE: [EXT] RE: CEQA: AMKO Recycling Facility, APNs: 162-136-06, 162-134-08, -09, -12, -23, and -24, City of Colton [CIT-COLT-2025-2]  
**Sent:** 2/24/2025 3:08:24 PM

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Hello:

Thank you for your comments. Yes, we can include some if not all of the requested in conditions or as mitigation measures.

Your comments will be read in more detail for consideration as described above. The result will also be provided to you.

Mario

---

**From:** Kristen Tuosto <Kristen.Tuosto@sanmanuel-nsn.gov>  
**Sent:** Monday, February 24, 2025 3:04 PM  
**To:** Mario Suarez <msuarez@coltonca.gov>  
**Cc:** Katherine Fikan <kfikan@rinconconsultants.com>; Lillie Colville <lcolville@rinconconsultants.com>  
**Subject:** RE: [EXT] RE: CEQA: AMKO Recycling Facility, APNs: 162-136-06, 162-134-08, -09, -12, -23, and -24, City of Colton [CIT-COLT-2025-2]

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3.1

Hello Mario,

Yuhaaviatam of San Manuel Nation has no concerns for the project area; however, would it be possible to include inadvertent discovery language in case Tribal Cultural Resources are uncovered during project implantation (See attachment)?

Thank you,  
Kristen

---

**From:** Mario Suarez <[msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)>  
**Sent:** Monday, February 24, 2025 1:08 PM  
**To:** Kristen Tuosto <[Kristen.Tuosto@sanmanuel-nsn.gov](mailto:Kristen.Tuosto@sanmanuel-nsn.gov)>  
**Cc:** Katherine Fikan <[kfikan@rinconconsultants.com](mailto:kfikan@rinconconsultants.com)>; Lillie Colville <[lcolville@rinconconsultants.com](mailto:lcolville@rinconconsultants.com)>  
**Subject:** FW: [EXT] RE: CEQA: AMKO Recycling Facility, APNs: 162-136-06, 162-134-08, -09, -12, -23, and -24, City of Colton [CIT-COLT-2025-2]

Hi:

I may have sent this to you in early February. Checking to see if we need to meet?

Mario

---

**From:** Katherine Fikan <[kfikan@rinconconsultants.com](mailto:kfikan@rinconconsultants.com)>  
**Sent:** Tuesday, February 11, 2025 10:53 AM  
**To:** Mario Suarez <[msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)>; Lillie Colville <[lcolville@rinconconsultants.com](mailto:lcolville@rinconconsultants.com)>  
**Cc:** Heidi Duron <[hduron@coltonca.gov](mailto:hduron@coltonca.gov)>; Susanne Huerta <[shuerta@rinconconsultants.com](mailto:shuerta@rinconconsultants.com)>  
**Subject:** RE: [EXT] RE: CEQA: AMKO Recycling Facility, APNs: 162-136-06, 162-134-08, -09, -12, -23, and -24, City of Colton [CIT-COLT-2025-2]

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Hi Mario,

For your reference - Please see attached for the AB 52/SB 18 correspondence with delivery confirmation to Alexandra McCleary for the San Manuel Band of Mission Indians (now Yuhaaviatam of San Manuel Nation). Please note, it is our understanding that the City mailed consultation letters pursuant to AB 52 and SB 18 to the tribes on July 19, 2023. No response was received from the tribal communities and, no additional communications have been sent or received from the Native American community regarding the project.

Thank you,

**Katherine Fikan, Senior Environmental Planner**

(She/Her/Hers)

805-644-4455 Main | 626-224-2488 Mobile | 760-517-9138 Direct



Trusted | Fair | Transparent | Accountable | Disciplined | Entrepreneurial

---

**From:** Mario Suarez <[msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)>

**Sent:** Tuesday, February 11, 2025 10:10 AM

**To:** Kristen Tuosto <[Kristen.Tuosto@sanmanuel-nsn.gov](mailto:Kristen.Tuosto@sanmanuel-nsn.gov)>

**Cc:** Katherine Fikan <[kfikan@rinconconsultants.com](mailto:kfikan@rinconconsultants.com)>; Heidi Duron <[hduron@coltonca.gov](mailto:hduron@coltonca.gov)>

**Subject:** [EXT] RE: CEQA: AMKO Recycling Facility, APNs: 162-136-06, 162-134-08, -09, -12, -23, and -24, City of Colton [CIT-COLT-2025-2]

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I don't recall receiving information.

The MND and all the appendixes are available for review:  
<https://www.ci.colton.ca.us/779/Environmental-Documents>

I'll give it another check later today to see if comments were received.

Thank you,

Mario Suarez, AICP  
Planning Manager  
909-370-5523

---

**From:** Kristen Tuosto <[Kristen.Tuosto@sanmanuel-nsn.gov](mailto:Kristen.Tuosto@sanmanuel-nsn.gov)>

**Sent:** Tuesday, February 11, 2025 9:14 AM

**To:** Mario Suarez <[msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)>

**Subject:** CEQA: AMKO Recycling Facility, APNs: 162-136-06, 162-134-08, -09, -12, -23, and -24, City of Colton [CIT-COLT-2025-2]

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3.1 cont.

Hello Mario Suarez,

Thank you for sending the Notice of Intent for an IS-MND to the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) regarding the above-referenced project.

While reviewing our documents, we haven't located any information regarding the above-referenced projects. Has YSMN commented/consulted on this project prior to the MND determination?

If so, can you provide us with the history of the consultation?

Thank you,  
Kristen

**Kristen Tuosto**

Tribal Archaeologist

[Kristen.Tuosto@sanmanuel-nsn.gov](mailto:Kristen.Tuosto@sanmanuel-nsn.gov)

O:(909) 864-8933 x 50-3421

M:(909) 725-1357

26569 Community Center Dr Highland, California 92346

[ ]

3.1 cont

### **CUL MMs**

1. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.
2. If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.
3. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

### **TCR MMs**

1. The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.
2. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

## Letter 3

**COMMENTER:** Kristen Tuosto on behalf of the Yuhaaviatam of San Manuel Nation

**DATE:** February 11, 2024 and February 24, 2025

### Response 3.1

The commenter acknowledges receipt of the Notice of Intent for the IS-MND and requests clarification on their inclusion pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 outreach conducted as a part of the IS-MND process. The commenter states they have no concerns for the project area and requests the inclusion of specific mitigation measures in the case of inadvertent discovery of Tribal Cultural Resources.

The IS-MND includes three mitigation measures for cultural resources including: Mitigation Measure CR-1 which would entail a Worker's Environmental Awareness Program training to equip construction personnel with the training to identify and respond appropriately to inadvertent cultural resources encountered during ground-disturbing activities, thereby reducing the potential for accidental disturbances; Mitigation Measure CR-2 which would identify the protocol to confirm that unanticipated cultural resources are properly evaluated and treated in accordance with the CRHR eligibility requirements, and if necessary, a data recovery plan would be developed and implemented to recover and document significant information; and Mitigation Measure CR-3, which calls for the presence of an on-call archaeologist throughout ground-disturbing activities to provide further assistance so that any suspected resources are promptly and properly assessed. Additionally, for Tribal Cultural Resources, Mitigation Measure TCR-1 is included which specifies protocols for the inadvertent discovery of Tribal Cultural Resources. These mitigation measures are similar to those proposed by the commenter; however, Mitigation Measure CR-3, Unanticipated Discovery of Human Remains, has been included to address the 60-foot expanded buffer area suggested by the commenter.

Section 5, Cultural Resources, of the Draft IS-MND has been amended as shown below and in Section 3, *Errata*, for the revisions made to the IS-MND:

*Page 45 (Section 5, Cultural Resources, impact discussion b)*

#### *CR-2 Unanticipated Discovery of Cultural Resources*

In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 60 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of California Code of Regulations Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the

qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, per California Code of Regulations Section 15126.4(b)(3)(C).

CR-3 Unanticipated Discovery of Human Remains

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

CR-4 On-Call Archaeologist

The project shall retain a qualified archaeologist that meets or exceeds the Secretary of the Interior's Professional Qualifications Standards for archeology (National Park Service 1983) to assess any suspected cultural resources discovered during ground disturbing activities of the project. Upon the discovery of potential resources, the archaeologist shall mobilize to the project site to determine if the find warrants further consideration under CEQA.

Section 18, Tribal Cultural Resources, of the Draft IS-MND has been amended as shown below and in Section 3, *Errata*, for the revisions made to the IS-MND:

*Page 107 (Section 18, Tribal Cultural Resources, impact discussion b)*

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

If cultural resources of Native American origin are identified during project construction, earth-disturbing work within ~~50~~ 60 feet of the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find and an appropriate Native American representative, based on the nature of the find, is consulted. If the qualified archaeologist determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with Native American groups. The plan would include avoidance of the resource or, if avoidance of the resource is infeasible, the plan would outline the appropriate treatment of the resource in coordination with the archeologist and the appropriate Native American tribal representative. At minimum, the treatment plan may include, but would not be limited to, steps to protect the cultural character and integrity of the resource, steps to protect traditional use of the resource, or excavation and reburial of the resource in a location not subject to further disturbance. The plan must be reviewed and approved by the City prior to implementation.

Letter 4

**425 W. J Street – Ruby Valtierra January 27, 2025 – [Is connected to the Resident J Street Attachment]**

- Trucks from Recycling use are blocking road on Pennsylvania Ave. Interfering with traffic. Cars parked along Pennsylvania and J Street. | 4.1
- Picture correction – adjacent site immediately to the west is 425 W. J Street – Exiting home not vacant lot. | 4.2
- Reviewed bus video with residents. | 4.3

Letter 6

**448 W. Valley Blvd – Jerry Castro January 28, 2025**

- How are rodents going to be controlled? | 6.1
- Concerned about the number of roll up doors are proposed? | 6.2
- Is there going to be an issue with noise? | 6.3
- Is the existing drainage on Pennsylvania going to be addressed (at the end of Pennsylvania near the freeway) | 6.4
- Are there going to be smells from the new collection facility? | 6.5

## Letter 4

**COMMENTER:** Ruby Valtierra

**DATE:** January 27, 2025

### **Response 4.1**

The commenter states trucks from the existing recycling use block the road on Pennsylvania Avenue, which interferes with traffic. The commenter also states cars park along Pennsylvania Avenue and J Street.

As of 2020, traffic is no longer an impact that is included as part of the CEQA analysis; therefore, this comment does not raise any specific environmental issues or issues on the adequacy of the environmental analysis included in the IS-MND. Nonetheless, this comment has been included in the administrative record and will be forwarded to the appropriate City decision-making body for their review and consideration.

### **Response 4.2**

The commenter provides a correction to a site photograph included in Appendix F of the IS-MND.

Appendix F is intended to provide context about the project site and its immediate surroundings. It is not intended to comprehensively describe each adjacent parcel. Specifically, Photo 6 in Appendix F provides a view from the site to illustrate these conditions. This comment has been included in the administrative record and will be forwarded to the appropriate City decision-making body for their review and consideration.

### **Response 4.3**

The commenter states a bus video has been reviewed with residents.

The comment does not raise any specific significant environmental issues or raise issues on the adequacy of the environmental analysis included in the IS-MND. Nevertheless, the City does impose Conditions of Approval which address traffic conditions, including parking, the project will be conditioned to prohibit truck parking on the adjacent roadways. Moreover, the comment has been included in the administrative record and will be forwarded to the appropriate City decision-making body for their review and consideration.

## I'm the Resident of 425 W J St.

### My concerns on AMKO Recycling Facility Project.

- From the proposal AMKO recycling facility project found on website 15 Public Services page 95 they had said that No Schools will be Impact. AMKO has already been notified that the SCHOOL BUS has to go through Pennsylvania Ave. and J St. Trucks from Recycling facility are always blocking roads on Pennsylvania Ave. and J St. impeding the free transit of the School bus and putting in risk not just my kid that rides the bus but all of the students that rides it on a daily basis. 5.1
- I have informed them about the Bus Route. I also have pictures and videos of how they BLOCK the Bus route.
- This is a safety concern. School Bus transportation had notified Code Enforcement about the situation. So it does Impact school matters and safety issues, especially when AMKO knows about this situation and has done nothing to fix this issue.
- We are also sharing Pennsylvania Ave and J St. with the Mr Rooter Plumbing company. I have provided pictures of how both companies block the two streets. If this development is fulfilled, streets traffic, public safety and cleanliness will become a worse chaos than it already is! 5.2
- We are concerned about a 30-40 ft tall building next to our residence that will block day time light making this a big issue to our daily living! 5.3
- We are concerned that we are situated on a flood zone and there's only one sewer exit located on the corner of J St. and Pennsylvania ave by AMKO's premises. If at this point is already an issue by all the trash that blocks the sewer functionality. Imagine the issues that would occur once AMKO expands. It would attract more homeless people closer to our residence instead of staying by their existing recycling site. 5.4
- We are concerned that with this project our house value will decrease its actual value. A 12 years of hard work would be impacted in a negative way. 5.5
- We are concern about the AMKO recycling facility project report obtained on the web. It states in photograph 6, that an empty lot property was adjacent to the project site. Why would they skip my house from this report? 5.6
- We are concern about the AMKO recycling facility project report obtained on the web. It states in photograph 6, that an empty lot property was adjacent to the project site. Why would they skip my house from this report? 5.7

- We are concern in how this will affect the environment Air quality. On AMKO proposal states that it would be a minimal effect, but my son has asthma with allergies, and we know from facts that it would affect us. When the empty lot next to our residence was acquired by AMKO they started unlawfully storing all kind of solid and liquid substances resulting in a negative impact to my son’s health and to the street cleanliness. It took a lot of time and city’s salutations for them to stop doing something that had not a city approval. Also the noise. If right now they are far from us and the noise is manageable without mentioning all the booms and vibrations made when it seems like they drop something on their premises, I can't imagine how bad the noise is going to be with them closer to us.

5.8
- We are concern that the project applicant is requesting a General Plan Amendment to change the project site’s land use from General Commercial to Light Industrial. How I have known we live in a Residential and Commercial ZONE. For example, Residential generally are not compatible with industrial use. If this change happens, it will affect us as residents.

5.9
- We are concern that the project applicant is requesting a General Plan Amendment to change the project site’s land use from General Commercial to Light Industrial. How I have known we live in a Residential and Commercial ZONE. For example, Residential generally are not compatible with industrial use. If this change happens, it will affect us as residents.

5.10
- Construction will last approximately 12 months. Construction Hours will be from 7:00am. to 4:00pm. Monday-Friday. We come back with the same problem: they haven’t consider the SCHOOL BUS. This will affect the Bus Route, and public services like trash pick up and mail delivery.

5.11
- I understand that this is a business trying to grow, but it shouldn't be at the neighbor's living peace expenses. Especially when AMKO hasn't been a fair play neighbor. At this point there's more cons than pros on this project that would affect our daily way of living! Just can't imagine if they manage to do things on the city's back, what would they do behind walls once they've approval.

5.12

Site Photographs



Photograph 5. Facing east, view from West J Street at survey limit.



Photograph 6. Facing north, property adjacent to project site from West J Street.

NO IT IS 425 W. J ST.

