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DRAFT
Environmental Impact Report
Barton Road Logistics Center
City of Colton, San Bernardino County, California

State Clearinghouse Number 2020029049

Prepared for:
City of Colton
Planning Division
659 North La Cadena Drive
Colton, CA 92324
909.370.5079

Contact: Mark Tomich, Development Services Director

Prepared by:
FirstCarbon Solutions
967 Kendall Drive, #A-537
San Bernardino, CA 92407
909.884.2255

Contact: Kerri Tuttle, Project Director
Cecilia So, Project Manager

Date: January 4, 2021

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ACP	Alternative Compliance Plan
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AFY	acre-feet per year
AIA	Airport Influence Area
AIC	Archaeological Information Center
AICUZ	Air Installation Compatibility Use Zone
ALUC	Airport Land Use Commission
APCD	Air Pollution Control District
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
ARPA	Archaeological Resources Protection Act
ASCE	American Society of Civil Engineers
AST	aboveground storage tank
ATCM	Airborne Toxic Control Measures
ASTM	American Society for Testing and Materials
BAU	Business as Usual
BCF	billion cubic feet
BCF/year	billion cubic feet per year
BIC	Best-In-Class
BMP	Best Management Practice
BTU	British Thermal Units
BVOC	biogenic volatile organic compound
C^2ES	Center for Climate and Energy Solution
CAAQS	California Ambient Air Quality Standards

CAFE	Corporate Average Fuel Economy
CALGreen	California Green Building Standards Code
CAL FIRE	California Department of Forestry and Fire Protection
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Health and Safety Administration
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Standards Code
CCAA	California Clean Air Act
CAAQS	California Ambient Air Quality Standards
CCCC	California Climate Change Center
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDNC	California Digital Newspaper Collection
CEC	California Energy Commission
CED	Colton Electric Department
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFD	Colton Fire Department
CFR	Code of Federal Regulations
CH_4	methane
CHL	California Historical Landmarks
CHRIS	California Historical Resources Information System
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CONFIRE	Consolidated Fire Agencies
CPD	Colton Police Department
CPHI	California Points of Historical Interest
CPUC	California Public Utilities Code

CRA	Cultural Resources Assessment
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWRF	Colton Wastewater Reclamation Facility
dB	decibel
dBA	A-weighted decibel
DBH	diameter at breast height
DCV	design capture volume
EDD	California Employment Development Department
DIF	Development Impact Fee
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
du	dwelling unit
du/acre	dwelling unit per acre
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act of 2007
EMFAC	Emissions Factor
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment
EV	Electric Vehicle
EVMWD	Elsinore Valley Municipal Water District
FAA	Federal Aviation Administration
FAR	floor area ratio
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gas
GPCD	gallons per capita per day
GPD	gallons per day
gpm	gallons per minute

GPS	Global Positioning System
GWh	gigawatt-hours
GWh/y	gigawatt-hours per year
GWP	global warming potential
HAP	Hazardous Air Pollutant
HAZWOPER	Hazardous Waste Operations and Emergency Response
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFC	hydrofluorocarbon
HMBP	Hazardous Materials Business Plan
HMC	Hazard Management Consulting
HOV/HOT	High Occupancy Vehicle/High Occupancy Toll
HRA	Health Risk Assessment
HREC	Historical Recognized Environmental Condition
HRI	California Historical Resources Inventory
HSC	Health and Safety Code
HSWA	Hazardous and Solid Waste Amendments Act
HVAC	heating, ventilation, and air conditioning
I-10	Interstate 10
I-215	Interstate 215
IPCC	United Nations Intergovernmental Panel on Climate Change
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
JPA	Joint Powers Authority
kBTU	kilo-British Thermal Unit
kWh	kilowatt-hours
LCFS	Low Carbon Fuel Standard
L_{dn}	day/night average sound level
LED	light emitting diode
L_{eq}	equivalent sound level
LEV	Low Emission Vehicle
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
LOS	Level of Service
LSE	load-serving entities
LST	localized significance threshold
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act

mgd	million gallons per day
MLD	Most Likely Descendant
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
mph	miles per hour
MPO	Metropolitan Planning Organization
MTS	Metropolitan Transportation System
MW	megawatt
MWD	Metropolitan Water District of Southern California
MWELO	Model Water Efficient Landscape Ordinance
MWMP	Medical Waste Management Program
MXD	mixed-use development
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NEHRP	National Earthquake Hazards Reduction Program
NEPA	National Environmental Policy Act
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NHM	Natural History Museum of Los Angeles County
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NOAA Fisheries	National Marine Fisheries Service
NOC	Notice of Completion
NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
O_3	ozone
OAL	Office of Administrative Law
OEHHA	California Office of Environmental Health Hazard Assessment
OHWM	ordinary high water mark
ONAC	Federal Office of Noise Abatement and Control

OSHA	Occupational Safety and Health Administration
PCB	polychlorinated biphenyl
PCE	Passenger Car Equivalent
pCi/L	picocuries per liter
PFC	perfluorocarbon
PG&E	Pacific Gas and Electric
Phase I ESA	Phase I Environmental Site Assessment
PM_x	particulate matter
PM_{10}	particulate matter, including dust, 10 micrometers or less in diameter
$PM_{2.5}$	particulate matter, including dust, 2.5 micrometers or less in diameter
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PVC	polyvinyl chloride
PWQMP	Preliminary Water Quality Management Plan
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
Recology	Integrated Resource Recovery Company
REL	Reference Exposure Level
RIX	rapid infiltration-extraction
RMP	Risk Management Plan
rms	root mean square
RNG	renewable natural gas
ROG	reactive organic gases
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Associated Governments
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SBCFCD	San Bernardino County Flood Control District
SBCTA	San Bernardino County Transportation Authority
SBTAM	San Bernardino Transportation Analysis Model
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center

SCE	Southern California Edison
SCPPA	Southern California Public Power Authority
SF_6	sulfur hexafluoride
SHS	State Highway System
SO_2	sulfur dioxide
SoCAB	South Coast Air Basin
SoCalGas	Southern California Gas Company
SR	State Route
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
State Water Board	California State Water Resources Control Board
TAC	toxic air contaminant
TAZ	Traffic Analysis Zone
TCM	transportation control measures
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management
TDS	total dissolved solids
TDV	Time Dependent Valuation
TEA-21	Transportation Equity Act for the 21st Century
Tg	teragram
therms/y	therms per year
TIA	Traffic Impact Analysis
TMA	Transportation Management Association
TMDL	Total Maximum Daily Load
TOD	Transit Oriented Development
TRU	Transportation Refrigeration Unit
TSCA	Toxic Substances Control Act
UBC	Uniform Building Code
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
USFS	United States Forest Service
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	volume to capacity ratio

VDECS	Verified Diesel Emission Control Strategies
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
WPMP	Wildfire Prevention and Mitigation Plan
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment
WUI	Wildland Urban Interface
WV-HCP	West Valley Habitat Conservation Plan
WWTP	Wastewater Treatment Plant
ZEV	Zero Emission Vehicle

EXECUTIVE SUMMARY

Purpose

This Draft Focused Environmental Impact Report (Draft Focused EIR) has been prepared to evaluate and disclose the potential environmental impacts associated with the implementation of the Barton Road Logistics Center Project (State Clearinghouse [SCH] No. 2020029049), in accordance and in conformance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] § 21000, *et seq*.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, § 15000, *et se*q.). The purpose of this Draft Focused EIR is to inform decision makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from implementation of the proposed project. This Draft Focused EIR describes potential impacts relating to a wide variety of environmental issues and methods by which these impacts can be mitigated or avoided.