Adjacent site immediately to the west is  
my home 425 W. J St. - Exiting home not vacant lot  
AMKO Warehouse Facility IS-MND

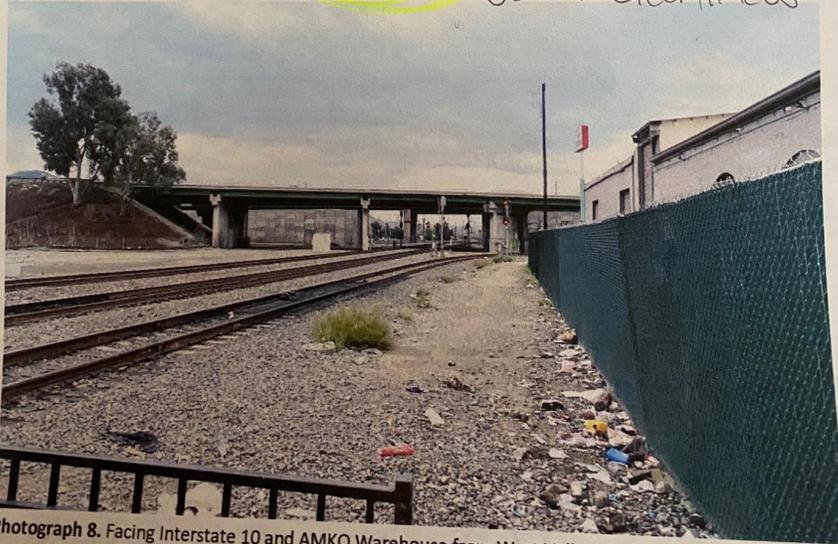
5.13

City of Colton  
AMKO Warehouse Facility Expansion IS-MND



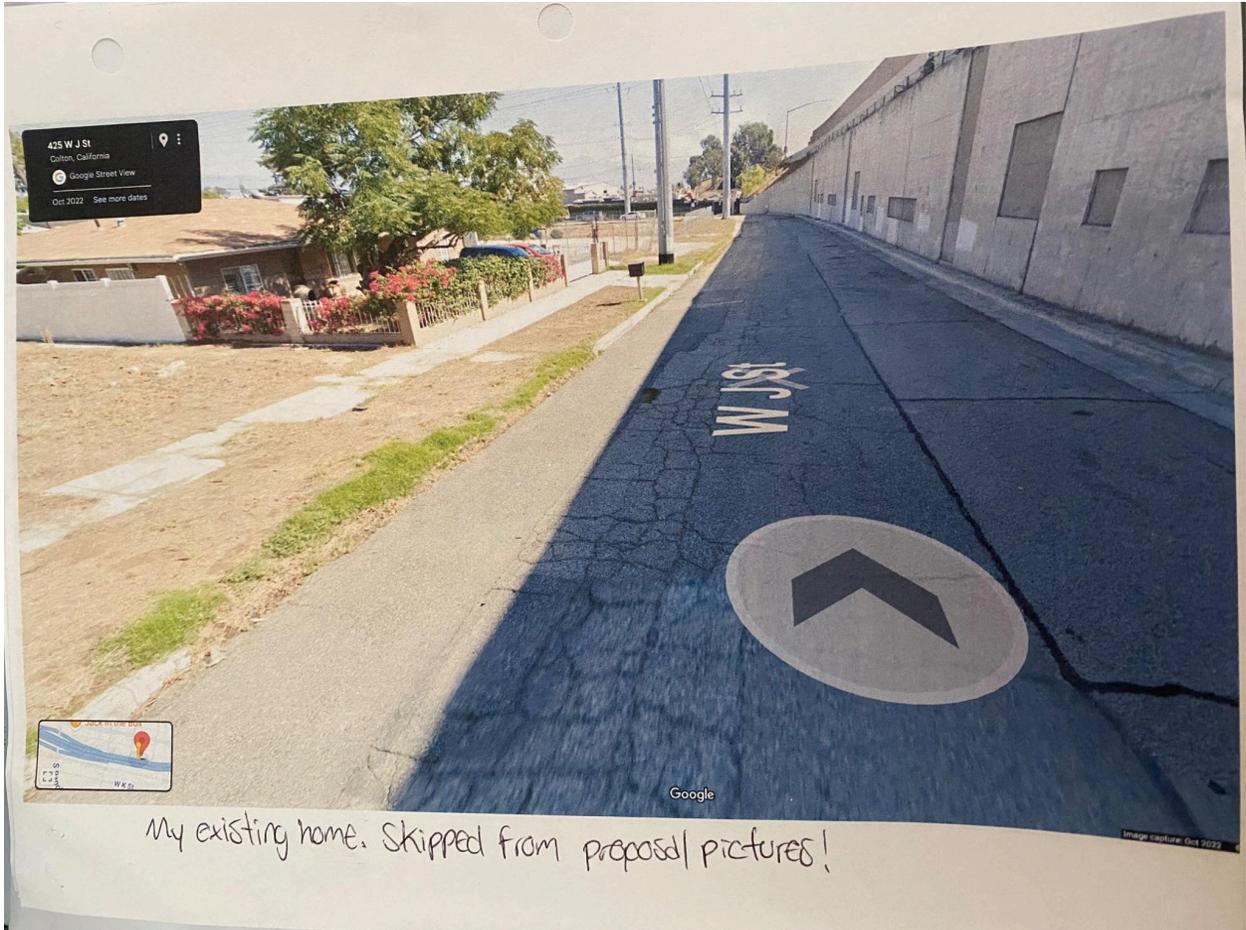
Photograph 7. Facing north on North Pennsylvania Ave and West J Street, adjacent to project site.

*Sewer cleanliness*



Photograph 8. Facing Interstate 10 and AMKO Warehouse from West Valley Boulevard.

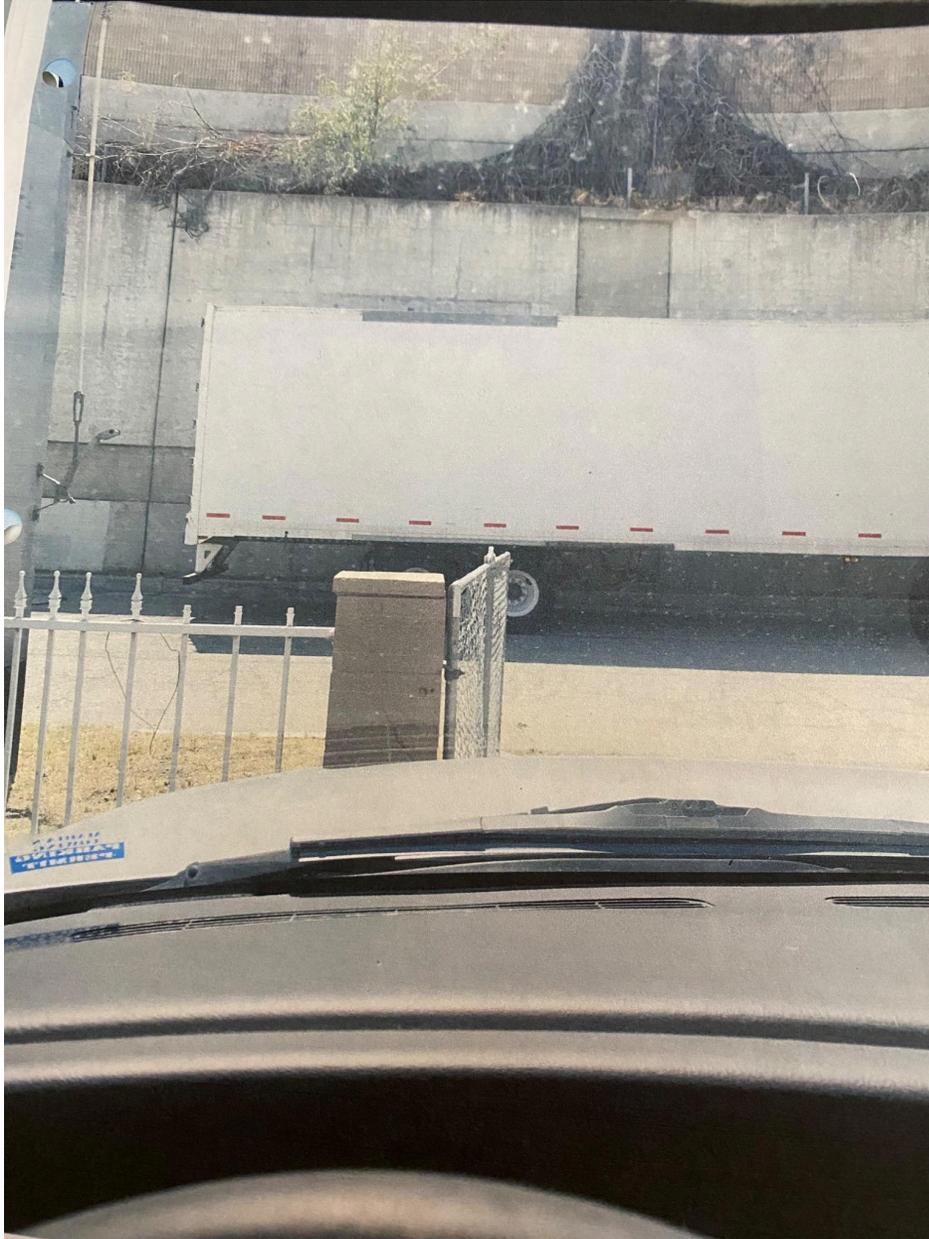
5.14



5.15



5.16



5.16  
cont.



5.16  
cont.



5.16  
cont.



5.16  
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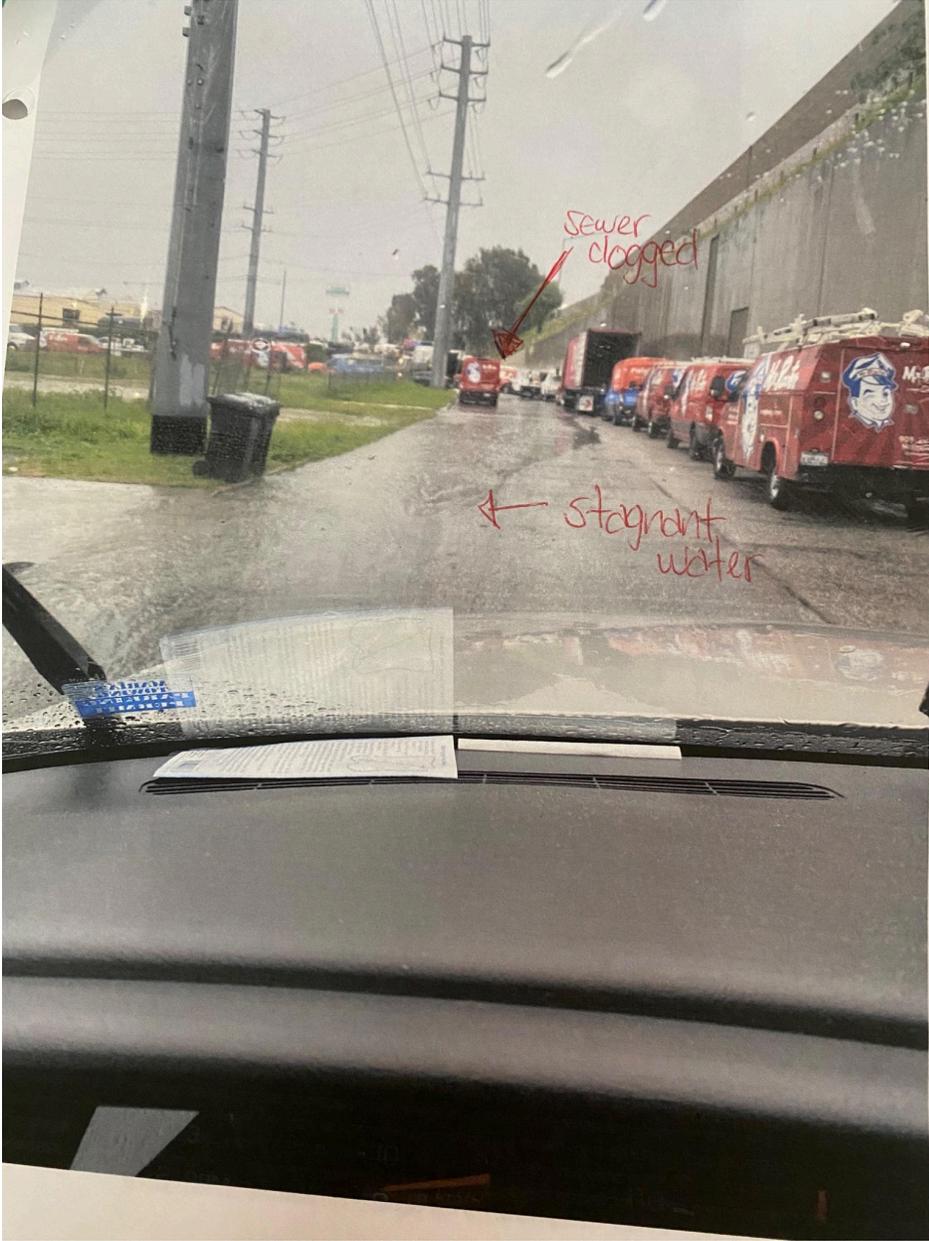
5.16  
cont.





5.16  
cont.





5.16  
cont.



5.16  
cont.

## Letter 5

**COMMENTER:** West J Street Resident

**DATE:** February 4, 2025

### **Response 5.1**

The commenter expresses concern about trucks associated with the existing AMKO facility continuously block roads on Pennsylvania Avenue and J Street, which impedes traffic, specifically related to school buses. The commenter states they have photographs and videos of the trucks blocking the bus routes (see Response 5.16). The commenter states this issue is a safety concern and that the school bus transportation has previously notified the Code Compliance Division of the City of Colton Police Department.

The IS-MND addresses transportation related hazards and emergency access in Section 17, *Transportation*, the project does not involve any changes to the roadways and vehicular traffic would continue to utilize the existing roadways and driveways as designed per the City's Municipal Code. Nevertheless, the City does impose Conditions of Approval which address traffic conditions, including parking, the project will be conditioned to prohibit truck parking on the adjacent roadways. Additionally, this comment has been included in the administrative record and will be forwarded to the appropriate City decision-making body for their review and consideration.

### **Response 5.2**

The commenter provides photos of existing trucks blocking traffic on Pennsylvania Avenue and J Street (see Comment 5.15). The commenter expresses concern that if the proposed project is approved, the traffic, public safety, and cleanliness will worsen.

As a Condition of Approval for the project the City will prohibit truck parking on the adjacent roadways. Furthermore, this comment has been included in the administrative record and will be forwarded to the appropriate City decision-making body for their review and consideration.

### **Response 5.3**

The commenter expresses concern for the height of the proposed project and the quality of daylight to their property.

The new building included in the proposed project would be a maximum of 30 feet in height and would be in conformance with the provisions of the City's Municipal Code Section 18.26.090 for the proposed M-1 zone and in conformance with the provisions of the City's Municipal Code Section 18.23.4.050 for the project's current zoning of C-2. The project would be in conformance with the city's development standards for both the existing zoning and proposed zone change, as a result the project would not substantially impair access to daylight.

### **Response 5.4**

The commenter expresses concern that the project site is within a flood zone and there is only one drainage facility near the project site, located on the corner of J Street and Pennsylvania Avenue. The commenter states that the existing drainage facility is blocked by trash.

As detailed in Section 10, *Hydrology and Water Quality*, of the IS-MND, implementation of the proposed project would not impede or redirect flows, significantly increase the amount of surface runoff, or contribute significant amounts of runoff that would exceed the capacity of stormwater drainage systems. On-site stormwater flows would travel from higher areas of the site to lower areas and be collected in onsite infiltration features. Drainage from the site would continue to be directed towards the City's stormwater drainage system and landscape areas, which would reduce the amount of surface runoff. Furthermore, pursuant to Sections 15.22.130 through 15.22.170 of the City's Municipal Code, and prior to the issuance of a development permit, the Floodplain Administrator is responsible for reviewing building plans to ensure compliance and safety, and that the new construction is elevated to or above the Base Flood Elevation.

### **Response 5.5**

The commenter expresses concern that the proposed project would attract homeless persons towards their residence.