Project Summary

Project Location

The 45.52-acre project site is part of a larger 54.82-acre site within the southwestern portion of the City of Colton, in San Bernardino County, California. The project site includes the following addresses: 21700 Barton Road, 275 De Berry Street, 280 De Berry Street, and 375 De Berry Street. The site borders the boundary of the City of Grand Terrace on the east, north, and northwest portions of the site. The project site is bisected by Barton Road, which is an east and west oriented roadway. North of Barton Road, the project site is bound by Walnut Avenue to the north, Barton Road to the south, a Southern California Edison (SCE) easement and vacant rail spur alignment to the east, and South Terrace Avenue to the west. South of Barton Road, the project site is bound by Barton Road to the north, the I-215 Freeway to the south, a SCE easement and vacant rail spur alignment to the east, and the BNSF Railway line to the west. Local access to the site is provided by Barton Road, which connects to the I-215 Freeway approximately 2,000 feet northeast of the site and intersects with South La Cadena Drive at its terminus to the west of the site.

Project Description

The project applicant, EBS Realty Partners, proposes to redevelop the northerly 45.52 acres of a 54.82-acre site designated as Light Industrial within the Light Industrial (M-1) District in the City of Colton. The site is the former location of Stater Bros. Markets headquarters and warehousing/distribution campus and consists of six industrial buildings and one office building situated on 13 legal lots. The project site is currently developed with three buildings north of Barton Road and three buildings south of Barton Road. The site also contains a large vacant lot southeast of the intersection of South Terrace Avenue and Barton Road.

The proposed project would include the demolition of four industrial buildings totaling 612,515 square feet and the existing 46,920-square-foot office building, as well as the construction of two state-of-the-art speculative concrete tilt-up industrial warehouse logistics facilities. Building 1 would

be 540,920 square feet with 336,662 square feet of non-asphalt paving and would occupy a 26.23-acre site north of Barton Road. Building 2 would be 419,920 square feet with 491,211 square feet of non-asphalt paving and would occupy a 17.62-acre site south of Barton Road. The existing building located at 280 De Berry Street would remain in place. Proposed improvements to this site would be limited to improvements to the entrance and drive aisle and relocation of the guard shack to allow for increased vehicle queueing on that site. No building improvements on this parcel are proposed.

No General Plan Amendment or zone changes are proposed or required. However, the proposed project would require a 10-foot height variance to allow for the development of structures higher than 40-feet, which is the current maximum allowable height for industrial buildings in the M-1 zone under the City's Municipal Code. The variance would allow for the construction of two industrial warehouse buildings each with a height of 50 feet.[1]

Project Objectives

The objectives of the proposed project are to develop a modern warehouse logistic facility within the City of Colton in an area that is suitable for warehouse uses. Specifically, the project objectives include the following:

- Develop Best-in-Class industrial facilities in the City of Colton that are designed to meet contemporary industry standards and can easily accommodate a wide variety of warehouse and distribution uses and are economically competitive with similar warehouse facilities in the local Inland Empire marketplace. Develop facilities that are compatible with surrounding land uses.
- Develop highly functional and efficient industrial buildings in close proximity to the I-215 Freeway that would be placed into inventory and service of the Southern California supply chain and goods movement network. Replace existing outdated facilities with more modern, high-cube and energy-efficient facilities.
- Minimize vehicle miles traveled and traffic congestion on city streets by siting the proposed project immediately west of the newly reconstructed I-215 interchange at Barton Road.

[1] Periodically, the City will amend portions of Title 18 (Zoning) of the Colton Municipal Code to address various items, including but not limited to the addition or modification of definitions; modifications to or additions of certain land uses in use tables; modifications to allowances for certain permitted, conditional, and prohibited land uses in various zones; and amendments to and additions of certain regulations for existing permitted land uses. On December 8, 2020, the Planning Commission considered several proposed amendments, including proposed revisions to the Industrial Building Height limits in M-1 and M-2 Zones. According to the Staff Report, City Staff has observed a growing need to allow for industrial buildings with building heights greater than the established limits, which is 40 feet in the M-1 Zone and 50 feet in the M-2 Zone. Currently, height increases can only be processed and approved through the Variance process. Due to changes in industrial building design and technology (i.e., high cube, refrigeration, etc.) the number of Variance requests have increased in these zones. Recognizing a need to increase flexibility and to accommodate recent advances in technology and building design, City staff has proposed to increase the maximum building height in the M-1 Zone from 40 to 50 feet and to provide for a CUP process in lieu of a Variance in either zone when the proposed height exceeds established limits. Because the City would continue to require the review and approval of a CUP to allow for buildings that exceed 50 feet in height in the M-1 and M-2 Zones, proposed buildings with height greater than 50 feet in industrial zones would be reviewed for land use compatibility, fire requirement compliance, and compliance with all safety requirements/regulations, as with all CUP applications. The proposed project currently requires a Variance to allow the proposed warehouse buildings to exceed the existing 40-foot height restriction in the M-1 zone. If the City approves the proposed Ordinance amending the Zoning Code height restrictions in the M-1 zone, the project would no longer require a Variance or CUP because the Municipal Code would allow for building heights up to 50 feet.

- Maximize benefits to the public through roadway improvements on Barton Road, South Terrace Avenue, and Walnut Street.
- Minimize environmental impacts through compliance with the California Green Building Standards Code (CALGreen).
- Expand economic development and facilitate job creation in the City of Colton by replacing of aged and in some cases functionally obsolete facilities with a modern industrial development situated within an already-established industrial location.
- Attract new businesses to the City of Colton which in-turn would reduce the need for local residents to commute outside their locale in order to realize gainful employment.
- Make efficient use of an aged and underutilized property in the City of Colton by maximizing its buildout potential for employment generating uses.

Significant Unavoidable Adverse Impacts

The proposed project would result in the following significant and unavoidable impact:

- **Impact TRANS-2:** The proposed project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). CEQA Guidelines Section 15064.3, subdivision (b) describes specific considerations for evaluating a project's transportation impacts. Generally, Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts. "VMT" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the proposed project on transit and non-motorized travel. Although the project would implement Transportation Demand Management (TDM) measures aimed at reducing project VMT, the associated reduction in project VMT would not be enough to reduce project generated VMT to a less than significant level. Because he proposed project would still exceed the City of Colton baseline VMT per employee threshold, the project would result in a significant and unavoidable impact related to VMT.

Summary of Project Alternatives

Below is a summary of the alternatives to the proposed project that were considered and are discussed in Section 5, Alternatives to the Proposed Project.

Alternative 1—No Project Alternative

Under Alternative 1, development of the proposed project would not occur. The project site would remain unchanged, with the continued operation and use of the site for industrial uses and office space. As discussed previously, there are six existing buildings situated on 12 legal lots. Three of the existing buildings are located at 21700 Barton Road, and the other three buildings are located at 275 De Berry Street, at 375 De Berry Street, and at 280 De Berry Street. The project site also includes trailer parking at 21700 Barton Road and along the west side of South Terrace Avenue south of

Barton Road, and there is a vacant lot at the southeast corner of the intersection of South Terrace Avenue and Barton Road. Because the project is already developed with two warehouses and an office building on the north side of Barton Road, and a warehouse, landscaper's yard and other similar uses on the south side of Barton Road, these uses would continue under Alternative 1.

Alternative 2—Cold Storage Alternative

Similar to the proposed project, under Alternative 2, the existing buildings would be demolished, and two new state-of-the-art warehouse buildings would be developed on the project site. The buildings would include one 480,020-square-foot high-cube dry goods transload and short-term storage warehouse and one 480,020-square-foot high-cube cold storage warehouse. High-cube cold storage warehouses are used for storage or consolidation of manufactured goods prior to distribution and are characterized by permanent temperature-controlled environments in at least part of the building for perishable foods and products. Energy use would likely increase compared to the proposed project due to the increased energy demands required to support a cold storage warehouse. For the purposes of the traffic analyses, high-cube warehouse cold storage facilities have separate trip generation rates based on the land use and therefore have the potential to reduce traffic impacts as compared to other land uses.[2] Similar to the proposed project, the new buildings would require a height variance.