The comment does not raise any specific significant environmental issues or raise issues on the adequacy of the environmental analysis included in the IS-MND. Nonetheless, as discussed in Section 4.15, *Public Services*, of the IS-MND, prior to construction commencement, the project plans would be subject to review by the City's Building and Safety Division, to ensure adequate signing, lighting, and other crime safety preventative measures are implemented.

### **Response 5.6**

The commenter expresses concern that their home value will be decreased.

CEQA does not require the analysis of generalized social and economic effects, such as job opportunities and property values. CEQA requires an analysis of physical impacts to the environment as defined in CEQA Guidelines Sections 151313 and Section 151358. A project's potential effects on property values or housing prices are not a physical impact on the environment, unless they would result in reasonably foreseeable physical impacts on the environment (e.g., neighborhood blight). Therefore, a discussion of property values is not included in the IS-MND. This comment has been included in the administrative record and will be forwarded to the appropriate City decision-making body for their review and consideration.

### **Response 5.7**

The commenter expresses concern that photograph 6 included in Appendix F of the IS-MND skipped their residence.

This comment has been included in the administrative record and will be forwarded to the appropriate City decision-making body for their review and consideration.

### **Response 5.8**

The commenter is concerned how the project would impact air quality on the environment and sensitive receptors, such as children. Additionally, the storing of chemical substances at the project site.

As discussed in the IS-MND Section 3, *Air Quality*, the project would generate air quality emissions during the construction and operation of the proposed project. However, these emissions would not exceed SCAQMD regional and localized criteria air pollutant thresholds. These thresholds help

protect public health by limiting emissions of harmful pollutants, ensuring that new developments do not adversely affect the environment or nearby sensitive receptors. This means the project would not have adverse health effects on nearby sensitive receptors, such as children. Additionally, the project would include mitigation measures, like using Tier 4 Final engines in construction equipment, which would significantly reduce air pollution compared to standard equipment. Implementing Tier 4 Final engines would reduce particulate matter exhaust emissions by approximately 79 percent compared to standard construction equipment fleet. This would reduce toxic air contaminant exposure, resulting in health risk impacts that are less than significant.

As discussed under Section 9, *Hazards and Hazardous Materials*, of the IS-MND some hazardous materials such as gasoline, diesel fuel, hydraulic fluids, oils, lubricants, and cleaning solvents would be used during project construction. However, these substances are not significant due to their small volume and low concentration. Additionally, the construction contractor would be obligated to follow standard construction controls and safety protocols, effectively minimizing the potential for any accidental release into the environment. The project would not use or store hazardous materials during project operations. Therefore, the project would not have adverse air quality effects on nearby sensitive receptors.

### **Response 5.9**

The commenter states that the existing noise is manageable and questions how bad it may be at a closer distance if the project is implemented.

Operational noise from the project is discussed in Section 13, *Noise*, of the IS-MND. The analysis focused on on-site sources such as Heating, Ventilation, and Air Conditioning (HVAC) equipment, truck loading, and forklift operation noise, as well as off-site traffic noise. Operational noise from the project would be less than significant with implementation Mitigation Measure N-2, *Operational Noise Reduction*, which would require that prior to the issuance of a building permit, the project plans shall be updated to include a permanent eight-foot wall along the western property line and the portion of the northern property line across the alley from residences. Implementation of this measure would reduce the potential for project noise to exceed the City's noise limit of 65 decibels.

### **Response 5.10**

The commenter expresses concern regarding the General Plan Amendment from General Commercial to Light Industrial included in the proposed project, specifically the commenter is concerned about the Light Industrial land use's compatibility with nearby residential uses.

As stated in City of Colton General Plan's definition of the Light Industrial land use and in Section 18.26.010 of the City's Municipal Code:

*The [M-1] Light Industrial designation is intended for uses that are compatible with those in nearby commercial and residential districts, and do not produce substantial environmental nuisances (noise, odor, dust/smoke, glare, etc.). Uses may include low-intensity packing, assembly, storage, and similar uses that do not adversely affect surrounding residential, office, educational or commercial land uses. Light Industrial developments should be visually attractive, reflect high-quality development standards, provide adequate buffering from less-intensive land uses, and have adequate access to major transportation routes.*

The proposed project includes an expansion of the existing AMKO Facility, and implementation would involve relocating the public buy-back center separate from the existing facility's commercial

services and would not include new land uses. As stated in City’s Municipal Code Section 18.26.010, the project would be a compatible use to the nearby commercial and residential areas because it consists of an expansion of an existing use that does not produce a substantial environmental nuisance. Additionally, the project includes incorporating new architectural elements into the building façade to support the historic preservation of the site and is consistent with the City’s Design Manual for the Downtown Area. Therefore, the proposed project would comply with the Light Industrial intended uses and development standards.

### **Response 5.11**

The commenter expresses concern that construction of the proposed project would impact bus routes and public services such as solid waste pick up and mail delivery.

The proposed project would not involve temporary road closures during construction that would impact bus routes or operation of public services. Nevertheless, the City does impose Conditions of Approval which address traffic conditions, including a traffic management plan that will be implemented to minimize conflicts with project related construction and operation activities and the existing public services such as public transportation, solid waste pick up, and mail services.

### **Response 5.12**

The commenter expresses their opposition of the proposed project.

The comment does not raise any specific significant environmental issues or raise issues on the adequacy of the environmental analysis included in the IS-MND. The commenter’s opposition to the proposed project will be a part of the administrative record and will be shared with City decision-makers.

### **Response 5.13**

The commenter is concerned that the project’s air quality analysis omitted the 'vacant lot' from the proposed pictures, even though there is an existing home at that location.

Appendix F is intended to provide context about the project site and its immediate surroundings. It is not intended to comprehensively describe each adjacent parcel. Specifically, Photo 6 in Appendix F provides a view from the site to illustrate these conditions. The air quality analysis, particularly the localized air quality assessment detailed in Table 11 of the IS-MND, considered the residences immediately west of the proposed project site, including the existing home at the “vacant lot” from the proposed pictures. As discussed in Section 3 of this IS-MND, *Air Quality*, project construction and operational emissions would be below SCAQMD’s regional thresholds and therefore would comply with air quality standards. Additionally, project emissions would not exceed SCAQMD’s localized thresholds, which is an assessment of localized air quality impacts from project activity. The findings indicate that air quality emissions at the existing home immediately west of the project site would be less than significant.

### **Response 5.14**

The commenter identifies the sewer cleanliness concerns detailed in Response 5.4 via photograph.

This comment has been included in the administrative record and will be forwarded to the appropriate City decision-making body for their review and consideration.

### **Response 5.15**

The commenter identifies their existing home via google maps screenshot which they expressed concern for in Responses 4.2, 5.7, and 5.13 .

As noted in Responses 4.2, 5.7, and 5.13, Appendix F is intended to provide context about the project site and its immediate surroundings. It is not intended to comprehensively describe each adjacent parcel. The commenters residence is within the immediate project vicinity and is considered as a part of the analyses in the Is-MND. This comment has been included in the administrative record and will be forwarded to the appropriate City decision-making body for their review and consideration.

### **Response 5.16**

The commenter provides various photographs of the existing trucks associated with AMKO and Mr. Rooter Plumbing Company blocking traffic on Pennsylvania Avenue and J Street, as detailed in Response 5.2 and 5.3.

Similar to Response 5.1, the project does not involve any changes to the roadways and vehicular traffic would continue to utilize the existing roadways and driveways as designed per the City's Municipal Code. Nevertheless, as a Condition of Approval for the project the City will prohibit truck parking on the adjacent roadways and this comment has been included in the administrative record and will be forwarded to the appropriate City decision-making body for their review and consideration.

Letter 4

**425 W. J Street – Ruby Valtierra January 27, 2025 – [Is connected to the Resident J Street Attachment]**

- Trucks from Recycling use are blocking road on Pennsylvania Ave. Interfering with traffic. Cars parked along Pennsylvania and J Street. | 4.1
- Picture correction – adjacent site immediately to the west is 425 W. J Street – Exiting home not vacant lot. | 4.2
- Reviewed bus video with residents. | 4.3

Letter 6

**448 W. Valley Blvd – Jerry Castro January 28, 2025**

- How are rodents going to be controlled? | 6.1
- Concerned about the number of roll up doors are proposed? | 6.2
- Is there going to be an issue with noise? | 6.3
- Is the existing drainage on Pennsylvania going to be addressed (at the end of Pennsylvania near the freeway) | 6.4
- Are there going to be smells from the new collection facility? | 6.5

## Letter 6

**COMMENTER:** Jerry Castro

**DATE:** January 28, 2025

### Response 6.1

The commenter asks how rodents would be controlled.

The proposed project would be required to comply with Section 8.04, Property Maintenance, of the City's Municipal Code which identifies the responsibilities for property maintenance within the city, including maintenance of overgrown vegetation likely to harbor rats or vermin. The comment does not raise any specific significant environmental issues or raise issues on the adequacy of the environmental analysis included in the IS-MND.

### Response 6.2

The commenter expresses concern about the number of roll up doors included in the proposed project.

The commenter did not provide specific details regarding their concern about the number of roll up doors, however, the expanded facility would include 10 roll up doors. The comment does not raise any specific significant environmental issues or raise issues on the adequacy of the environmental analysis included in the IS-MND.

### Response 6.3

The commenter asks if there is going to be an issue with noise.

As discussed in Section 13, *Noise*, of the IS-MND, construction and operational noise from the project would be less than significant with implementation of Mitigation Measure N-1 and Mitigation Measure N-2. Mitigation Measure N-1 would entail the implementation of noise reduction measures such as mufflers and temporary noise barriers during construction. The combination of these temporary noise barriers would reduce noise levels by at least 15 dBA (FHWA 2011; Bies et al. 2018; Harris 1991) reducing project construction noise levels to approximately 71 dBA  $L_{eq}$  or less, which would not exceed the FTA daytime significance threshold of 80 dBA  $L_{eq}$  for construction noise. Implementation of Mitigation Measure N-2 would require the installation of a permanent eight-foot wall that would reduce operational forklift noise on the western side of the buyback building to 63 dBA or less, which would not exceed the City's daytime noise limit of 65 dBA per Standard 3 of the City's Noise Element. With implementation of these mitigation measures project construction and operational noise levels would be less than significant.

### Response 6.4

The commenter asks if the existing drainage on Pennsylvania Avenue near Interstate 10 will be addressed.

The proposed project would connect to existing water conveyance facilities and utilities within the project vicinity, including the drainage feature located on Pennsylvania Avenue near Interstate 10. Any new drainage features and improvements for the proposed project would be reviewed and approved by the City during the building plan check process. In this process, all project-related

drainage features must meet the City's Public Works and Utility Services Department (PWUSD) and RWQCB standards. They would be designed, installed, and maintained according to PWUSD standards and the final water quality management plan (WQMP). This comment has been forwarded to the appropriate City decision-making body for their review and consideration, the PWUSD oversees maintenance of the City's storm drainage network.

### **Response 6.5**

The commenter is concerned if smells (odor) would be generated from the proposed project.

Odor is addressed in Section 3, *Air Quality*, of the IS-MND. During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion, and odors disperse with distance. With respect to operation, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. The project would not compost recycled material, but does include a buyback center for plastic, cardboard, and beverage containers. Furthermore, the proposed project is expanding its current operations and would not introduce any new activities that would generate new odors.

## 3 Errata

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This chapter presents specific text changes made to the IS-MND since its publication and public review. The changes are presented in the order in which they appear in the original IS-MND and are identified by the IS-MND page number. Text deletions are shown in ~~striketrough~~, and text additions are shown in underline. The information contained within this chapter clarifies and expands on information in the IS-MND and does not constitute “significant new information” requiring recirculation. See Public Resources Code Section 21092.1; *CEQA Guidelines* Section 15088.5.

### 3.1 Revisions to the IS-MND

*Page 34 (Section 3, Air Quality, impact discussion c)*

Construction-related activities would result in temporary project-generated diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998.

The proposed project would not be subject to SCAQMD Rules 201, 203, 1110.2, 1401, 1470, and Regulation XIII because as no new stationary sources or sources requiring permits would be installed during project construction. Additionally, the proposed project would not be subject to SCAQMD Rules 1166 or 1179 because the on-site soil has not been impacted by pollutants from former agricultural use or aeriially deposited lead.

SCAQMD Rule 1466 applies to any owner or operator conducting earth-moving activities of soil with applicable toxic air contaminant. Implementing Rule 1466 means soil that has been identified by the U.S. EPA, the Department of Toxic Substances Control, the State Water Board, the Regional Water Board, or a county, local, or state regulatory agency, to contain one or more of the applicable toxic air contaminants listed in Table I of Rule 1466 that exceed action levels as specified by the designating agency. The project does not contain one or more of the applicable toxic air contaminants in the soil. Therefore, the proposed project would not be subject to Rule 1466.

*Page 45 (Section 5, Cultural Resources, impact discussion b)*

#### *CR-2 Unanticipated Discovery of Cultural Resources*

In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within ~~50~~ 60 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical

nature and characteristics of the resource, per the requirements of California Code of Regulations Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, per California Code of Regulations Section 15126.4(b)(3)(C).

CR-3 Unanticipated Discovery of Human Remains

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

CR-4 On-Call Archaeologist

The project shall retain a qualified archaeologist that meets or exceeds the Secretary of the Interior's Professional Qualifications Standards for archeology (National Park Service 1983) to assess any suspected cultural resources discovered during ground disturbing activities of the project. Upon the discovery of potential resources, the archaeologist shall mobilize to the project site to determine if the find warrants further consideration under CEQA.

Page 107 (Section 18, Tribal Cultural Resources, impact discussion b)

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

If cultural resources of Native American origin are identified during project construction, earth-disturbing work within ~~50~~ 60 feet of the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find and an appropriate Native American representative, based on the nature of the find, is consulted. If the qualified archaeologist determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with Native American groups. The plan would include avoidance of the resource or, if avoidance of the resource is infeasible, the plan would outline the appropriate treatment of the resource in coordination with the archeologist and the appropriate Native American tribal representative. At minimum, the treatment plan may include, but would not be limited to, steps to protect the cultural character and integrity of the resource, steps to protect traditional use of the resource, or excavation and reburial of the resource in a location not subject to further disturbance. The plan must be reviewed and approved by the City prior to implementation.

Appendix D, pages 5, 15, and 16 have been reformatted to fix corrections in orientation and date.

See attached.

## SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This form acknowledges the City of Colton Engineering Division requirements for traffic impact analysis of the following project. The analysis must comply with SBCTA CMP TIA Guidelines, as applicable.

Case No. DAP-001-743

Related Cases: \_\_\_\_\_

APN(S): 0162-136-12, 23 & 24

Project Name: AMKO Recycling Facility

Project Address: NWC of N. Pennsylvania Avenue & J Street

Project Description: 10,114 SF recycling center facility expansion

Project Size: 7,670 SF warehousing/storage, 2,016 SF of retail, and 428 SF of office/sales

|            | Traffic Consultant                                 | Developer                                     |
|------------|--|---|
| Name:      | <u>Charlene So</u>                                 | <u>AMKO Recycling, Inc.</u>                   |
|            | <u>Urban Crossroads, Inc.</u>                      |   |
| Address:   | <u>1133 Camelback St. #8329, Newport Beach, CA</u> | <u>340 W. Valley Bl.<br/>Colton, CA 92324</u> |
| Telephone: | <u>949-861-0177</u>                                | <u>909-800-0233</u>                           |
| e-mail:    | <u>cso@urbanxroads.com</u>                         |   |

### A. Technical Methodology

Technical methodology to comply with SBCTA CMP guidelines. However, mitigation on nonstate facilities to maintain Vehicle Miles Traveled (VMT) threshold. Traffic count data must be current or within previous 12 months. Provide traffic count dates.