Alternative 3—Barton Road South Side Redevelopment Alternative

Under Alternative 3, all demolition and development would occur on the south side of Barton Road. This includes the same suite of activities south of Barton Road that are associated with the proposed project, including the vacation of South Terrace Road, demolition of the two smaller buildings, demolition and reconstruction of the parking lot, and development of Building 2 and associated off-site improvements. However, under Alternative 3, the two existing warehouses north of Barton Road would remain in place. The existing office building, which is currently vacant, would be demolished. The site of the office building would be regraded and replaced by a new parking lot to be used for truck and shipping container/trailer storage. Alternative 3 is the environmentally superior alternative.

Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

A Notice of Preparation (NOP) for the proposed project was issued on February 14, 2020. The NOP describing the original concept for the project and issues to be addressed in the Focused EIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties for a 30-day public review period extending from February 14, 2020, through March 17, 2020. Public comment letters were submitted in response to the NOP by the following agencies and individuals:

[2] Institute of Transportation Engineers (ITE). 2017. Trip Generation Manual, 10th Edition.

Table ES-1: NOP Comment Letters

Affiliation	Author	Date
Public Agencies		
Caltrans	Jacob K. Mathew	February 28, 2020
Native American Heritage Commission	Andrew Green	February 18, 2020
California Department of Fish and Wildlife, Inland Deserts Region (CDFW)	Scott Wilson	March 16, 2020
California Air Resources Board (ARB)	Richard Boyd	March 16, 2020
Southern California Association of Governments (SCAG)	Ping Chang (via email from Anita Au)	March 17, 2020
City of Grand Terrace Planning and Development Services	Steve Weiss	March 25, 2020
South Coast Air Quality Management District (SCAQMD)	Lijin Sun, J.D.	March 10, 2020
City of Colton - Frank Navarro, Mayor - Isaac Suchil, Council Member - Gary Grossich, Planning Commissioner	Nancy Ferguson	March 3, 2020
Elsinore Valley Municipal Water District	Matthew Bates, P.E.	April 6, 2020
Private Parties		
Lozeau Drury LLP on behalf of Supporters Alliance for Environmental Responsibility ("SAFER")	Stacey Oborne	February 26, 2020
Individuals	Mark and Mary Stracke	March 16, 2020

Disagreement Among Experts

This Draft Focused EIR contains substantial evidence to support all the conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions, although the City of Colton is not aware of any disputed conclusions at the time of this writing. Both the CEQA Guidelines and case law clearly provide the standards for treating disagreement among experts. Where evidence and opinions conflict on an issue concerning the environment, and the lead agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision makers to make an informed judgment about the environmental consequences of the proposed project.

Potentially Controversial Issues

Below is a list of potentially controversial issues that may be raised during the public review and hearing process of this Draft Focused EIR:

- Aesthetics, Light, and Glare
- Air Quality
- Biological Resources
- Hazards and Hazardous Materials
- Land Use
- Transportation

It is also possible that evidence will be presented during the 45-day, statutory Draft Focused EIR public review period that may create disagreement. Decision makers would consider this evidence during the public hearing process.

In rendering a decision on a project where there is disagreement among experts, the decision makers are not obligated to select the most environmentally preferable viewpoint. Decision makers are vested with the ability to choose whatever viewpoint is preferable and need not resolve a dispute among experts. In their proceedings, decision makers must consider comments received concerning the adequacy of the Draft Focused EIR and address any objections raised in these comments. However, decision makers are not obligated to follow any directives, recommendations, or suggestions presented in comments on the Draft Focused EIR, and can certify the Final Focused EIR without needing to resolve disagreements among experts.

Public Review of the Draft Focused EIR

Upon completion of the Draft Focused EIR, the City of Colton filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (PRC § 21161). Concurrent with the NOC, this Draft Focused EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft Focused EIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft Focused EIR, including the technical appendices, is available for review at the City of Colton offices and the Main Public Library. The address for each location is provided below:

City of Colton
Development Services Department
659 North La Cadena Drive
Colton, CA 92324
Hours:
Monday–Thursday: 7:30 a.m.–5:00 p.m.

City Hall Main–Info Booth
650 North La Cadena Drive
Colton, CA 92324
Hours:
Monday–Thursday: 8:00 a.m.–6:00 p.m.

Main Public Library
656 North 8th Street
Colton, CA 92324
Hours:
By appointment during COVID-19.

Agencies, organizations, and interested parties have the opportunity to comment on the Draft Focused EIR during the 45-day public review period. Written comments on this Draft Focused EIR should be addressed to:

Mark Tomich, Development Services Manager
City of Colton
Planning Division
659 North La Cadena Drive
Colton, CA 92324
Phone: 909.370.5079
Email: mtomich@ci.colton.ca.us

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged; however, comments embedded within the body of an email will also be accepted. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing before the City of Colton on the project, at which the certification of the Final Focused EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision makers for the project.

Executive Summary Matrix

Table ES-2 below summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. The table is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding section of this Draft Focused EIR. Table ES-2 is included in the Draft Focused EIR as required by CEQA Guidelines Section 15123(b)(1).

Table ES-2: Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.1—Aesthetics, Light, and Glare		
Impact AES-1: The project would not have a substantial adverse effect on a scenic vista.	None required	Less than significant
Impact AES-2: The project would not conflict with applicable zoning and other regulations governing scenic quality.	None required	No impact
Impact AES-3: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	None required	Less than significant
Section 3.2—Air Quality		
Impact AIR-1: The project could conflict with or obstruct implementation of the applicable air quality plan.	**MM AIR-1** The following measures shall be applied during construction of the project: • Use super-compliant architectural coatings for all on-site architectural coating activities. These coatings are defined as those with volatile organic compound Volatile Organic Compound (VOC) less than 10 grams per liter. South Coast Air Quality Management District (SCAQMD) provides a list of manufacturers that provide this type of coating. • Keep lids closed on all paint containers contained on-site when not in use to prevent VOC emissions and excessive odors. • Use compliant low VOC cleaning solvents to clean paint application equipment. • Keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.	Less than significant with mitigation
Impact AIR-2: The project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard.	Implement MM AIR-1.	Less than significant with mitigation
Impact AIR-3: The project would not expose sensitive receptors to substantial pollutant concentrations.	None required	Less than significant

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact AIR-4: The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	None required	Less than significant
Section 3.3—Biological Resources		
Impact BIO-1: The project could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	**MM BIO-1a: Smooth Tarplant Protection** Prior to any vegetation removal or ground disturbing activities, a qualified Biologist shall conduct a protocol-level rare plant survey at the appropriate time of year to determine if smooth tarplant is present on the project site in areas of suitable habitat, focusing on the vacant lot in the center of the project site and along the utility easement east of the project site. Field surveys shall be scheduled to coincide with known blooming periods of the species, and/or during periods of physiological development that are necessary to identify the plant species of concern. The rare plant surveys should be conducted between April and September to identify the plant during its blooming period. If no smooth tarplant or other special-status plant species are found within the project site, then the project will not have any impacts to the species and no additional mitigation measures are necessary. If the qualified Biologist determines smooth tarplant exists on-site, then a smooth tarplant mitigation plan shall be developed for review and approval by City of Colton staff. The plan shall include measures to salvage seed and topsoil from the project site. The plan shall also include success criteria for implementing smooth tarplant mitigation at both on-site and off-site locations. The plan shall be implemented prior to construction. Seed or salvaged topsoil will be distributed at a suitable location on-site, as determined by a qualified Biologist. The qualified Biologist will determine whether there is a suitable location on-site that could support smooth tarplant. If a suitable location is not available on-site, then seeds will be distributed off-site at a nearby location with suitable habitat, as determined by the qualified Biologist in concurrence with City staff. City staff will have the discretion on whether to seek input from CDFW. Additionally, a Worker Environmental Awareness Program (WEAP) shall be implemented to educate construction workers about the presence of special-status species or other sensitive resources, and to instruct them on	Less than significant with mitigation

Impacts	Mitigation Measures	Level of Significance After Mitigation
	proper avoidance, required measures and practices for protecting biological resources and contacts and procedures in case species are injured or encountered during construction. **MM BIO-1b: Nesting Bird Protection** To prevent impacts to Migratory Bird Treaty Act (MBTA) protected birds and their nests by the proposed project, tree removal would be limited to outside the nesting season, or between September 1 and February 14, and will adhere to the provisions of the City's Tree Preservation Ordinance. If trees cannot be removed outside the nesting season, pre-construction surveys will be conducted 3 days prior to tree removal to verify the absence of active nests. If an active nest is located during pre-construction surveys, United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Construction activities shall be restricted as necessary to avoid disturbance of the nest until it is as determined by a qualified Biologist. Restrictions may include the establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around an active raptor nest and a 50-foot radius around an active migratory bird nest) to help ensure project activities do not cause nest failure and subsequent violations of the MBTA, or alter the construction schedule. A qualified Biologist will delineate the buffer using Environmentally Sensitive Area (ESA) fencing, pin flags, and/or yellow caution tape. The buffer zone will be maintained around the active nest site(s) until the young have fledged and are foraging independently. **MM BIO-1c: Burrowing Owl Surveys** 1. On the parcel where the activity is proposed, the Biologist shall perform a series of breeding season and non-breeding season surveys of the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. The surveys shall take place near the sunrise or sunset in accordance with California Department of Fish and Wildlife (CDFW) (2012) guidelines. All burrows or burrowing owl shall be identified and mapped. During the breeding season (February 1–August 31), a series of three surveys shall	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	document whether burrowing owl are nesting on or directly adjacent to disturbance areas. During the non-breeding season (September 1–January 31), a series of three surveys shall document whether burrowing owl are using habitat on or directly adjacent to any disturbance area. Survey results will be valid only for the season during which the survey is conducted. 2. If burrowing owl are not discovered, further mitigation is not required. If burrowing owl are observed during the breeding season or non-breeding season surveys, the applicant shall perform the following measures to limit the impact on the burrowing owl. 3. No more than 30 days prior to the first ground-disturbing activities, the project applicant shall retain a qualified Biologist to conduct a pre-construction survey of the project site. The survey shall establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by owls in accordance with CDFW (2012) survey guidelines. 4. Avoidance shall include the establishment of a 160-foot non-disturbance buffer zone. Construction may occur during the breeding season if a qualified Biologist monitors the nest and determines that the birds have not begun egg-laying and incubation, or that the juveniles from the occupied burrows have fledged. During the non-breeding season (September 1-January 31), the project applicant shall avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a 160-foot non-disturbance buffer zone. 5. If it is not possible to avoid occupied burrows, passive relocation shall be implemented. Owls shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors shall be in place for 48 hours prior to excavation. The project area shall be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows should be excavated using hand tools and refilled to prevent re-occupation. Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.	

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact BIO-2: The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	None required	Less than significant
Section 3.4—Cultural Resources		
Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.	None required	Less than significant
Impact CUL-2: The project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	**MM CUL-1:** A qualified Archaeologist who meets the Secretary of Interior's Professional Qualification Standards for Archaeology shall be present during all trenching and ground disturbance within the project boundaries. The Archaeologist shall monitor all initial ground-disturbing activities, including but not limited to pavement/asphalt removal, brush clearance, vegetation removal, grubbing, grading, and excavation. A Native American Monitor shall be invited to the site as determined by the ongoing consultation efforts. In the event that cultural resources are unearthed during ground-disturbing activities, the Archaeologist shall be empowered to halt or redirect ground-disturbing activities to evaluate the findings. **MM CUL-2:** In accordance with Public Resources Code Section 21082 and Section 15064.5 of the California Environmental Quality Act (CEQA) Guidelines, and (36 Code of Federal Regulations 800) of Section 106 of the National Historic Preservation Act, if buried cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramics, fossils, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. The qualified Archaeologist shall make recommendations to the lead agency concerning appropriate measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Any previously undiscovered resources found during construction within the project area shall be recorded on appropriate	Less than significant with mitigation

Impacts	Mitigation Measures	Level of Significance After Mitigation
	California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria. If the resources are determined to be unique historic resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the Archaeological Monitor and recommended to the lead agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the lead agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the lead agency where they would be afforded long-term preservation to allow future scientific study.	
Impact CUL-3: The project could disturb human remains, including those interred outside of formal cemeteries.	None required	Less than significant
Section 3.5—Geology, Soils, and Seismicity		
Impact GEO-1: The project could directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.) ii. Strong seismic ground shaking. iii. Seismic-related ground failure, including liquefaction. iv. Landslides.	**MM GEO-1**: The effects of seismic shaking on structures shall be reduced through conformance with the applicable recommendations from the 2019 NorCal Engineering report, with incorporation of the amended recommendations and review contained in the Leighton Consulting, Inc. Geologic and Geotechnical Review. Construction of the proposed project shall also comply with the Structural Engineers Association of California, the California Building Standards Code (CBC), and/or other local governing agencies' codes or requirements. This has the purpose of promoting safety in the event of a large earthquake and minimizing damage.	Less than significant with mitigation
Impact GEO-2: The project could result in substantial soil erosion or the loss of topsoil.	**MM GEO-2a**: In addition to implementation of the Best Management Practices (BMPs) recommended in the Water Quality Management Plan (WQMP), temporary erosion control measures shall be provided during	Less than significant with mitigation

Impacts	Mitigation Measures	Level of Significance After Mitigation
	construction, as required by current grading codes. Such measures typically include temporary catchment basins and/or sandbagging to control runoff and contain sediment transport within the project site. Appropriate implementation of these erosion control measures would reduce the impact resulting from erosion to less than significant. **MM GEO-2b**: Any vegetation and/or demolition debris shall be removed and hauled from proposed grading areas prior to the start of grading operations. Existing vegetation shall not be mixed or disposed into the soils. Any removed soils may be reutilized as compacted fill once any deleterious material or oversized materials (in excess of 8 inches) is removed. Grading operations shall be performed in accordance with the Specifications for Placement of Compacted Fill as presented in the Geotechnical Engineering Investigation prepared by NorCal Engineering on January 25, 2019.	
Impact GEO-3: The project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	**MM GEO-3a**: Remedial removals of potentially compressible soil will be required in structural areas on-site. Potentially compressible soils, which were estimated to be 1 to 7 feet thick from the surface, shall be removed. Furthermore, where compacted fill material is used under slabs and foundations, it shall be at least 2 feet thick. Actual removal depths would vary based on the project geotechnical consultant's observations of subsurface conditions during grading. At a minimum, removals shall need to include any existing undocumented artificial fill or soils deemed in incompetent for the intended purpose, considering the required bearing support of the proposed project. The Geotechnical Engineering Investigation, included as Appendix E of this Focused Draft EIR, includes a detailed series of measures in Section 8, Conclusions and Recommendations (pages 7 through 16) that shall be incorporated during construction activities. **MM GEO-3b**: Due to the potential for differential settlement of foundations placed on compacted fill and native materials, all foundations including floor slab areas shall be underlain by a uniform compacted fill blanket at least 2 feet in thickness. This fill blanket shall extend a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater. **MM GEO-3c:** All disturbed soils or fill materials (approximately the first 1 to 7 feet below ground surface) shall be removed to competent native	Less than significant with mitigation