**B. Trip Generation Source:** site-specific trip generation based on counts collected at the existing facility (see attached memo)

Current GP Land Use: General Commercial Proposed Land Use: Heavy Industrial

Current Zoning: C-2 General Commercial Proposed Zoning: M-2 Heavy Industrial

*City of Colton Traffic Impact Scoping Agreement*

|           | Current Trip Generation (actual vehicles) |          |           | Proposed Trip Generation |          |           |
|-----------|---|----------|-----------|--------------------------|----------|-----------|
|           | In  | Out      | Total     | In                       | Out      | Total     |
| AM Trips: | <u>10</u>                                 | <u>8</u> | <u>18</u> | <u>7</u>                 | <u>5</u> | <u>12</u> |
| PM Trips: | <u>5</u>                                  | <u>9</u> | <u>14</u> | <u>3</u>                 | <u>6</u> | <u>9</u>  |

Internal Trip Allowance: No

Pass-By Trip Allowance: No

Traffic impact study to quantify change in project trip generation in comparison with pre-existing uses on project site when fully occupied.

**C. Trip Geographic Distribution:** To be submitted for approval by city staff. Cite source. Attach exhibit of detailed assignment.

**D. Scenario Analysis**

Project year of completion: 2024

Phase Year(s) Not applicable

Annual Ambient Growth rate: 1.0%

City staff to provide cumulative background projects list.

Scenarios: Not Applicable

Existing Conditions

Year of project completion: 1) No Project; 2) With Project.

Twenty-year forecast: 1) No Project; 2) With Project.

**E. Preliminary Study Intersections:** (See SBCTA CMP guidelines or comments from other agencies.)

- |                                       |           |
|---------------------------------------|-----------|
| 1. <u>No LOS analysis is proposed</u> | 6. _____  |
| 2. _____                              | 7. _____  |
| 3. _____                              | 8. _____  |
| 4. _____                              | 9. _____  |
| 5. _____                              | 10. _____ |

**F. Preliminary Study Roadway Segments:** (See SBCTA CMP guidelines or comments from other agencies.)

- |                                       |           |
|---------------------------------------|-----------|
| 1. <u>No LOS analysis is proposed</u> | 6. _____  |
| 2. _____                              | 7. _____  |
| 3. _____                              | 8. _____  |
| 4. _____                              | 9. _____  |
| 5. _____                              | 10. _____ |

**G. Freeways** - See SBCTA CMP guidelines.

**H. Other Jurisdictional Impacts**

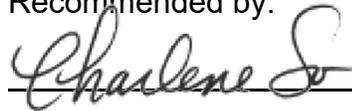
Is this project within a one-mile radius of City or County boundaries?  Yes  No

If so, name of City Jurisdiction: Caltrans District 8

**I. Site Plan** (please attach reduced copy) See attached trip generation memo

**J. Specific issues to be addressed in the Study**

Recommended by:



Consultant's Representative

2/6/23

Date

Approved Scoping Agreement:

\_\_\_\_\_

City of Colton  
Engineering Division

\_\_\_\_\_

Date

**DATE:** February 3, 2023  
**TO:** Charles Holcombe, Rincon Consultants, Inc.  
**FROM:** Charlene So, Urban Crossroads  
**JOB NO:** 14943-01 TG Memo



## AMKO RECYCLING FACILITY TRIP GENERATION ASSESSMENT

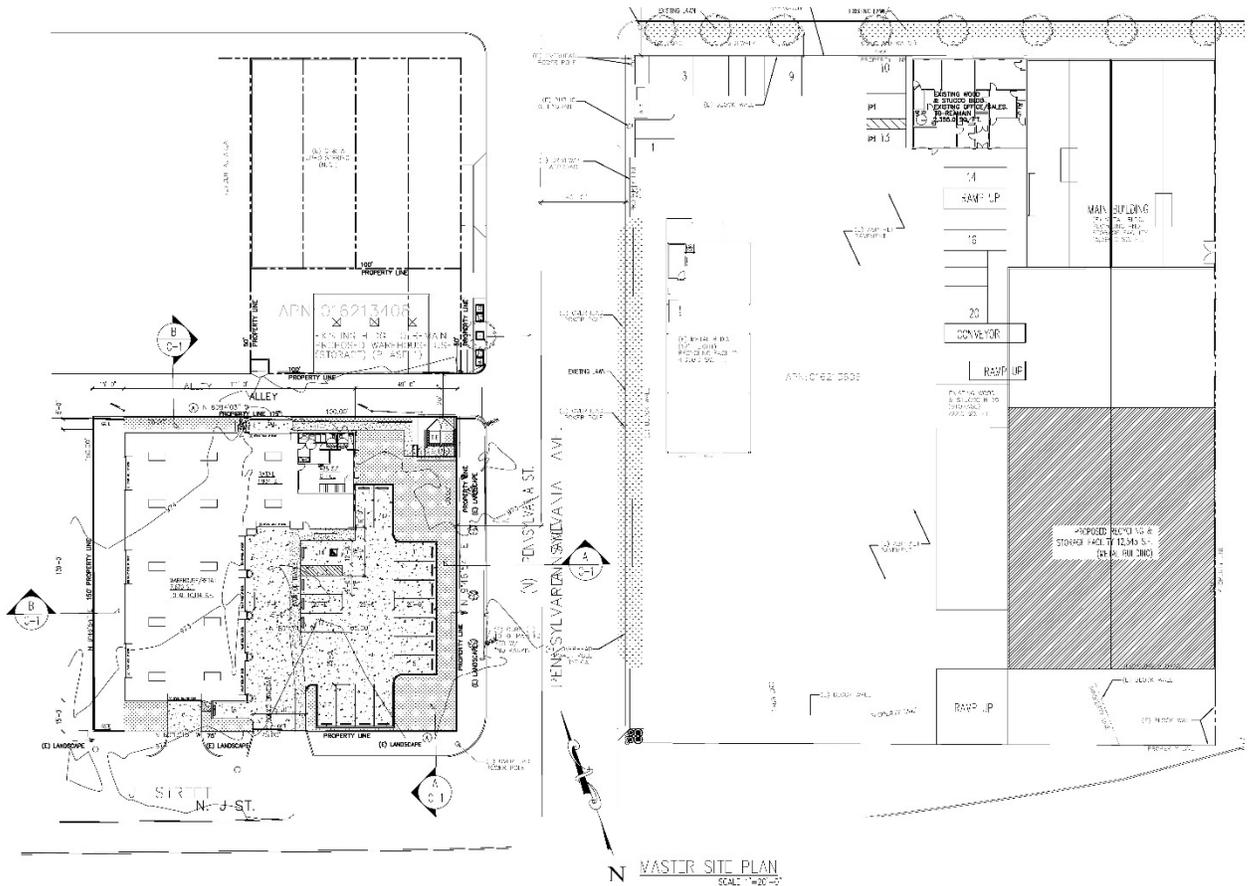
Urban Crossroads, Inc. is pleased to submit the following Trip Generation Assessment for the proposed AMKO Recycling Facility development (**Project**), which is located at the northwest corner of N. Pennsylvania Avenue and J Street (APN:0162-134-12, 23 & 24) in the City of Colton. This letter describes the proposed Project trip generation and trip distribution methodology and determines whether any traffic operations analysis is required based on the City's Vehicle Miles Traveled Guidelines (dated June 2, 2020, referred to as **City Guidelines**) and the County's Transportation Impact Study Guidelines (July 9, 2019, referred to as **County Guidelines**).

## PROPOSED PROJECT

The proposed Project would include constructing a new building in order to relocate AMKO's buy-back center, which serves the public to the new building on the west side of Pennsylvania Avenue, while maintaining the larger services for commercial customers at the existing facility on the east side of Pennsylvania Avenue. Four of the existing residences at 115, 125, 133, and 135 N. Pennsylvania Avenue were demolished in May 2021 and those properties along with the vacant parcel abutting them to the west would be developed. The proposed Project consists of 7,670 square feet of warehousing/storage space, 2,016 square feet of retail space, and a 428 square foot office (total of 10,114 square feet).

The existing site will be rehabilitated to incorporate new architectural elements and add new landscaping along Pennsylvania Avenue and Valley Boulevard to improve the streetscape. The main warehouse will also be improved to add a 12,545 SF enclosed storage space, which would enclose 80% of the current recycling operations and contain control of various materials to maximize efficiency and safety. This addition will improve the visual appearance from the adjacent I-10 Freeway. The existing warehouse building located at 157 N. Pennsylvania Avenue, north of the adjacent alley, is proposed to remain and no changes are proposed. There new site will provide access on J Street which will be used to take access to N. Pennsylvania Avenue and Valley Boulevard. A preliminary site plan for the proposed Project is shown in Exhibit 1.

**EXHIBIT 1: PRELIMINARY SITE PLAN**



**TRIP GENERATION**

**EXISTING TRAFFIC**

The proposed Project is the expansion of the existing recycling facility. Since the existing and proposed use is not readily available in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition, 2021), the existing site was surveyed in an effort to understand the existing traffic and develop a site-specific trip generation rate. Traffic counts were collected at the applicable driveways on Wednesday, January 18, 2023, Thursday, January 19, 2023, and Tuesday, January 24, 2023. Attachment A includes the driveway count data. Table 1 summarizes the trip generation by day and the average existing trip generation based on the count data collected over three days. The existing site currently generates an average of 232 two-way trips per day, with 18 trips during the AM peak hour and 14 trips during the PM peak hour (in actual vehicles).

**TABLE 1: EXISTING TRIP GENERATION SUMMARY**

| Land Use   | AM Peak Hour |          |           | PM Peak Hour |          |           | Daily      |
|--|--------------|----------|-----------|--------------|----------|-----------|------------|
|  | In           | Out      | Total     | In           | Out      | Total     |            |
| Actual Vehicles:                                 |              |          |           |              |          |           |            |
| Existing Use                                     |              |          |           |              |          |           |            |
| Passenger Cars:                                  | 8            | 4        | 12        | 3            | 8        | 11        | 151        |
| 2-axle Trucks:                                   | 1            | 1        | 2         | 0            | 0        | 0         | 24         |
| 3-axle Trucks:                                   | 0            | 2        | 2         | 2            | 1        | 3         | 27         |
| 4+-axle Trucks:                                  | 1            | 1        | 2         | 0            | 0        | 0         | 30         |
| Total Truck Trips (Actual Vehicles):             | 2            | 4        | 6         | 2            | 1        | 3         | 81         |
| <b>Total Trips (Actual Vehicles)<sup>1</sup></b> | <b>10</b>    | <b>8</b> | <b>18</b> | <b>5</b>     | <b>9</b> | <b>14</b> | <b>232</b> |

<sup>1</sup> Total Trips = Passenger Cars + Truck Trips.

### **PROPOSED PROJECT**

The proposed Project is a single 10,114 square foot warehouse building that is comprised of 7,670 square feet of warehousing/storage space, 2,016 square feet of retail space, and a 428 square foot office. The Project square footage does not include the new 12,545 SF storage building proposed on the existing site as it would enclose 80% of the current recycling operations and contain control of various materials to maximize efficiency and safety (no changes to existing operations). In order to develop the traffic characteristics of the proposed Project, site-specific (recycling center) trip generation rates have been developed using the actual count data collected at the existing site as presented on Table 1. Table 2 summarizes the trip generation rates on a per thousand square foot basis. The trip generation rates were determined by vehicle type by dividing the trips shown on Table 1 by the existing 17,945 square feet of recycling center use (15,590 square feet of warehouse/storage space and 2,355 square foot office/sales space).

Passenger car equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended factors in the County's Guidelines.

**TABLE 2: TRIP GENERATION RATES**

| Land Use  | Units <sup>2</sup> | AM Peak Hour |       |       | PM Peak Hour |       |       | Daily  |
|---|--------------------|--------------|-------|-------|--------------|-------|-------|--------|
|   |                    | In           | Out   | Total | In           | Out   | Total |        |
| <b>Actual Vehicle Trip Generation Rates</b>                             |                    |              |       |       |              |       |       |        |
| Recycling Facility <sup>1</sup>   | TSF                | 0.558        | 0.446 | 1.004 | 0.278        | 0.502 | 0.780 | 12.929 |
| Passenger Cars  |                    | 0.446        | 0.223 | 0.669 | 0.167        | 0.446 | 0.613 | 8.415  |
| 2-Axle Trucks   |                    | 0.056        | 0.056 | 0.112 | 0.000        | 0.000 | 0.000 | 1.337  |
| 3-Axle Trucks   |                    | 0.000        | 0.111 | 0.111 | 0.111        | 0.056 | 0.167 | 1.505  |
| 4+-Axle Trucks  |                    | 0.056        | 0.056 | 0.112 | 0.000        | 0.000 | 0.000 | 1.672  |
| <b>Passenger Car Equivalent (PCE) Trip Generation Rates<sup>3</sup></b> |                    |              |       |       |              |       |       |        |
| Recycling Facility  | TSF                | 0.558        | 0.446 | 1.004 | 0.278        | 0.502 | 0.780 | 12.929 |
| Passenger Cars  |                    | 0.446        | 0.223 | 0.669 | 0.167        | 0.446 | 0.613 | 8.415  |
| 2-Axle Trucks (PCE = 1.5)   |                    | 0.084        | 0.084 | 0.168 | 0.000        | 0.000 | 0.000 | 2.006  |
| 3-Axle Trucks (PCE = 2.0)   |                    | 0.000        | 0.222 | 0.222 | 0.222        | 0.112 | 0.334 | 3.010  |
| 4+-Axle Trucks (PCE = 3.0)  |                    | 0.168        | 0.168 | 0.336 | 0.000        | 0.000 | 0.000 | 5.016  |

<sup>1</sup> Trip Generation & Vehicle Mix Source: Empirical data collected at the existing facility located at 340 W. Valley Boulevard.

Average trip generation shown on Table 1 divided the by the existing square footage of 17,945 SF (warehousing storage + office space).

<sup>2</sup> TSF = thousand square feet

<sup>3</sup> PCE factors: 2-axle = 1.5; 3-axle = 2.0; 4+-axle = 3.0.

The proposed Project is anticipated to generate 134 vehicle trip-ends per day with 12 AM peak hour trips and 9 PM peak hour trips (actual vehicles). In comparison, the Project is anticipated to generate 188 PCE vehicle trip-ends per day with 15 PCE AM peak hour trips and 10 PCE PM peak hour trips.