Impacts	Mitigation Measures	Level of Significance After Mitigation
	materials. The exposed surface shall be scarified to a depth of 12 inches, brought to within 2 percent optimum moisture content, and compacted to a minimum of 90 percent of the laboratory standard outlined in American Society of Testing and Materials (ASTM) D-1557 standards prior to the placement of any additional compacted fill soils, foundations, or slabs-on-grade and pavement. Furthermore, grading shall extend a minimum of 5 horizontal feet outside of the edges of the foundations or equidistant to the depth of fill placed, whichever is greater. [3] Additionally, remedial removals and overexcavation shall be performed until potentially compressible soils have been removed, or to 2 feet below building foundations, whichever is deeper. [4] In addition to the removal and compaction of soils on-site, any imported material shall be similar to the upper soils encountered at the project site. The contractor shall maintain adequate lateral support for all adjacent improvements and structures at all times during the grading operations and construction phase. Adequate drainage away from the structures, pavement, and slopes shall be implemented through applicable BMPs and provided at all times.	
Impact GEO-4: The project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.	**MM GEO-4:** Geotechnical foundation and retaining wall recommendations shall consider soils with medium expansion potential. When soils have an expansion index of 20 or more, special attention shall be given to the project design and maintenance. The Expansive Soil Guidelines provided in the Geotechnical Engineering Investigation shall be reviewed by the engineers, architects, owner, maintenance personnel, and other interested parties and shall be implemented during the design of the project and future property maintenance.	Less than significant with mitigation
Impact GEO-5: The project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**MM GEO-5:** In the event that buried paleontological resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified Paleontologist shall be consulted to determine whether the resource requires further study. The qualified Paleontologist and shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources,	Less than significant with mitigation

[3] NorCal Engineering. 2019. Geotechnical Engineering Investigation. January 25.
[4] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. If the resources are determined to be unique resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the qualified Paleontologist and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include but are not limited to avoidance, data recovery, and excavations of the finds, collection, identification, preparation, and preservation of the fossilized materials, curation in an appropriate establishment, and preparation of an itemized findings report. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any paleontological materials recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency where they would be afforded long-term preservation to allow future scientific study.	
Section 3.6—Greenhouse Gas Emissions and Energy		
Impact GHG-1: The project would generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment.	None required	Less than significant
Impact GHG-2: The project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	**MM GHG-1a:** Prior to issuance of building permits, the applicant shall provide documentation to the City of Colton Planning Department demonstrating that the project will implement features that will achieve at least 75 points from the City of Colton's Greenhouse Gas Emissions Screening Tables or achieve equivalent emission reductions from other measures approved by the City of Colton. **MM GHG-1b:** Prior to issuance of building permits, the applicant shall provide documentation to the City of Colton Planning Department demonstrating that the project design provides electrical vehicle charging infrastructure. The project design shall incorporate electric vehicle charging spaces within a minimum of 6 percent of all vehicle parking spaces (including for trucks) and a minimum of eight percent of all spaces shall be designated for clean air vehicles, consistent with the applicable California	Less than significant with mitigation

Impacts	Mitigation Measures	Level of Significance After Mitigation
	Green Building Standards Code Nonresidential Mandatory Measures (Section 5.106). Electric vehicle charging spaces must provide electrical vehicle charging infrastructure to support future installation of electric vehicle supply equipment and shall meet the design space requirements of California Green Building Standards Code Section 5.106.5.3.2. **MM GHG-1c**: Prior to issuance of building permits, the applicant shall provide documentation to the City of Colton Planning Department demonstrating that the project design provides infrastructure to support the use of electric-powered forklifts and/or other electric-powered interior vehicles. All buildings shall be designed to provide infrastructure to support the use of electric-powered forklifts and/or other electric-powered interior vehicles. **MM GHG-1d:** Prior to issuance of building permits, the applicant shall provide documentation to the City of Colton Planning Department demonstrating that the project design provides infrastructure to support the use of exterior electric yard trucks and electric on-site vehicles. All buildings shall provide infrastructure to support use of electric exterior yard trucks and on-site vehicles. The operation of yard trucks that are used to move trailers and on-site vehicles within the project site shall be powered by electricity unless the project applicant can reasonably demonstrate that such equipment is not available for a particular task.	
Section 3.7—Hazards and Hazardous Materials		
Impact HAZ-1: The project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.	None required	Less than significant
Impact HAZ-2: The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	None required	Less than significant
Impact HAZ-3: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None required	Less than significant

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.8—Land Use		
Impact LUP-1: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	None required	Less than significant
Section 3.9—Noise		
Impact NOI-1: The project could generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**MM NOI-1:** Implementation of the following multi-part mitigation measure is required to reduce potential construction period noise impacts: • The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment. • The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited. • The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists. • At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences. • The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the project site. • The construction contractor shall ensure that all on-site construction activities, including the operation of any tools or equipment used in construction, drilling, repair, alteration, grading or demolition work, are limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, Saturday; with no such activity permitted on Sundays or Federal holidays.	Less than significant with mitigation
Impact NOI-2: The project would not result in generation of excessive groundborne vibration or groundborne noise levels.	None required	Less than significant

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.10—Public Services		
Impact PS-1: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.	None required	Less than significant
Impact PS-2: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.	None required	Less than significant
Section 3.11—Transportation		
Impact TRANS-1: The project would not conflict with a program, plan, ordinance, or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**MM TRANS-1a: City of Colton Fair Share Fees** Prior to the issuance of building permits, the Project Applicant shall pay the project's fair share amount of $24,421 for the improvements identified in Table 1-3 of the Traffic Impact Analysis at intersections located within the City of Colton, or as agreed to by the City and Project Applicant. **MM TRANS-1b: Caltrans Fair Share Fees** The Developer's fair-share amount for the intersections that either share a mutual border with or are wholly located within the jurisdiction of Caltrans that have recommended improvements which are not covered by a pre-existing fee program is $4,297. Developer shall be required to pay the amount shown above to the City of Colton prior to the issuance of building permits. The City of Colton shall hold Developer's Fair Share contribution in trust and shall apply Developer's Fair Share Contribution to any fee program adopted or agreed upon by the City of Colton and other agencies.	Less than significant with mitigation
Impact TRANS-2: The project would conflict or be inconsistent with CEQA Section 15064.3, subdivision (b).	No feasible mitigation is available.	Significant and unavoidable

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact TRANS-3: The project could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**MM TRANS-2: Site Adjacent Roadways and Site Access** Prior to project construction permits, the applicant shall demonstrate on project site plans the following: • South Terrace Avenue and Barton Road (No. 10) – Project to vacate the south leg of the intersection. • Driveway 1 and Walnut Avenue (No. 11) – Project shall install a stop control on the northbound approach and a shared left-right turn lane. • Driveway 2 and Barton Road (No. 12) - Project shall install a stop control on the northbound approach and a shared left-right turn lane. Project shall install a stop control on the southbound approach and a right turn lane. The Project shall construct the driveway (on the north side of Barton Road) to prohibit left turns in to and left turns out of the northern leg of Driveway 2. • Driveway 3 and Barton Road (No. 13) – Project to install a stop control on the northbound approach and a shared left-right turn lane. • Driveway 4 and Walnut Avenue (No. 14) – Project to install a stop control on the northbound approach and a shared left-right turn lane. • Driveway 5 and Barton Road (No. 15) – Project to install a stop control on the southbound approach and a shared left-right turn lane. • Driveway 6 and Driveway 7/De Berry Street (No. 16) – Project to install a stop control on the southbound approach and a shared left-right turn lane. • Barton Road is an east-west oriented roadway that bisects the project site. • Project to construct Barton Road at its ultimate full-section width as a Major Arterial (100-foot right-of-way) from the project's western boundary to the project's eastern boundary consistent with the City's standards. The project may not stripe the second eastbound and westbound through lanes until such time in the future when there are additional receiving lanes to the east and west of the project. City of Colton Engineering Department staff shall verify that all: • On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the project site.	Less than significant with mitigation

Impacts	Mitigation Measures	Level of Significance After Mitigation
	• Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Colton sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.	
Section 3.12—Tribal Cultural Resources		
Impact TRIB-1: The project could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).	Implement MM CUL-1 and MM CUL-2	Less than significant with mitigation
Impact TRIB-2: The project could cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	Implement MM CUL-1 and MM CUL-2.	Less than significant with mitigation
Section 3.13—Utilities and Service Systems		
Impact USS-1: The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	None required	Less than significant
Impact USS-2: The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	None required	Less than significant

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact USS-3: The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	None required	Less than significant
Impact USS-4: The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	None required	Less than significant
Impact USS-5: The project would comply with federal, state, and local statutes and regulations related to solid waste.	None required	Less than significant
Section 3.14—Wildfire		
Impact WILD-1: The project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	None required	Less than significant

SECTION 1: INTRODUCTION

1.1 - Overview of the CEQA Process

This Draft Focused Environmental Impact Report (Draft Focused EIR) has been prepared to evaluate the potential environmental impacts associated with the implementation of the Barton Road Logistics Center (State Clearinghouse No. 2020029049) in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC], § 21000, *et seq*.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, § 15000, *et seq*.). This Draft Focused EIR is intended to serve as an informational document for public agency decision makers and the public regarding the proposed project. A "Focused EIR" is an EIR that concentrates on environmental topics that are anticipated to be potentially significant, or environmental topics of concern that were mentioned during the public Scoping Meeting or during the Notice of Preparation period. In this Draft Focused EIR, all environmental impacts with a less than significant finding are briefly discussed in Section 7, Effects Found not to be Significant, in accordance with CEQA (California Public Resources Code [PRC], § 21083, *et seq.*) and the CEQA Guidelines Section 15128 (California Code of Regulations [CCR], Title 14, § 15000, *et seq*.). CEQA Guidelines Section 15128 states that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.

1.1.1 - Overview

The proposed project is the redevelopment of the northerly 45.52 acres of a 54.82-acre site designated as Light Industrial within the Light Industrial (M-1) District in the City of Colton, including the demolition of four industrial buildings and an office building and the construction of two state-of-the-art speculative concrete tilt-up industrial warehouse logistics facilities and related site improvements. Section 2, Project Description, provides a complete description of the proposed project.

1.1.2 - Purpose and Authority

This Draft Focused EIR provides a project-level analysis of the environmental effects of the Barton Road Logistics Center. The environmental impacts of the proposed project are analyzed in this Draft Focused EIR to the degree of specificity appropriate, in accordance with CEQA Guidelines Section 15146. This document addresses the potentially significant adverse environmental impacts that may be associated with the planning, construction, or operation of the project. It also identifies appropriate and feasible mitigation measures and alternatives that may be adopted to significantly reduce or avoid these impacts.

CEQA requires that an EIR contain, at a minimum, certain specific elements. In accordance with CEQA Guidelines Section 15120 through 15130, these elements are contained in this Draft Focused EIR and include:

- Table of Contents
- Introduction
- Executive Summary

- Project Description
- Environmental Setting, Significant Environmental Impacts, and Mitigation Measures
- Cumulative Impacts
- Significant Unavoidable Adverse Impacts
- Alternatives to the Proposed Project
- Growth-Inducing Impacts
- Effects Found not to be Significant
- Areas of Known Controversy

1.1.3 - Lead Agency Determination

The City of Colton is designated as the lead agency for the project. CEQA Guidelines Section 15367 defines the lead agency as ". . . the public agency, which has the principal responsibility for carrying out or approving a project." Other public agencies may use this Draft Focused EIR in the decision-making or permit process and consider the information in this Draft Focused EIR along with other information that may be presented during the CEQA process.

This Draft Focused EIR was prepared by FirstCarbon Solutions (FCS), an environmental consultant. Prior to public review, it was extensively reviewed and evaluated by the City of Colton staff. This Draft Focused EIR reflects the independent judgment and analysis of the City of Colton as required by CEQA. Lists of organizations and persons consulted and the report preparation personnel is provided in Section 8 of this Draft Focused EIR.

1.2 - Scope of the Focused EIR

This Draft Focused EIR addresses the potential environmental effects of the proposed project. The City of Colton issued a Notice of Preparation (NOP) for the proposed project on February 14, 2020, which circulated between February 14, 2020, through March 17, 2020, for the statutory 30-day public review period. Additionally, the City of Colton provided opportunities for the public and other agencies to participate in the review process during the NOP Public Scoping Meeting on February 26, 2020. The scope of this Draft Focused EIR includes the potential environmental impacts identified in the NOP and issues raised by agencies and the public in response to the NOP. The NOP is contained in Appendix A of this Draft Focused EIR.

Eight parties submitted comment letters in response to the NOP. They are listed in Table 1-1 and provided in Appendix A of this Draft Focused EIR.

Table 1-1: NOP Comment Letters

Affiliation	Author	Date
Public Agencies		
Caltrans	Jacob K. Mathew	February 28, 2020
Native American Heritage Commission	Andrew Green	February 18, 2020
California Department of Fish and Wildlife, Inland Deserts Region (CDFW)	Scott Wilson	March 16, 2020

Affiliation	Author	Date
California Air Resources Board (ARB)	Richard Boyd	March 16, 2020
Southern California Association of Governments (SCAG)	Ping Chang (via email from Anita Au)	March 17, 2020
City of Grand Terrace Planning and Development Services	Steve Weiss	March 25, 2020
South Coast Air Quality Management District (SCAQMD)	Lijin Sun, J.D.	March 10, 2020
City of Colton - Frank Navarro, Mayor - Isaac Suchil, Council Member - Gary Grossich, Planning Commissioner	Nancy Ferguson	March 3, 2020
Elsinore Valley Municipal Water District	Matthew Bates, P.E.	April 6, 2020
Private Parties		
Lozeau Drury LLP, on behalf of Supporters Alliance for Environmental Responsibility ("SAFER")	Stacey Oborne	February 26, 2020
Individuals	Mark and Mary Stracke	March 16, 2020

1.2.1 - Scoping Meeting

Pursuant to CEQA Guidelines Section 15082(c)(1), the City of Colton held a public scoping meeting for the proposed project on Wednesday, February 26, 2020, from 5:00 to 7:00 p.m. at the Luque Community Center at 294 East O Street in Colton, during which spoken testimony and written comments were accepted. The meeting was duly noticed in the NOP that was posted on the City's website and directly mailed to public agencies and interested parties. The scoping meeting sign-in sheet and written comments submitted at the meeting are provided in Appendix A. Table 1-2 provides the names of the 14 attendees who provided their name on the sign-in sheet at the scoping meeting.