**TABLE 3: PROJECT TRIP GENERATION SUMMARY**

| Land Use   | Quantity Units <sup>1</sup> | AM Peak Hour |          |           | PM Peak Hour |          |           | Daily      |
|--|-----------------------------|--------------|----------|-----------|--------------|----------|-----------|------------|
|  |                             | In           | Out      | Total     | In           | Out      | Total     |            |
| <b>Actual Vehicles:</b>                          |                             |              |          |           |              |          |           |            |
| Recycling Center Expansion <sup>2</sup>          | 10.114 TSF                  |              |          |           |              |          |           |            |
| Passenger Cars:                                  |                             | 5            | 2        | 7         | 2            | 5        | 7         | 86         |
| 2-axle Trucks:                                   |                             | 1            | 1        | 2         | 0            | 0        | 0         | 14         |
| 3-axle Trucks:                                   |                             | 0            | 1        | 1         | 1            | 1        | 2         | 16         |
| 4+-axle Trucks:                                  |                             | 1            | 1        | 2         | 0            | 0        | 0         | 18         |
| Total Truck Trips (Actual Vehicles):             |                             | 2            | 3        | 5         | 1            | 1        | 2         | 48         |
| <b>Total Trips (Actual Vehicles)<sup>3</sup></b> |                             | <b>7</b>     | <b>5</b> | <b>12</b> | <b>3</b>     | <b>6</b> | <b>9</b>  | <b>134</b> |
| <b>Passenger Car Equivalent (PCE):</b>           |                             |              |          |           |              |          |           |            |
| Recycling Center Expansion                       | 10.114 TSF                  |              |          |           |              |          |           |            |
| Passenger Cars:                                  |                             | 5            | 2        | 7         | 2            | 5        | 7         | 86         |
| 2-axle Trucks:                                   |                             | 1            | 1        | 2         | 0            | 0        | 0         | 20         |
| 3-axle Trucks:                                   |                             | 0            | 2        | 2         | 2            | 1        | 3         | 30         |
| 4+-axle Trucks:                                  |                             | 2            | 2        | 4         | 0            | 0        | 0         | 52         |
| Total Truck Trips (PCE):                         |                             | 3            | 5        | 8         | 2            | 1        | 3         | 102        |
| <b>Total Trips (PCE)<sup>3</sup></b>             |                             | <b>8</b>     | <b>7</b> | <b>15</b> | <b>4</b>     | <b>6</b> | <b>10</b> | <b>188</b> |

<sup>1</sup> TSF = thousand square feet

<sup>2</sup> The Project square footage does not include the new 12,545 SF storage building proposed on the existing site as it would enclose 80% of the current recycling operations and contain control of various materials to maximize efficiency and safety (no changes to existing operations).

<sup>3</sup> Total Trips = Passenger Cars + Truck Trips.

## FINDINGS

The County's Guidelines has been used to determine whether additional traffic analysis is necessary for the proposed Project as the City's Guidelines do not identify a peak hour trip-based criteria for intersection operations analysis (level of service or LOS). The County's Guidelines indicates that development projects that generate a net increase of 100 or more peak hour vehicle trips (without pass-by reductions) would require the preparation and submittal of a Transportation Impact Analysis.

The Project is anticipated to generate fewer than 50 net new peak hour trips during the morning and evening peak hours (both in actual vehicles and PCE). As such, additional peak hour traffic operations analysis is not necessary based on the County's Guidelines.

If you have any questions or comments, I can be reached at [cs@urbanxroads.com](mailto:cs@urbanxroads.com).

## ATTACHMENT A: DRIVEWAY COUNTS

**TABLE A-1: EXISTING TRIP GENERATION**

| Land Use                              | AM Peak Hour |          |           | PM Peak Hour |           |           | Daily      |
|---------------------------------------|--------------|----------|-----------|--------------|-----------|-----------|------------|
|                                       | In           | Out      | Total     | In           | Out       | Total     |            |
| <b>Day 1: January 18, 2023</b>        |              |          |           |              |           |           |            |
| Passenger Cars:                       | 10           | 3        | 13        | 4            | 8         | 12        | 139        |
| 2-axle Trucks:                        | 1            | 1        | 2         | 1            | 0         | 1         | 24         |
| 3-axle Trucks:                        | 0            | 3        | 3         | 3            | 2         | 5         | 33         |
| 4+-axle Trucks:                       | 0            | 1        | 1         | 1            | 0         | 1         | 36         |
| Total Truck Trips:                    | 1            | 5        | 6         | 5            | 2         | 7         | 93         |
| <b>Total Trips<sup>1</sup></b>        | <b>11</b>    | <b>8</b> | <b>19</b> | <b>9</b>     | <b>10</b> | <b>19</b> | <b>232</b> |
| <b>Day 2: January 19, 2023</b>        |              |          |           |              |           |           |            |
| Passenger Cars:                       | 6            | 4        | 10        | 1            | 7         | 8         | 160        |
| 2-axle Trucks:                        | 1            | 1        | 2         | 0            | 0         | 0         | 29         |
| 3-axle Trucks:                        | 0            | 2        | 2         | 2            | 0         | 2         | 29         |
| 4+-axle Trucks:                       | 1            | 1        | 2         | 0            | 1         | 1         | 34         |
| Total Truck Trips:                    | 2            | 4        | 6         | 2            | 1         | 3         | 92         |
| <b>Total Trips<sup>1</sup></b>        | <b>8</b>     | <b>8</b> | <b>16</b> | <b>3</b>     | <b>8</b>  | <b>11</b> | <b>252</b> |
| <b>Day 3: January 24, 2023</b>        |              |          |           |              |           |           |            |
| Passenger Cars:                       | 9            | 6        | 15        | 3            | 8         | 11        | 154        |
| 2-axle Trucks:                        | 0            | 1        | 1         | 0            | 0         | 0         | 19         |
| 3-axle Trucks:                        | 0            | 0        | 0         | 1            | 0         | 1         | 20         |
| 4+-axle Trucks:                       | 1            | 1        | 2         | 0            | 0         | 0         | 20         |
| Total Truck Trips:                    | 1            | 2        | 3         | 1            | 0         | 1         | 59         |
| <b>Total Trips<sup>1</sup></b>        | <b>10</b>    | <b>8</b> | <b>18</b> | <b>4</b>     | <b>8</b>  | <b>12</b> | <b>213</b> |
| <b>3-Day Average Trip Generation:</b> |              |          |           |              |           |           |            |
| Passenger Cars:                       | 8            | 4        | 12        | 3            | 8         | 11        | 151        |
| 2-axle Trucks:                        | 1            | 1        | 2         | 0            | 0         | 0         | 24         |
| 3-axle Trucks:                        | 0            | 2        | 2         | 2            | 1         | 3         | 27         |
| 4+-axle Trucks:                       | 1            | 1        | 2         | 0            | 0         | 0         | 30         |
| Total Truck Trips:                    | 2            | 4        | 6         | 2            | 1         | 3         | 81         |
| <b>Total Trips<sup>1</sup></b>        | <b>10</b>    | <b>8</b> | <b>18</b> | <b>5</b>     | <b>9</b>  | <b>14</b> | <b>232</b> |

\* Note: data collected on January 18, 19 & 24, 2023.

<sup>1</sup> Total Trips = Passenger Cars + Total Truck Trips.



City: Colton  
 Location: TOTAL OF ALL DRIVEWAYS  
 Date: Wednesday, January 18, 2023  
 Count Type: Driveway

|       | Entering |              |        |         |       |
|-------|----------|--------------|--------|---------|-------|
|       | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00  | 0        | 0            | 0      | 0       | 0     |
| 0:15  | 0        | 0            | 0      | 0       | 0     |
| 0:30  | 0        | 0            | 0      | 0       | 0     |
| 0:45  | 0        | 0            | 0      | 0       | 0     |
| 1:00  | 0        | 0            | 0      | 0       | 0     |
| 1:15  | 0        | 0            | 0      | 0       | 0     |
| 1:30  | 0        | 0            | 0      | 0       | 0     |
| 1:45  | 0        | 0            | 0      | 0       | 0     |
| 2:00  | 0        | 0            | 0      | 0       | 0     |
| 2:15  | 0        | 0            | 0      | 0       | 0     |
| 2:30  | 0        | 0            | 0      | 0       | 0     |
| 2:45  | 0        | 0            | 0      | 0       | 0     |
| 3:00  | 0        | 0            | 0      | 0       | 0     |
| 3:15  | 0        | 0            | 0      | 0       | 0     |
| 3:30  | 0        | 0            | 0      | 0       | 0     |
| 3:45  | 0        | 0            | 0      | 0       | 0     |
| 4:00  | 1        | 0            | 0      | 0       | 1     |
| 4:15  | 0        | 0            | 0      | 0       | 0     |
| 4:30  | 0        | 0            | 0      | 0       | 0     |
| 4:45  | 0        | 0            | 0      | 0       | 0     |
| 5:00  | 0        | 0            | 0      | 0       | 0     |
| 5:15  | 0        | 0            | 0      | 0       | 0     |
| 5:30  | 0        | 0            | 0      | 0       | 0     |
| 5:45  | 0        | 0            | 0      | 0       | 0     |
| 6:00  | 0        | 0            | 0      | 0       | 0     |
| 6:15  | 0        | 0            | 0      | 0       | 0     |
| 6:30  | 0        | 0            | 0      | 0       | 0     |
| 6:45  | 0        | 0            | 0      | 0       | 0     |
| 7:00  | 0        | 0            | 0      | 0       | 0     |
| 7:15  | 1        | 0            | 0      | 0       | 1     |
| 7:30  | 1        | 0            | 0      | 0       | 1     |
| 7:45  | 1        | 0            | 0      | 0       | 1     |
| 8:00  | 4        | 0            | 0      | 0       | 4     |
| 8:15  | 2        | 0            | 0      | 0       | 2     |
| 8:30  | 2        | 0            | 0      | 0       | 2     |
| 8:45  | 2        | 1            | 0      | 0       | 3     |
| 9:00  | 1        | 0            | 1      | 1       | 3     |
| 9:15  | 1        | 1            | 0      | 0       | 2     |
| 9:30  | 1        | 1            | 0      | 1       | 3     |
| 9:45  | 2        | 1            | 0      | 0       | 3     |
| 10:00 | 1        | 0            | 1      | 0       | 2     |
| 10:15 | 1        | 0            | 0      | 1       | 2     |
| 10:30 | 1        | 1            | 0      | 0       | 2     |
| 10:45 | 4        | 1            | 1      | 1       | 7     |
| 11:00 | 1        | 1            | 0      | 0       | 2     |
| 11:15 | 3        | 1            | 0      | 2       | 6     |
| 11:30 | 7        | 0            | 1      | 0       | 8     |
| 11:45 | 6        | 1            | 0      | 1       | 8     |
| 12:00 | 4        | 0            | 1      | 0       | 5     |
| 12:15 | 2        | 0            | 2      | 0       | 4     |
| 12:30 | 5        | 0            | 0      | 2       | 7     |
| 12:45 | 3        | 1            | 0      | 3       | 7     |
| 13:00 | 2        | 0            | 1      | 0       | 3     |
| 13:15 | 3        | 0            | 1      | 0       | 4     |

|       | Exiting  |              |        |         |       |
|-------|----------|--------------|--------|---------|-------|
|       | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00  | 0        | 0            | 0      | 0       | 0     |
| 0:15  | 0        | 0            | 0      | 0       | 0     |
| 0:30  | 0        | 0            | 0      | 0       | 0     |
| 0:45  | 0        | 0            | 0      | 0       | 0     |
| 1:00  | 0        | 0            | 0      | 0       | 0     |
| 1:15  | 0        | 0            | 0      | 0       | 0     |
| 1:30  | 0        | 0            | 0      | 0       | 0     |
| 1:45  | 0        | 0            | 0      | 0       | 0     |
| 2:00  | 0        | 0            | 0      | 0       | 0     |
| 2:15  | 0        | 0            | 0      | 0       | 0     |
| 2:30  | 0        | 0            | 0      | 0       | 0     |
| 2:45  | 0        | 0            | 0      | 0       | 0     |
| 3:00  | 0        | 0            | 0      | 0       | 0     |
| 3:15  | 0        | 0            | 0      | 0       | 0     |
| 3:30  | 1        | 0            | 0      | 0       | 1     |
| 3:45  | 0        | 0            | 0      | 0       | 0     |
| 4:00  | 0        | 0            | 0      | 0       | 0     |
| 4:15  | 0        | 0            | 0      | 0       | 0     |
| 4:30  | 0        | 0            | 0      | 0       | 0     |
| 4:45  | 0        | 0            | 0      | 0       | 0     |
| 5:00  | 0        | 0            | 0      | 0       | 0     |
| 5:15  | 0        | 0            | 0      | 0       | 0     |
| 5:30  | 0        | 0            | 0      | 0       | 0     |
| 5:45  | 0        | 0            | 0      | 0       | 0     |
| 6:00  | 0        | 0            | 0      | 0       | 0     |
| 6:15  | 0        | 0            | 0      | 0       | 0     |
| 6:30  | 0        | 0            | 0      | 0       | 0     |
| 6:45  | 0        | 0            | 0      | 0       | 0     |
| 7:00  | 0        | 0            | 0      | 0       | 0     |
| 7:15  | 0        | 0            | 0      | 0       | 0     |
| 7:30  | 0        | 0            | 0      | 0       | 0     |
| 7:45  | 0        | 0            | 0      | 0       | 0     |
| 8:00  | 0        | 0            | 0      | 0       | 0     |
| 8:15  | 3        | 0            | 1      | 0       | 4     |
| 8:30  | 0        | 1            | 2      | 1       | 4     |
| 8:45  | 0        | 0            | 0      | 0       | 0     |
| 9:00  | 3        | 0            | 0      | 0       | 3     |
| 9:15  | 2        | 0            | 1      | 1       | 4     |
| 9:30  | 1        | 2            | 0      | 1       | 4     |
| 9:45  | 2        | 2            | 1      | 0       | 5     |
| 10:00 | 1        | 0            | 1      | 0       | 2     |
| 10:15 | 1        | 0            | 0      | 0       | 1     |
| 10:30 | 3        | 0            | 0      | 0       | 3     |
| 10:45 | 1        | 1            | 0      | 1       | 3     |
| 11:00 | 1        | 1            | 0      | 0       | 2     |
| 11:15 | 5        | 2            | 0      | 1       | 8     |
| 11:30 | 1        | 1            | 1      | 1       | 4     |
| 11:45 | 5        | 0            | 1      | 0       | 6     |
| 12:00 | 11       | 0            | 0      | 2       | 13    |
| 12:15 | 1        | 0            | 1      | 1       | 3     |
| 12:30 | 2        | 0            | 1      | 0       | 3     |
| 12:45 | 4        | 0            | 0      | 2       | 6     |
| 13:00 | 4        | 0            | 0      | 1       | 5     |
| 13:15 | 0        | 0            | 0      | 2       | 2     |