Table 1-2: Scoping Meeting Attendees

Rick Amega	Richard De la Rosa	Jeffrey McConnell	Bill Quisenberry
Tom Archuleta	Anthony Espinosa	Leno Moreno	Rick Scudder
Gilbert Cervantes	Jesus Gastelum	Gary Moriz	
Owen Chang	Edward Giroux	Eva B. Olmos	

1.2.2 - Environmental Issues Determined not to be Significant

An explanation of why each area is determined not to be significant is provided in Section 7, Effects Found not to be Significant. These topical areas are as follows:

- Agricultural Resources
- Energy
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Recreation

In addition, the following impacts were determined to be less than significant during the preparation of this Draft Focused EIR and are briefly discussed in Section 7, Effects Found not to be Significant:

- State Scenic Highways (Aesthetics, Light, and Glare)
- Zoning in Urbanized Areas (Aesthetics, Light, and Glare)
- Riparian Habitat or Other Sensitive Natural Community (Biological Resources)
- Federally Protected Wetlands (Biological Resources)
- Native Resident or Migratory Fish or Wildlife Species (Biological Resources)
- Habitat, Natural Community, or Other Conservation Plan (Biological Resources)
- Septic or Alternative Wastewater Disposal Systems (Geology, Soils, and Seismicity)
- Transport, Use, or Disposal of Hazardous Materials (Hazards and Hazardous Materials)
- Exposure of Schools to Hazardous Materials (Hazards and Hazardous Materials)
- Airports (Hazards and Hazardous Materials)
- Emergency Response or Evacuation Plan (Hazards and Hazardous Materials)
- Wildland Fires (Hazards and Hazardous Materials)
- Division of an Established Community (Land Use and Planning)
- Parks (Public Services)
- Schools (Public Services)
- Other Public Facilities (Public Services)
- Exacerbate Fire Risk (Wildfire)
- Infrastructure That Exacerbates Wildfire Risk (Wildfire)
- Expose People or Structures to Significant Risk Associated with Flooding or Post-Fire Instability (Wildfire)

A brief explanation of why each of these impact categories was determined not to be significant is provided in Section 7, Effects Found not to be Significant.

1.2.3 - Potentially Significant Environmental Issues

As disclosed in the NOP, the proposed project could result in potentially significant impacts related to following topical areas and therefore these topical areas are analyzed more fully in this Draft Focused EIR. These topical areas are as follows:

- Aesthetics, Light, and Glare
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

1.3 - Organization of the Focused EIR

This Draft Focused EIR is organized into the following main sections:

- **Section ES: Executive Summary.** This section includes a summary of the proposed project and alternatives to be addressed in the Draft Focused EIR. A brief description of the areas of controversy and issues to be resolved, and overview of the Mitigation Monitoring and Reporting Program (MMRP), in addition to a table that summarizes the impacts, mitigation measures, and level of significance after mitigation, are also included in this section.
- **Section 1: Introduction.** This section provides an introduction and overview describing the purpose of this Draft Focused EIR, its scope and components, and its review and certification process.
- **Section 2: Project Description.** This section includes a detailed description of the proposed project, including its location, site, and project characteristics. A discussion of the project objectives, intended uses of the Draft Focused EIR, responsible agencies, and approvals that are needed for the proposed project are also provided.
- **Section 3: Environmental Impact Analysis.** This section analyzes the environmental impacts of the proposed project. Impacts are organized into major topic areas. Each topic area includes a description of the environmental setting, methodology, significance criteria, impacts, mitigation measures, and significance after mitigation. The specific environmental topics that are addressed within Section 3 are as follows:
  - **Section 3.1—Aesthetics:** Addresses the potential visual impacts of development intensification and the overall increase in illumination produced by the project.
  - **Section 3.2—Air Quality:** Addresses potential air quality impacts associated with project implementation and emissions of criteria pollutants. In addition, the section also evaluates project emissions of toxic air contaminants.
  - **Section 3.3—Biological Resources:** Addresses the project's potential impacts on habitat, vegetation, and wildlife; the potential degradation or elimination of important habitat; and impacts on listed, proposed, and candidate threatened and endangered species.
  - **Section 3.4—Cultural Resources:** Addresses potential impacts on historical resources, archaeological resources, paleontological resources, and burial sites.

- **Section 3.5—Geology and Soils:** Addresses the potential impacts the project may have on soils and assesses the effects of project development in relation to geologic and seismic conditions.
- **Section 3.6—Greenhouse Gas Emissions:** Addresses potential project emissions of greenhouse gases.
- **Section 3.7—Hazards and Hazardous Materials:** Addresses the potential for the presence of hazardous materials or conditions on the project site and in the project area that may have the potential to impact human health.
- **Section 3.8—Land Use and Planning:** Addresses the potential land use impacts associated with division of an established community and consistency with the City of Colton General Plan.
- **Section 3.9—Noise:** Addresses the potential noise impacts during construction and at project buildout from mobile and stationary sources. The section also addresses the impact of noise generation on neighboring uses.
- **Section 3.10—Public Services:** Addresses the potential impacts upon public services, including fire protection, law enforcement, schools, parks, and recreational facilities.
- **Section 3.11—Transportation:** Addresses the impacts on the local and regional roadway system, public transportation, bicycle, and pedestrian access.
- **Section 3.12—Tribal Cultural Resources:** Addresses potential impacts on tribal cultural resources.
- **Section 3.13—Utilities and Service Systems:** Addresses the potential impacts upon service providers, including fire protection, law enforcement, water supply, wastewater, solid waste, and energy providers.
- **Section 3.14—Wildfire:** Describes the existing fire hazards setting and potential effects from project implementation on wildfire hazards and applicable emergency response plans or emergency evacuation plans.

- **Section 4: Cumulative Effects.** This section discusses the cumulative impacts associated with the proposed project, including the impacts of past, present, and probable future projects.
- **Section 5: Alternatives to the Proposed Project.** This section compares the impacts of the proposed project with three land-use project alternatives: the No Project Alternative, the Cold Storage Alternative, and the Barton Road South Side Redevelopment Alternative. An environmentally superior alternative is identified. In addition, alternatives initially considered but rejected from further consideration are discussed.
- **Section 6: Other CEQA Considerations.** This section provides a summary of significant environmental impacts, including unavoidable and growth-inducing impacts. This section discusses the cumulative impacts associated with the proposed project, including the impacts of past, present, and probable future projects. In addition, the proposed project's energy demand is discussed.

- **Section 7: Effects Found not to be Significant.** This section contains analysis of the topical sections not addressed in Section 3.
- **Section 8: Persons and Organizations Consulted/List of Preparers.** This section also contains a full list of persons and organizations that were consulted during the preparation of this Draft Focused EIR. This section also contains a full list of the authors who assisted in the preparation of the Draft Focused EIR, by name and affiliation.
- **Appendices.** This section includes all notices and other procedural documents pertinent to the Draft Focused EIR, as well as all technical material prepared to support the analysis.

1.4 - Documents Incorporated by Reference

As permitted by CEQA Guidelines Section 15150, this Draft Focused EIR has referenced several technical studies, analyses, and previously certified environmental documentation. Information from the documents, which have been incorporated by reference, has been briefly summarized in the appropriate section(s). The relationship between the incorporated part of the referenced document and the Draft Focused EIR has also been described. The documents and other sources that have been used in the preparation of this Draft Focused EIR include but are not limited to:

- City of Colton General Plan
- City of Colton General Plan Environmental Impact Report
- City of Colton Municipal Code
- City of Colton Development Code
- City of Colton Local Hazard Mitigation Plan
- City of Colton Electric Department Wildfire Prevention and Mitigation Plan
- San Bernardino Valley Regional 2015 Urban Water Management Plan

In accordance with CEQA Guidelines Section 15150(b) and the City of Colton General Plan, the referenced documents and other sources used in the preparation of the Draft Focused EIR are available for review at the City of Colton Development Services Department or online at the City's website at the addresses shown in Section 1.6 below.

1.5 - Documents Prepared for the Project

The following technical studies and analyses were prepared for the proposed project:

- FirstCarbon Solutions. 2020. Air Quality and Greenhouse Gas Emissions Analysis Report. November 16. (Included as Appendix B.)
- FirstCarbon Solutions. 2020. Biological Resources Assessment. June 1. (Included as Appendix C).
- FirstCarbon Solutions. 2020. Phase I Cultural Resource Assessment. June 10. (Included as Appendix D).
- NorCal Engineering. 2019. Geotechnical Engineering Investigation. January 25. (Included as Appendix E).