City: Colton  
 Location: TOTAL OF ALL DRIVEWAYS  
 Date: Wednesday, January 18, 2023  
 Count Type: Driveway

|              | Entering  |           |           |           |            |
|--------------|-----------|-----------|-----------|-----------|------------|
| 13:30        | 1         | 0         | 2         | 1         | 4          |
| 13:45        | 2         | 1         | 1         | 0         | 4          |
| 14:00        | 0         | 0         | 0         | 0         | 0          |
| 14:15        | 1         | 0         | 1         | 0         | 2          |
| 14:30        | 0         | 0         | 0         | 0         | 0          |
| 14:45        | 1         | 0         | 0         | 0         | 1          |
| 15:00        | 0         | 0         | 0         | 1         | 1          |
| 15:15        | 0         | 0         | 0         | 0         | 0          |
| 15:30        | 0         | 0         | 0         | 1         | 1          |
| 15:45        | 0         | 0         | 2         | 0         | 2          |
| 16:00        | 3         | 0         | 1         | 1         | 5          |
| 16:15        | 1         | 0         | 2         | 0         | 3          |
| 16:30        | 0         | 1         | 0         | 0         | 1          |
| 16:45        | 0         | 0         | 0         | 0         | 0          |
| 17:00        | 0         | 0         | 0         | 0         | 0          |
| 17:15        | 0         | 0         | 0         | 0         | 0          |
| 17:30        | 0         | 0         | 0         | 0         | 0          |
| 17:45        | 0         | 0         | 0         | 0         | 0          |
| 18:00        | 0         | 0         | 0         | 0         | 0          |
| 18:15        | 0         | 0         | 0         | 0         | 0          |
| 18:30        | 0         | 0         | 0         | 0         | 0          |
| 18:45        | 0         | 0         | 0         | 0         | 0          |
| 19:00        | 0         | 0         | 0         | 0         | 0          |
| 19:15        | 0         | 0         | 0         | 0         | 0          |
| 19:30        | 0         | 0         | 0         | 0         | 0          |
| 19:45        | 0         | 0         | 0         | 0         | 0          |
| 20:00        | 0         | 0         | 0         | 0         | 0          |
| 20:15        | 0         | 0         | 0         | 0         | 0          |
| 20:30        | 0         | 0         | 0         | 0         | 0          |
| 20:45        | 0         | 0         | 0         | 0         | 0          |
| 21:00        | 0         | 0         | 0         | 0         | 0          |
| 21:15        | 0         | 0         | 0         | 0         | 0          |
| 21:30        | 0         | 0         | 0         | 0         | 0          |
| 21:45        | 0         | 0         | 0         | 0         | 0          |
| 22:00        | 0         | 0         | 0         | 0         | 0          |
| 22:15        | 0         | 0         | 0         | 0         | 0          |
| 22:30        | 0         | 0         | 0         | 0         | 0          |
| 22:45        | 0         | 0         | 0         | 0         | 0          |
| 23:00        | 0         | 0         | 0         | 0         | 0          |
| 23:15        | 0         | 0         | 0         | 0         | 0          |
| 23:30        | 0         | 0         | 0         | 0         | 0          |
| 23:45        | 0         | 0         | 0         | 0         | 0          |
| <b>TOTAL</b> | <b>71</b> | <b>12</b> | <b>18</b> | <b>16</b> | <b>117</b> |

|       | Exiting   |           |           |           |            |
|-------|-----------|-----------|-----------|-----------|------------|
| 13:30 | 3         | 0         | 0         | 0         | 3          |
| 13:45 | 3         | 1         | 0         | 1         | 5          |
| 14:00 | 0         | 0         | 0         | 0         | 0          |
| 14:15 | 1         | 0         | 1         | 3         | 5          |
| 14:30 | 1         | 0         | 1         | 0         | 2          |
| 14:45 | 0         | 0         | 0         | 1         | 1          |
| 15:00 | 0         | 1         | 0         | 1         | 2          |
| 15:15 | 0         | 0         | 0         | 0         | 0          |
| 15:30 | 0         | 0         | 0         | 0         | 0          |
| 15:45 | 0         | 0         | 1         | 0         | 1          |
| 16:00 | 0         | 0         | 2         | 0         | 2          |
| 16:15 | 1         | 0         | 0         | 0         | 1          |
| 16:30 | 4         | 0         | 0         | 0         | 4          |
| 16:45 | 3         | 0         | 0         | 0         | 3          |
| 17:00 | 0         | 0         | 0         | 0         | 0          |
| 17:15 | 0         | 0         | 0         | 0         | 0          |
| 17:30 | 0         | 0         | 0         | 0         | 0          |
| 17:45 | 0         | 0         | 0         | 0         | 0          |
| 18:00 | 0         | 0         | 0         | 0         | 0          |
| 18:15 | 0         | 0         | 0         | 0         | 0          |
| 18:30 | 0         | 0         | 0         | 0         | 0          |
| 18:45 | 0         | 0         | 0         | 0         | 0          |
| 19:00 | 0         | 0         | 0         | 0         | 0          |
| 19:15 | 0         | 0         | 0         | 0         | 0          |
| 19:30 | 0         | 0         | 0         | 0         | 0          |
| 19:45 | 0         | 0         | 0         | 0         | 0          |
| 20:00 | 0         | 0         | 0         | 0         | 0          |
| 20:15 | 0         | 0         | 0         | 0         | 0          |
| 20:30 | 0         | 0         | 0         | 0         | 0          |
| 20:45 | 0         | 0         | 0         | 0         | 0          |
| 21:00 | 0         | 0         | 0         | 0         | 0          |
| 21:15 | 0         | 0         | 0         | 0         | 0          |
| 21:30 | 0         | 0         | 0         | 0         | 0          |
| 21:45 | 0         | 0         | 0         | 0         | 0          |
| 22:00 | 0         | 0         | 0         | 0         | 0          |
| 22:15 | 0         | 0         | 0         | 0         | 0          |
| 22:30 | 0         | 0         | 0         | 0         | 0          |
| 22:45 | 0         | 0         | 0         | 0         | 0          |
| 23:00 | 0         | 0         | 0         | 0         | 0          |
| 23:15 | 0         | 0         | 0         | 0         | 0          |
| 23:30 | 0         | 0         | 0         | 0         | 0          |
| 23:45 | 0         | 0         | 0         | 0         | 0          |
|       | <b>68</b> | <b>12</b> | <b>15</b> | <b>20</b> | <b>115</b> |



City: Colton  
 Location: TOTAL OF ALL DRIVEWAYS  
 Date: Thursday, January 19, 2023  
 Count Type: Driveway

|       | Entering |              |        |         |       |
|-------|----------|--------------|--------|---------|-------|
|       | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00  | 0        | 0            | 0      | 0       | 0     |
| 0:15  | 0        | 0            | 0      | 0       | 0     |
| 0:30  | 0        | 0            | 0      | 0       | 0     |
| 0:45  | 0        | 0            | 0      | 0       | 0     |
| 1:00  | 0        | 0            | 0      | 0       | 0     |
| 1:15  | 0        | 0            | 0      | 0       | 0     |
| 1:30  | 0        | 0            | 0      | 0       | 0     |
| 1:45  | 0        | 0            | 0      | 0       | 0     |
| 2:00  | 0        | 0            | 0      | 0       | 0     |
| 2:15  | 0        | 0            | 0      | 0       | 0     |
| 2:30  | 0        | 0            | 0      | 0       | 0     |
| 2:45  | 0        | 0            | 0      | 0       | 0     |
| 3:00  | 0        | 0            | 0      | 0       | 0     |
| 3:15  | 0        | 0            | 0      | 0       | 0     |
| 3:30  | 0        | 0            | 0      | 0       | 0     |
| 3:45  | 0        | 1            | 0      | 0       | 1     |
| 4:00  | 0        | 0            | 0      | 0       | 0     |
| 4:15  | 0        | 0            | 0      | 0       | 0     |
| 4:30  | 0        | 0            | 0      | 0       | 0     |
| 4:45  | 0        | 0            | 0      | 0       | 0     |
| 5:00  | 0        | 0            | 0      | 0       | 0     |
| 5:15  | 0        | 0            | 0      | 0       | 0     |
| 5:30  | 0        | 0            | 0      | 0       | 0     |
| 5:45  | 0        | 0            | 0      | 0       | 0     |
| 6:00  | 0        | 0            | 0      | 0       | 0     |
| 6:15  | 0        | 0            | 0      | 0       | 0     |
| 6:30  | 0        | 0            | 0      | 0       | 0     |
| 6:45  | 0        | 0            | 0      | 0       | 0     |
| 7:00  | 1        | 0            | 0      | 0       | 1     |
| 7:15  | 0        | 0            | 0      | 0       | 0     |
| 7:30  | 2        | 0            | 0      | 0       | 2     |
| 7:45  | 3        | 1            | 0      | 0       | 4     |
| 8:00  | 2        | 0            | 0      | 0       | 2     |
| 8:15  | 1        | 0            | 0      | 0       | 1     |
| 8:30  | 2        | 0            | 0      | 1       | 3     |
| 8:45  | 1        | 1            | 0      | 0       | 2     |
| 9:00  | 4        | 1            | 0      | 0       | 5     |
| 9:15  | 3        | 0            | 0      | 0       | 3     |
| 9:30  | 3        | 1            | 1      | 1       | 6     |
| 9:45  | 4        | 1            | 0      | 0       | 5     |
| 10:00 | 2        | 0            | 1      | 0       | 3     |
| 10:15 | 5        | 1            | 1      | 1       | 8     |
| 10:30 | 4        | 0            | 0      | 0       | 4     |
| 10:45 | 3        | 2            | 0      | 1       | 6     |
| 11:00 | 6        | 1            | 0      | 0       | 7     |
| 11:15 | 6        | 1            | 1      | 0       | 8     |
| 11:30 | 3        | 0            | 1      | 0       | 4     |
| 11:45 | 4        | 0            | 1      | 2       | 7     |
| 12:00 | 3        | 0            | 2      | 0       | 5     |
| 12:15 | 6        | 1            | 0      | 1       | 8     |
| 12:30 | 1        | 1            | 0      | 0       | 2     |
| 12:45 | 4        | 0            | 0      | 1       | 5     |
| 13:00 | 4        | 0            | 1      | 1       | 6     |
| 13:15 | 0        | 0            | 0      | 0       | 0     |

|       | Exiting  |              |        |         |       |
|-------|----------|--------------|--------|---------|-------|
|       | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00  | 0        | 0            | 0      | 0       | 0     |
| 0:15  | 0        | 0            | 0      | 0       | 0     |
| 0:30  | 0        | 0            | 0      | 0       | 0     |
| 0:45  | 0        | 0            | 0      | 0       | 0     |
| 1:00  | 0        | 0            | 0      | 0       | 0     |
| 1:15  | 0        | 0            | 0      | 0       | 0     |
| 1:30  | 0        | 0            | 0      | 0       | 0     |
| 1:45  | 0        | 0            | 0      | 0       | 0     |
| 2:00  | 0        | 0            | 0      | 0       | 0     |
| 2:15  | 0        | 0            | 0      | 0       | 0     |
| 2:30  | 0        | 0            | 0      | 0       | 0     |
| 2:45  | 0        | 0            | 0      | 0       | 0     |
| 3:00  | 0        | 0            | 0      | 0       | 0     |
| 3:15  | 0        | 0            | 0      | 0       | 0     |
| 3:30  | 0        | 0            | 0      | 0       | 0     |
| 3:45  | 0        | 0            | 0      | 0       | 0     |
| 4:00  | 0        | 0            | 0      | 0       | 0     |
| 4:15  | 0        | 0            | 0      | 0       | 0     |
| 4:30  | 0        | 0            | 0      | 0       | 0     |
| 4:45  | 0        | 0            | 0      | 0       | 0     |
| 5:00  | 0        | 0            | 0      | 0       | 0     |
| 5:15  | 0        | 0            | 0      | 0       | 0     |
| 5:30  | 0        | 0            | 0      | 0       | 0     |
| 5:45  | 0        | 0            | 0      | 0       | 0     |
| 6:00  | 0        | 0            | 0      | 0       | 0     |
| 6:15  | 0        | 0            | 0      | 0       | 0     |
| 6:30  | 0        | 0            | 0      | 0       | 0     |
| 6:45  | 0        | 0            | 0      | 0       | 0     |
| 7:00  | 0        | 0            | 0      | 0       | 0     |
| 7:15  | 0        | 0            | 0      | 0       | 0     |
| 7:30  | 0        | 0            | 0      | 0       | 0     |
| 7:45  | 0        | 1            | 0      | 0       | 1     |
| 8:00  | 0        | 0            | 0      | 0       | 0     |
| 8:15  | 1        | 0            | 0      | 0       | 1     |
| 8:30  | 2        | 1            | 1      | 0       | 4     |
| 8:45  | 1        | 0            | 1      | 1       | 3     |
| 9:00  | 1        | 0            | 0      | 0       | 1     |
| 9:15  | 3        | 0            | 0      | 0       | 3     |
| 9:30  | 2        | 1            | 0      | 1       | 4     |
| 9:45  | 4        | 3            | 0      | 0       | 7     |
| 10:00 | 2        | 0            | 2      | 0       | 4     |
| 10:15 | 2        | 0            | 0      | 0       | 2     |
| 10:30 | 4        | 0            | 1      | 1       | 6     |
| 10:45 | 3        | 1            | 0      | 0       | 4     |
| 11:00 | 3        | 2            | 0      | 0       | 5     |
| 11:15 | 3        | 2            | 0      | 0       | 5     |
| 11:30 | 4        | 1            | 2      | 0       | 7     |
| 11:45 | 4        | 0            | 0      | 1       | 5     |
| 12:00 | 6        | 0            | 2      | 2       | 10    |
| 12:15 | 6        | 0            | 1      | 0       | 7     |
| 12:30 | 4        | 0            | 0      | 1       | 5     |
| 12:45 | 1        | 0            | 0      | 1       | 2     |
| 13:00 | 5        | 0            | 0      | 1       | 6     |
| 13:15 | 3        | 1            | 0      | 1       | 5     |



City: Colton  
 Location: TOTAL OF ALL DRIVEWAYS  
 Date: Thursday, January 19, 2023  
 Count Type: Driveway

|              | Entering  |           |           |           |            |
|--------------|-----------|-----------|-----------|-----------|------------|
| 13:30        | 0         | 1         | 0         | 1         | 2          |
| 13:45        | 0         | 0         | 0         | 0         | 0          |
| 14:00        | 0         | 0         | 0         | 0         | 0          |
| 14:15        | 2         | 0         | 2         | 0         | 4          |
| 14:30        | 0         | 0         | 0         | 2         | 2          |
| 14:45        | 0         | 0         | 0         | 1         | 1          |
| 15:00        | 0         | 0         | 0         | 2         | 2          |
| 15:15        | 0         | 1         | 0         | 0         | 1          |
| 15:30        | 0         | 0         | 1         | 0         | 1          |
| 15:45        | 0         | 0         | 1         | 0         | 1          |
| 16:00        | 0         | 0         | 1         | 0         | 1          |
| 16:15        | 0         | 0         | 1         | 0         | 1          |
| 16:30        | 1         | 0         | 0         | 0         | 1          |
| 16:45        | 0         | 0         | 0         | 0         | 0          |
| 17:00        | 0         | 0         | 0         | 0         | 0          |
| 17:15        | 0         | 0         | 0         | 0         | 0          |
| 17:30        | 0         | 0         | 0         | 0         | 0          |
| 17:45        | 0         | 0         | 0         | 0         | 0          |
| 18:00        | 0         | 0         | 0         | 0         | 0          |
| 18:15        | 0         | 0         | 0         | 0         | 0          |
| 18:30        | 0         | 0         | 0         | 0         | 0          |
| 18:45        | 0         | 0         | 0         | 0         | 0          |
| 19:00        | 0         | 0         | 0         | 0         | 0          |
| 19:15        | 0         | 0         | 0         | 0         | 0          |
| 19:30        | 0         | 0         | 0         | 0         | 0          |
| 19:45        | 0         | 0         | 0         | 0         | 0          |
| 20:00        | 0         | 0         | 0         | 0         | 0          |
| 20:15        | 0         | 0         | 0         | 0         | 0          |
| 20:30        | 0         | 0         | 0         | 0         | 0          |
| 20:45        | 0         | 0         | 0         | 0         | 0          |
| 21:00        | 0         | 0         | 0         | 0         | 0          |
| 21:15        | 0         | 0         | 0         | 0         | 0          |
| 21:30        | 0         | 0         | 0         | 0         | 0          |
| 21:45        | 0         | 0         | 0         | 0         | 0          |
| 22:00        | 0         | 0         | 0         | 0         | 0          |
| 22:15        | 0         | 0         | 0         | 0         | 0          |
| 22:30        | 0         | 0         | 0         | 0         | 0          |
| 22:45        | 0         | 0         | 0         | 0         | 0          |
| 23:00        | 0         | 0         | 0         | 0         | 0          |
| 23:15        | 0         | 0         | 0         | 0         | 0          |
| 23:30        | 0         | 0         | 0         | 0         | 0          |
| 23:45        | 0         | 0         | 0         | 0         | 0          |
| <b>TOTAL</b> | <b>80</b> | <b>15</b> | <b>15</b> | <b>15</b> | <b>125</b> |

|              | Exiting   |           |           |           |            |
|--------------|-----------|-----------|-----------|-----------|------------|
| 13:30        | 1         | 1         | 0         | 1         | 3          |
| 13:45        | 2         | 0         | 0         | 0         | 2          |
| 14:00        | 1         | 0         | 1         | 0         | 2          |
| 14:15        | 2         | 0         | 1         | 0         | 3          |
| 14:30        | 0         | 0         | 0         | 0         | 0          |
| 14:45        | 1         | 0         | 0         | 3         | 4          |
| 15:00        | 1         | 0         | 0         | 1         | 2          |
| 15:15        | 0         | 0         | 0         | 0         | 0          |
| 15:30        | 0         | 0         | 1         | 3         | 4          |
| 15:45        | 0         | 0         | 1         | 0         | 1          |
| 16:00        | 0         | 0         | 0         | 0         | 0          |
| 16:15        | 2         | 0         | 0         | 1         | 3          |
| 16:30        | 4         | 0         | 0         | 0         | 4          |
| 16:45        | 1         | 0         | 0         | 0         | 1          |
| 17:00        | 1         | 0         | 0         | 0         | 1          |
| 17:15        | 0         | 0         | 0         | 0         | 0          |
| 17:30        | 0         | 0         | 0         | 0         | 0          |
| 17:45        | 0         | 0         | 0         | 0         | 0          |
| 18:00        | 0         | 0         | 0         | 0         | 0          |
| 18:15        | 0         | 0         | 0         | 0         | 0          |
| 18:30        | 0         | 0         | 0         | 0         | 0          |
| 18:45        | 0         | 0         | 0         | 0         | 0          |
| 19:00        | 0         | 0         | 0         | 0         | 0          |
| 19:15        | 0         | 0         | 0         | 0         | 0          |
| 19:30        | 0         | 0         | 0         | 0         | 0          |
| 19:45        | 0         | 0         | 0         | 0         | 0          |
| 20:00        | 0         | 0         | 0         | 0         | 0          |
| 20:15        | 0         | 0         | 0         | 0         | 0          |
| 20:30        | 0         | 0         | 0         | 0         | 0          |
| 20:45        | 0         | 0         | 0         | 0         | 0          |
| 21:00        | 0         | 0         | 0         | 0         | 0          |
| 21:15        | 0         | 0         | 0         | 0         | 0          |
| 21:30        | 0         | 0         | 0         | 0         | 0          |
| 21:45        | 0         | 0         | 0         | 0         | 0          |
| 22:00        | 0         | 0         | 0         | 0         | 0          |
| 22:15        | 0         | 0         | 0         | 0         | 0          |
| 22:30        | 0         | 0         | 0         | 0         | 0          |
| 22:45        | 0         | 0         | 0         | 0         | 0          |
| 23:00        | 0         | 0         | 0         | 0         | 0          |
| 23:15        | 0         | 0         | 0         | 0         | 0          |
| 23:30        | 0         | 0         | 0         | 0         | 0          |
| 23:45        | 0         | 0         | 0         | 0         | 0          |
| <b>TOTAL</b> | <b>80</b> | <b>14</b> | <b>14</b> | <b>19</b> | <b>127</b> |



City: Colton  
 Location: TOTAL OF ALL DRIVEWAYS  
 Date: Tuesday, January 24, 2023  
 Count Type: Driveway

|       | Entering |              |        |         |       |
|-------|----------|--------------|--------|---------|-------|
|       | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00  | 0        | 0            | 0      | 0       | 0     |
| 0:15  | 1        | 0            | 0      | 0       | 1     |
| 0:30  | 0        | 0            | 0      | 0       | 0     |
| 0:45  | 0        | 0            | 0      | 0       | 0     |
| 1:00  | 0        | 0            | 0      | 0       | 0     |
| 1:15  | 0        | 0            | 0      | 0       | 0     |
| 1:30  | 0        | 0            | 0      | 0       | 0     |
| 1:45  | 0        | 0            | 0      | 0       | 0     |
| 2:00  | 0        | 0            | 0      | 0       | 0     |
| 2:15  | 0        | 0            | 0      | 0       | 0     |
| 2:30  | 0        | 0            | 0      | 0       | 0     |
| 2:45  | 0        | 0            | 0      | 0       | 0     |
| 3:00  | 0        | 0            | 0      | 0       | 0     |
| 3:15  | 0        | 0            | 0      | 0       | 0     |
| 3:30  | 0        | 0            | 0      | 0       | 0     |
| 3:45  | 0        | 0            | 0      | 0       | 0     |
| 4:00  | 1        | 0            | 0      | 0       | 1     |
| 4:15  | 0        | 0            | 0      | 0       | 0     |
| 4:30  | 0        | 0            | 0      | 0       | 0     |
| 4:45  | 0        | 0            | 0      | 0       | 0     |
| 5:00  | 0        | 0            | 0      | 0       | 0     |
| 5:15  | 0        | 0            | 0      | 0       | 0     |
| 5:30  | 0        | 0            | 0      | 0       | 0     |
| 5:45  | 0        | 0            | 0      | 0       | 0     |
| 6:00  | 1        | 1            | 0      | 0       | 2     |
| 6:15  | 0        | 0            | 0      | 0       | 0     |
| 6:30  | 1        | 0            | 0      | 0       | 1     |
| 6:45  | 0        | 0            | 1      | 2       | 3     |
| 7:00  | 0        | 0            | 0      | 0       | 0     |
| 7:15  | 0        | 0            | 0      | 0       | 0     |
| 7:30  | 1        | 0            | 0      | 0       | 1     |
| 7:45  | 6        | 0            | 0      | 0       | 6     |
| 8:00  | 0        | 0            | 0      | 0       | 0     |
| 8:15  | 0        | 0            | 0      | 0       | 0     |
| 8:30  | 3        | 0            | 0      | 1       | 4     |
| 8:45  | 1        | 0            | 0      | 0       | 1     |
| 9:00  | 1        | 1            | 0      | 0       | 2     |
| 9:15  | 3        | 3            | 0      | 0       | 6     |
| 9:30  | 2        | 0            | 0      | 1       | 3     |
| 9:45  | 3        | 1            | 0      | 0       | 4     |
| 10:00 | 2        | 0            | 0      | 0       | 2     |
| 10:15 | 3        | 0            | 2      | 1       | 6     |
| 10:30 | 3        | 0            | 0      | 0       | 3     |
| 10:45 | 4        | 0            | 0      | 0       | 4     |
| 11:00 | 1        | 0            | 0      | 0       | 1     |
| 11:15 | 2        | 0            | 0      | 1       | 3     |
| 11:30 | 6        | 0            | 0      | 0       | 6     |
| 11:45 | 3        | 0            | 1      | 0       | 4     |
| 12:00 | 2        | 0            | 0      | 0       | 2     |
| 12:15 | 6        | 1            | 1      | 1       | 9     |
| 12:30 | 1        | 1            | 1      | 0       | 3     |
| 12:45 | 6        | 1            | 1      | 0       | 8     |
| 13:00 | 2        | 0            | 0      | 0       | 2     |
| 13:15 | 0        | 0            | 0      | 1       | 1     |

|       | Exiting  |              |        |         |       |
|-------|----------|--------------|--------|---------|-------|
|       | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00  | 0        | 0            | 0      | 0       | 0     |
| 0:15  | 0        | 0            | 0      | 0       | 0     |
| 0:30  | 0        | 0            | 0      | 0       | 0     |
| 0:45  | 0        | 0            | 0      | 0       | 0     |
| 1:00  | 0        | 0            | 0      | 0       | 0     |
| 1:15  | 0        | 0            | 0      | 0       | 0     |
| 1:30  | 0        | 0            | 0      | 0       | 0     |
| 1:45  | 0        | 0            | 0      | 0       | 0     |
| 2:00  | 0        | 0            | 0      | 0       | 0     |
| 2:15  | 0        | 0            | 0      | 0       | 0     |
| 2:30  | 0        | 0            | 0      | 0       | 0     |
| 2:45  | 0        | 0            | 0      | 0       | 0     |
| 3:00  | 0        | 0            | 0      | 0       | 0     |
| 3:15  | 0        | 0            | 0      | 0       | 0     |
| 3:30  | 1        | 0            | 0      | 0       | 1     |
| 3:45  | 0        | 0            | 0      | 0       | 0     |
| 4:00  | 0        | 0            | 0      | 0       | 0     |
| 4:15  | 0        | 0            | 0      | 0       | 0     |
| 4:30  | 0        | 0            | 0      | 0       | 0     |
| 4:45  | 0        | 0            | 0      | 0       | 0     |
| 5:00  | 0        | 0            | 0      | 0       | 0     |
| 5:15  | 0        | 0            | 0      | 0       | 0     |
| 5:30  | 0        | 0            | 0      | 0       | 0     |
| 5:45  | 0        | 0            | 0      | 0       | 0     |
| 6:00  | 0        | 0            | 0      | 0       | 0     |
| 6:15  | 2        | 1            | 1      | 1       | 5     |
| 6:30  | 0        | 0            | 0      | 0       | 0     |
| 6:45  | 3        | 0            | 1      | 0       | 4     |
| 7:00  | 1        | 0            | 0      | 0       | 1     |
| 7:15  | 1        | 0            | 0      | 1       | 2     |
| 7:30  | 2        | 0            | 0      | 0       | 2     |
| 7:45  | 0        | 0            | 0      | 0       | 0     |
| 8:00  | 1        | 1            | 0      | 0       | 2     |
| 8:15  | 2        | 0            | 0      | 0       | 2     |
| 8:30  | 3        | 0            | 0      | 1       | 4     |
| 8:45  | 2        | 0            | 1      | 0       | 3     |
| 9:00  | 0        | 0            | 1      | 0       | 1     |
| 9:15  | 3        | 0            | 1      | 0       | 4     |
| 9:30  | 3        | 3            | 0      | 0       | 6     |
| 9:45  | 3        | 0            | 0      | 0       | 3     |
| 10:00 | 8        | 0            | 1      | 0       | 9     |
| 10:15 | 0        | 0            | 0      | 1       | 1     |
| 10:30 | 4        | 0            | 0      | 1       | 5     |
| 10:45 | 2        | 0            | 0      | 0       | 2     |
| 11:00 | 3        | 1            | 0      | 0       | 4     |
| 11:15 | 3        | 1            | 0      | 0       | 4     |
| 11:30 | 4        | 1            | 0      | 1       | 6     |
| 11:45 | 1        | 0            | 1      | 0       | 2     |
| 12:00 | 3        | 0            | 0      | 0       | 3     |
| 12:15 | 2        | 0            | 2      | 1       | 5     |
| 12:30 | 1        | 0            | 0      | 0       | 1     |
| 12:45 | 4        | 1            | 0      | 0       | 5     |
| 13:00 | 0        | 0            | 0      | 0       | 0     |
| 13:15 | 0        | 0            | 0      | 1       | 1     |



City: Colton  
 Location: TOTAL OF ALL DRIVEWAYS  
 Date: Tuesday, January 24, 2023  
 Count Type: Driveway

|              | Entering  |           |           |           |            |
|--------------|-----------|-----------|-----------|-----------|------------|
| 13:30        | 3         | 0         | 0         | 0         | 3          |
| 13:45        | 1         | 0         | 0         | 1         | 2          |
| 14:00        | 0         | 0         | 1         | 0         | 1          |
| 14:15        | 0         | 0         | 0         | 0         | 0          |
| 14:30        | 0         | 0         | 0         | 1         | 1          |
| 14:45        | 1         | 1         | 0         | 0         | 2          |
| 15:00        | 0         | 0         | 0         | 0         | 0          |
| 15:15        | 1         | 0         | 0         | 0         | 1          |
| 15:30        | 0         | 0         | 1         | 0         | 1          |
| 15:45        | 1         | 0         | 0         | 0         | 1          |
| 16:00        | 2         | 0         | 0         | 0         | 2          |
| 16:15        | 0         | 0         | 1         | 0         | 1          |
| 16:30        | 1         | 0         | 0         | 0         | 1          |
| 16:45        | 0         | 0         | 0         | 0         | 0          |
| 17:00        | 0         | 0         | 0         | 0         | 0          |
| 17:15        | 0         | 0         | 0         | 0         | 0          |
| 17:30        | 1         | 0         | 0         | 0         | 1          |
| 17:45        | 0         | 0         | 0         | 0         | 0          |
| 18:00        | 0         | 0         | 0         | 0         | 0          |
| 18:15        | 0         | 0         | 0         | 0         | 0          |
| 18:30        | 0         | 0         | 0         | 0         | 0          |
| 18:45        | 0         | 0         | 0         | 0         | 0          |
| 19:00        | 0         | 0         | 0         | 0         | 0          |
| 19:15        | 0         | 0         | 0         | 0         | 0          |
| 19:30        | 0         | 0         | 0         | 0         | 0          |
| 19:45        | 0         | 0         | 0         | 0         | 0          |
| 20:00        | 0         | 0         | 0         | 0         | 0          |
| 20:15        | 0         | 0         | 0         | 0         | 0          |
| 20:30        | 0         | 0         | 0         | 0         | 0          |
| 20:45        | 0         | 0         | 0         | 0         | 0          |
| 21:00        | 0         | 0         | 0         | 0         | 0          |
| 21:15        | 0         | 0         | 0         | 0         | 0          |
| 21:30        | 0         | 0         | 0         | 0         | 0          |
| 21:45        | 0         | 0         | 0         | 0         | 0          |
| 22:00        | 0         | 0         | 0         | 0         | 0          |
| 22:15        | 0         | 0         | 0         | 0         | 0          |
| 22:30        | 0         | 0         | 0         | 0         | 0          |
| 22:45        | 0         | 0         | 0         | 0         | 0          |
| 23:00        | 0         | 0         | 0         | 0         | 0          |
| 23:15        | 0         | 0         | 0         | 0         | 0          |
| 23:30        | 0         | 0         | 0         | 0         | 0          |
| 23:45        | 0         | 0         | 0         | 0         | 0          |
| <b>TOTAL</b> | <b>76</b> | <b>10</b> | <b>10</b> | <b>10</b> | <b>106</b> |

|              | Exiting   |          |           |           |            |
|--------------|-----------|----------|-----------|-----------|------------|
| 13:30        | 0         | 0        | 0         | 1         | 1          |
| 13:45        | 1         | 0        | 0         | 0         | 1          |
| 14:00        | 2         | 0        | 1         | 0         | 3          |
| 14:15        | 0         | 0        | 0         | 0         | 0          |
| 14:30        | 0         | 0        | 0         | 1         | 1          |
| 14:45        | 0         | 0        | 0         | 0         | 0          |
| 15:00        | 0         | 0        | 0         | 0         | 0          |
| 15:15        | 2         | 0        | 0         | 0         | 2          |
| 15:30        | 0         | 0        | 0         | 0         | 0          |
| 15:45        | 1         | 0        | 0         | 0         | 1          |
| 16:00        | 1         | 0        | 0         | 0         | 1          |
| 16:15        | 0         | 0        | 0         | 0         | 0          |
| 16:30        | 3         | 0        | 0         | 0         | 3          |
| 16:45        | 4         | 0        | 0         | 0         | 4          |
| 17:00        | 1         | 0        | 0         | 0         | 1          |
| 17:15        | 0         | 0        | 0         | 0         | 0          |
| 17:30        | 0         | 0        | 0         | 0         | 0          |
| 17:45        | 0         | 0        | 0         | 0         | 0          |
| 18:00        | 1         | 0        | 0         | 0         | 1          |
| 18:15        | 0         | 0        | 0         | 0         | 0          |
| 18:30        | 0         | 0        | 0         | 0         | 0          |
| 18:45        | 0         | 0        | 0         | 0         | 0          |
| 19:00        | 0         | 0        | 0         | 0         | 0          |
| 19:15        | 0         | 0        | 0         | 0         | 0          |
| 19:30        | 0         | 0        | 0         | 0         | 0          |
| 19:45        | 0         | 0        | 0         | 0         | 0          |
| 20:00        | 0         | 0        | 0         | 0         | 0          |
| 20:15        | 0         | 0        | 0         | 0         | 0          |
| 20:30        | 0         | 0        | 0         | 0         | 0          |
| 20:45        | 0         | 0        | 0         | 0         | 0          |
| 21:00        | 0         | 0        | 0         | 0         | 0          |
| 21:15        | 0         | 0        | 0         | 0         | 0          |
| 21:30        | 0         | 0        | 0         | 0         | 0          |
| 21:45        | 0         | 0        | 0         | 0         | 0          |
| 22:00        | 0         | 0        | 0         | 0         | 0          |
| 22:15        | 0         | 0        | 0         | 0         | 0          |
| 22:30        | 0         | 0        | 0         | 0         | 0          |
| 22:45        | 0         | 0        | 0         | 0         | 0          |
| 23:00        | 0         | 0        | 0         | 0         | 0          |
| 23:15        | 0         | 0        | 0         | 0         | 0          |
| 23:30        | 0         | 0        | 0         | 0         | 0          |
| 23:45        | 0         | 0        | 0         | 0         | 0          |
| <b>TOTAL</b> | <b>78</b> | <b>9</b> | <b>10</b> | <b>10</b> | <b>107</b> |

## **4 Mitigation Monitoring and Reporting Program**

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CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code [PRC] Section 21081.6). This Mitigation Monitoring and Reporting Program (MMRP) is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure in the Final Initial Study – Mitigated Negative Declaration (IS-MND) specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

City of Colton  
**AMKO Recycling Facility Project**

| Mitigation Measure   | Action Required  | Timing                                     | Frequency | Responsible Agency                        | Compliance Verification Initial | Compliance Verification Date | Compliance Verification Comments |
|--|--|--|-----------|---|---------------------------------|------------------------------|----------------------------------|
| <b>Air Quality</b>   |  |  |           |   |                                 |                              |                                  |
| <b>AQ-1. Volatile Organic Compounds Emissions Reduction</b>  |  |  |           |   |                                 |                              |                                  |
| Prior to issuance of construction permits, the City Engineer and the Chief Building Official shall confirm that no gasoline generators shall be used onsite during construction activity. The City Engineer and Chief Building Official shall also confirm that electricity shall be supplied to the site from the existing power grid to support the electric scissor lift construction equipment.  | Review project plans to confirm that no gasoline generators will be used onsite during construction activity.<br><br>Review project plans to confirm that electricity will be supplied to the site from the existing power grid to support the electric scissor lift construction equipment. | Prior to issuance of construction permits. | Once.     | City Engineer and Chief Building Official |                                 |                              |                                  |
| <b>AQ-2. PM Emissions Reduction</b>  |  |  |           |   |                                 |                              |                                  |
| Prior to issuance of grading permits, the City Engineer and the Chief Building Official shall confirm that the grading plan, building plans, and specifications stipulate that the following measures shall be implemented:  | Review project plans to confirm that the grading plan, building plans, and specifications stipulate the PM emissions reduction measures.   | Prior to issuance of construction permits. | Once.     | City Engineer and Chief Building Official |                                 |                              |                                  |
| <ul style="list-style-type: none"> <li>▪ All mobile off-road equipment (wheeled or tracked) greater than 25 horsepower used during construction activities shall meet the United States Environmental Protection Agency Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards.</li> <li>▪ Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment’s certification or model year specifications shall be available upon request for all equipment onsite.</li> <li>▪ Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.</li> </ul> |  |  |           |   |                                 |                              |                                  |

| Mitigation Measure  | Action Required   | Timing  | Frequency   | Responsible Agency               | Compliance Verification Initial | Compliance Verification Date | Compliance Verification Comments |
|---|---|---|---|----------------------------------|---------------------------------|------------------------------|----------------------------------|
| <p>The project shall comply with the California Air Resources Board (CARB) Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of toxic air contaminants during construction.</p>   |   |   |   |                                  |                                 |                              |                                  |
| <b>Biological Resources</b>   |   |   |   |                                  |                                 |                              |                                  |
| <b>BIO-1. Nesting Bird Avoidance</b>  |   |   |   |                                  |                                 |                              |                                  |
| <p>Prior to issuance of grading permits, the following measures shall be implemented no more than seven days prior to the start of construction:</p> <ul style="list-style-type: none"> <li>To avoid disturbance of nesting birds, including raptor species protected by the Migratory Bird Treaty Act and California Fish and Game Commission, construction activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of construction activities. The nesting bird pre-construction survey shall be conducted on foot inside the project site, plus a 100-foot buffer, and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in Southern California.</li> <li>If active nests are found, an appropriately sized avoidance buffer based on the species, nest status, and proposed work activities in the vicinity, shall be demarcated by a qualified biologist with bright orange construction fencing, flagging, construction lathe, or other suitable means to mark the boundary. All construction personnel shall be</li> </ul> | <p>If construction occurs during the bird nesting season, verify that a pre-construction nesting bird surveys are completed and conducted by a qualified biologist.</p> <p>If nests are found, field verify that the avoidance buffer is maintained until the birds have fledged the nest.</p> <p>Review the survey report for compliance with all applicable measures.</p> | <p>If construction activities take place during the bird nesting season, nesting bird surveys shall be performed within seven days prior to project activities.</p> <p>If nests are found, monitoring for the avoidance buffer.</p> <p>The survey report shall be submitted</p> | <p>Once for pre-construction survey.</p> <p>If required, monitoring to occur for the duration of nesting.</p> | City of Colton Planning Division |                                 |                              |                                  |

| Mitigation Measure  | Action Required  | Timing   | Frequency | Responsible Agency                  | Compliance Verification Initial | Compliance Verification Date | Compliance Verification Comments |
|---|--|--|-----------|-------------------------------------|---------------------------------|------------------------------|----------------------------------|
| <p>notified as to the existence of the buffer zone and to avoid entering the buffer zone while the nest is still active as determined by the qualified biologist. No parking, storage of materials, or construction activities shall occur within this buffer until the biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.</p> <ul style="list-style-type: none"> <li>A survey report by a qualified biologist documenting and verifying compliance with the mitigation and with applicable State and federal regulations protecting birds shall be submitted to the City of Colton. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to confirm that no inadvertent impacts on these nests would occur.</li> </ul> |  |  |           |                                     |                                 |                              |                                  |
| <b>Cultural Resources</b>   |  |  |           |                                     |                                 |                              |                                  |
| <b>CUL-1. Worker's Environmental Awareness Program</b>  |  |  |           |                                     |                                 |                              |                                  |
| <p>A qualified archaeologist who meets or exceeds the Secretary of Interior's Professional Qualifications Standards for archeology (National Park Service 1983) shall conduct Worker's Environmental Awareness Program training, prior to the commencement of any ground-disturbing activities. The sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, the regulatory environment, and the proper protocol for treatment and disposition of cultural materials in the event of a find. The training shall be required for all earthmoving construction personnel, and a sign-in-sheet also shall be required.</p>   | <p>Verify implementation of the Worker's Environmental Awareness Program (WEAP) training is conducted by a qualified archaeologist.</p> <p>Review and approve the WEAP training materials prior to implementation of the WEAP, and review sign-in sheets after implementation of the WEAP.</p> | <p>Verification of the qualified archaeologist and review of training materials shall occur prior to implementation of the WEAP.</p> <p>Training shall be conducted prior to commencement of ground disturbing activities.</p> <p>Review of sign-in sheets after implementation of the WEAP.</p> | Once.     | City of Colton<br>Planning Division |                                 |                              |                                  |

| Mitigation Measure   | Action Required  | Timing   | Frequency        | Responsible Agency                | Compliance Verification Initial | Compliance Verification Date | Compliance Verification Comments |
|--|--|--|------------------|-----------------------------------|---------------------------------|------------------------------|----------------------------------|
| <b>CUL-2. Unanticipated Discovery of Cultural Resources</b>  |  |  |                  |                                   |                                 |                              |                                  |
| In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of California Code of Regulations Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, per California Code of Regulations Section 15126.4(b)(3)(C). | In the event an unidentified cultural resource is encountered during ground disturbing activities, field verify that work within 50 feet of the find has been halted and the qualified archaeologist has been contacted.<br><br>If the resource proves to be eligible as a historic resource, review the recovery plan for compliance with applicable measures and requirements. | If required, during ground-disturbing activities and upon completion of the recovery plan. | Once, as needed. | City of Colton Planning Division. |                                 |                              |                                  |

| Mitigation Measure  | Action Required  | Timing  | Frequency  | Responsible Agency               | Compliance Verification Initial | Compliance Verification Date | Compliance Verification Comments |
|---|--|---|------------|----------------------------------|---------------------------------|------------------------------|----------------------------------|
| <b>CUL-3. Unanticipated Discovery of Human Remains</b>  |  |   |            |                                  |                                 |                              |                                  |
| If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.  | In the event suspected human remains or funerary objects are encountered, field verify that work within 100 feet of the discovery has stopped and the County Coroner has been contacted.<br><br>Verify that applicable codes have been enforced. | If required, during ground-disturbing activities and upon completion of construction in the discovery area. | As needed. | City of Colton Planning Division |                                 |                              |                                  |
| <b>CUL-4. On-Call Archaeologist</b>   |  |   |            |                                  |                                 |                              |                                  |
| The project shall retain a qualified archaeologist that meets or exceeds the Secretary of the Interior’s Professional Qualifications Standards for archeology (National Park Service 1983) to assess any suspected cultural resources discovered during ground disturbing activities of the project. Upon the discovery of potential resources, the archaeologist shall mobilize to the project site to determine if the find warrants further consideration under CEQA.  | In the event a suspected cultural resource is encountered , verify that a qualified archaeologist is retained. If needed, proceed with CEQA analysis and other applicable regulations for further consideration.                                 | If needed, during ground-disturbing activities.   | As needed. | City of Colton Planning Division |                                 |                              |                                  |
| <b>Noise</b>  |  |   |            |                                  |                                 |                              |                                  |
| <b>N-1. Construction Noise Reduction Plan</b>   |  |   |            |                                  |                                 |                              |                                  |
| <ul style="list-style-type: none"> <li>▪ The project applicant and construction contractor shall prepare a Construction Noise Control Plan that includes the following measures. The details of the Construction Noise Control Plan shall be included as part of the permit application drawing set and as part of the construction drawing set.</li> <li>▪ At least 21 days prior to the start of construction activities, all offsite businesses and residents within 300 feet of the project site shall be notified of the planned construction activities. The notification shall include a brief description of the project, the activities that would occur, the hours when construction would occur, and the construction period’s overall duration. The notification shall</li> </ul> | Review and approve the Construction Noise Control Plan to confirm noise reduction measures are included .  | Prior to issuance of grading or building permits.   | Once.      | City of Colton Planning Division |                                 |                              |                                  |

| Mitigation Measure  | Action Required | Timing | Frequency | Responsible Agency | Compliance Verification Initial | Compliance Verification Date | Compliance Verification Comments |
|---|-----------------|--------|-----------|--------------------|---------------------------------|------------------------------|----------------------------------|
| <p>include the telephone numbers of the City’s and contractor’s authorized representatives that are assigned to respond in the event of a noise or vibration complaint.</p> <ul style="list-style-type: none"> <li>▪ At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City’s and contractor’s authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor’s representative receives a complaint, the representative shall investigate, take appropriate corrective action, and report the action to the City.</li> <li>▪ During the entire active construction period, equipment, tools, and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds). During the entire active construction period, stationary noise sources shall be located as far from sensitive receptors, muffled, and enclosed within temporary sheds or insulation barriers, or other measures for equivalent noise reduction shall be incorporated to the extent feasible.</li> <li>▪ The contractor shall use impact tools that are hydraulically or electrically powered wherever feasible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.</li> <li>▪ Stockpiling of materials shall be located as far as feasible from nearby noise-sensitive receptors.</li> <li>▪ Signs shall be posted at the job site entrance(s) to reinforce the prohibition of unnecessary engine idling. All equipment shall be turned off if not in use for more than five minutes.</li> </ul> |                 |        |           |                    |                                 |                              |                                  |

City of Colton  
**AMKO Recycling Facility Project**

| Mitigation Measure   | Action Required  | Timing                                  | Frequency | Responsible Agency                | Compliance Verification Initial | Compliance Verification Date | Compliance Verification Comments |
|--|--|---|-----------|-----------------------------------|---------------------------------|------------------------------|----------------------------------|
| <ul style="list-style-type: none"> <li>▪ Stereos and other amplified noise not necessary for the completion of construction work shall be prohibited.</li> <li>▪ During the entire active construction period and to the extent feasible, the use of noise producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only. The construction manager shall ensure the use of smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with safety requirements and laws.</li> <li>▪ Erect temporary noise barriers at a height of 12 feet along the western and northern property boundaries to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier.</li> </ul> |  |   |           |                                   |                                 |                              |                                  |
| <b>N-2. Operational Noise Reduction</b>  |  |   |           |                                   |                                 |                              |                                  |
| Prior to the issuance of a building permit, the project plans shall be updated to include a permanent eight-foot wall along the western property line and the portion of the northern property line across the alley from residences. The barrier shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of four pounds per square foot. The barrier shall have a height of eight feet, as measured from the base elevation.  | Review and approve project plans to confirm that a permanent eight-foot wall along the western property line is included on the project plans. | Prior to issuance of a building permit. | Once.     | City of Colton Planning Division. |                                 |                              |                                  |

| Mitigation Measure   | Action Required  | Timing                                       | Frequency    | Responsible Agency                      | Compliance Verification Initial | Compliance Verification Date | Compliance Verification Comments |
|--|--|--|--------------|---|---------------------------------|------------------------------|----------------------------------|
| <b>N-3. Construction Vibration Plan</b>  |  |  |              |   |                                 |                              |                                  |
| <p>Prior to the issuance of grading permits, the following measures shall be included as notes on all construction plans:</p> <p>If paving activities occur within 25 feet of offsite buildings or structures, a pneumatic or static roller shall be used in lieu of a vibratory roller.</p> <p>Grading and earthwork activities within 15 feet of adjacent residential structures shall be conducted with off-road equipment that is limited to 100 horsepower or less.</p>   | <p>Confirm the construction vibration measures are included as notes on all construction plans.</p>  | <p>Prior to issuance of grading permits.</p> | <p>Once.</p> | <p>City of Colton Planning Division</p> |                                 |                              |                                  |
| <b>Tribal Cultural Resources</b>   |  |  |              |   |                                 |                              |                                  |
| <b>TCR-1. Unanticipated Discovery of Tribal Cultural Resources</b>   |  |  |              |   |                                 |                              |                                  |
| <p>If cultural resources of Native American origin are identified during project construction, earth-disturbing work within 50 feet of the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find and an appropriate Native American representative, based on the nature of the find, is consulted. If the qualified archaeologist determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with Native American groups. The plan would include avoidance of the resource or, if avoidance of the resource is infeasible, the plan would outline the appropriate treatment of the resource in coordination with the archeologist and the appropriate Native American tribal representative. At minimum, the treatment plan may include, but would not be limited to, steps to protect the cultural character and integrity of the resource, steps to protect traditional use of the resource, or excavation and reburial of the resource in a location not subject to further disturbance. The plan must be reviewed and approved by the City prior to implementation.</p> | <p>In the event a cultural resource of Native American origin is encountered during project construction, field verify that work within 60 feet of the find has been temporarily suspended or redirected. Verify that a qualified archaeologist evaluates the find and an appropriate Native American representative is consulted.</p> <p>If the find is determined to be a tribal cultural resource, review and approve the treatment plan.</p> | <p>During project construction.</p>          | <p>Once.</p> | <p>City of Colton Planning Division</p> |                                 |                              |                                  |

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