- Leighton Consulting, Inc. 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5. (Included as Appendix E).
- FirstCarbon Solutions. 2020. Energy Analysis Supporting Information. (Included as Appendix F).
- Hazard Management Consulting, Inc. 2020. Phase I Environmental Site Assessment, 21700 Barton Road, 275, 280 and 375 DeBerry Street, Colton, California. February 5. (Included as Appendix G).
- FirstCarbon Solutions. 2020. Noise Impact Analysis. (Included as Appendix H).
- Urban Crossroads, Inc. 2020. Traffic Analysis. September 8. (Included as Appendix J).
- Urban Crossroads, Inc. 2020. VMT Analysis. September 18. (Included as Appendix J)
- Thienes Engineering, Inc. 2020. Preliminary Water Quality Management Plan. January 21. (Included as Appendix L).

1.6 - Review of the Draft Focused EIR

Upon completion of the Draft Focused EIR, the City of Colton filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (PRC § 21161). Concurrent with the NOC, this Draft Focused EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft Focused EIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft Focused EIR, including the technical appendices and documents incorporated by reference, is available for review at the City of Colton Development Services Department. The address for each location is provided below:

City of Colton Planning Division
650 North La Cadena Drive
Colton, CA 92324
Office Hours:
Monday through Thursday
7:30 a.m. to 5:00 p.m.

Website: https://www.ci.colton.ca.us/779/Environmental-Documents

Copies of the San Bernardino Valley Regional 2015 Urban Water Management Plan are available for review at the website below:

Website: https://wvwd.org/wp-content/uploads/2018/03/SBV_RUWMP_rev_with_appendices_1.pdf

Agencies, organizations, and interested parties have the opportunity to comment on the Draft Focused EIR during the 45-day public review period. Written comments on this Draft Focused EIR should be addressed to:

Mark Tomich, Development Services Director
650 North La Cadena Drive
Colton, CA 92324
mtomich@coltonca.gov
909.370.5079

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing on the project, at which the certification of the Final Focused EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision makers for the project.

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SECTION 2: PROJECT DESCRIPTION

This Draft Focused Environmental Impact Report (Draft Focused EIR) analyzes the potential environmental effects of the Barton Road Logistics Center (proposed project) in the City of Colton. As required by California Environmental Quality Act (CEQA) Section 15124, this section provides a detailed map and regional map of the location and boundaries of the proposed project, a statement of project objectives, a description of the project's characteristics, a list of responsible and trustee agencies, a list of approvals and permits, and a summary of review and consultation requirements.

The project applicant, EBS Realty Partners, proposes the redevelopment of the northerly 45.52 acres of a 54.82-acre site designated as Light Industrial within the Light Industrial (M-1) District in the City of Colton, including the demolition of four industrial buildings and an office building and the construction of two state-of-the-art speculative concrete tilt-up industrial warehouse logistics facilities and related site improvements. The site is the former location of Stater Bros. Markets headquarters and warehousing/distribution campus and consists of six industrial buildings and one office building situated on 13 legal lots. The project site is currently developed with three buildings north of Barton Road and three buildings south of Barton Road. The site also contains a large vacant lot southeast of the intersection of South Terrace Avenue and Barton Road. The proposed project would include the demolition of four industrial buildings and the office building, as well as the construction of two state-of-the-art speculative concrete tilt-up industrial warehouse logistics facilities. The existing building located at 280 De Berry Street would remain in place. Site improvements would be limited to the drive approach and drive aisle, including the relocation of an existing guard shack. No improvements to the building on this parcel are anticipated.

2.1 - Project Location and Setting

2.1.1 - Location

Regional Location

The City of Colton is in southwestern San Bernardino County, California, approximately 57 miles east of Los Angeles, in the Inland Empire region of Southern California. The City is bordered to the east by the City of San Bernardino and the City of Loma Linda; to the south by the City of Grand Terrace, the City of Riverside, and unincorporated Riverside County; to the west by the City of Rialto; and to the north by the City of San Bernardino (Exhibit 2-1). The planning area of the City of Colton, which includes the city boundary and sphere of influence, encompasses 18 square miles.[1] The City is historically known for its industrial land uses and as a hub for the Union Pacific Railroad (formerly Southern Pacific Railroad). The BNSF Railway line (formerly Burlington Northern and Santa Fe Railway line) also runs through the City. Major highway networks, including Interstate 10 (I-10) and Interstate 215 (I-215), provide regional access to the site.

[1] City of Colton General Plan. Land Use Element. 2013. Website: http://www.ci.colton.ca.us/documentcenter/view/1345. Accessed February 5, 2020.

Local Setting

The project site is approximately 45.52 acres and is part of a larger 54.82-acre site. The remaining 9.3 acres are located at 280 De Berry Street. The existing 125,801 square-foot cold storage warehouse at 280 De Berry Street will remain in operation with only access improvements proposed as part of the project. The project site is within the southwestern portion of the City of Colton and borders the boundary of the City of Grand Terrace on the east, north, and northwest portions of the site. As shown in Exhibit 2-2, the site is roughly bound by the I-215 Freeway to the south and southeast, industrial and commercial uses to the east, Walnut Avenue to the north, and South Terrace Avenue to the west. Local access to the site is provided by Barton Road, which connects to the I-215 Freeway approximately 2,000 feet northeast of the site and intersects with South La Cadena Drive at its terminus to the west of the site. The expected primary truck access point to freeways would be from the I-215 Freeway at the Barton Road interchange and potentially from the I-215 Freeway at the La Cadena Drive interchange.

The project site includes six buildings within the following addresses: 21700 Barton Road (three buildings), 275 De Berry Street (one building), 280 De Berry Street (one building), and 375 De Berry Street (one building). The Assessor's Parcel Numbers (APNs) associated with the site include the following:

- APNs 0275-223-23, -44, -45, and -46,
- APNs 1167-051-15, -16, -18, -19, and -20,
- APN 1167-061-06
- APNs 1167-131-03 and -04
- APN 1167-151-03

2.1.2 - Existing Site Characteristics

North of Barton Road

Building A is a 416,100-square-foot ambient temperature warehouse at 21700 Barton Road (Exhibit 2-2). The building is leased to two tenants, including Atlas International, a distributor of premium quality kitchen and bathroom products, and Home Accents Alliance, a wholesale distributor of home furnishings. Atlas International occupies 69 percent of the total square footage, and Home Accents Alliance occupies 31 percent of the total square footage. This building currently contains dock high truck loading doors along portions of the west, north, and south sides of the building; and rail spur loading doors along the east side of the building, although the rail spur is now permanently inactive. There are no external loading docks; instead, trailers are backed up to the building's overhead roll-up doors for direct truck trailer access from the warehouse interior. Along the east side of the building adjacent to a Southern California Edison (SCE) easement is a remnant rail spur with tracks still visible adjacent to the building. Loading and unloading directly from rail cars was done on this side of the building. When rail service at this location was discontinued, doors along this side of the building were no longer utilized to handle freight. However, the north, south and west sides of the building are still operational and utilized for truck loading/unloading by the existing tenants.

Building B is a 118,383-square-foot temperature-controlled freezer warehouse building also located at 21700 Barton Road. The building is leased and operated by Lineage Logistics, one of the world's largest "cold-chain" warehousing and logistics provider. This second of the two warehouse buildings on the north side of the project site (Building B) features dock truck loading doors along the building's north elevation only. The primary truck/car drive aisle is on the west side of the building, and the east side of the building abuts the SCE area. There are no operable dock doors along the east side of the building.

Building C is a 46,920-square-foot office building at 21700 Barton Road, a portion of which is currently leased short-term to Lineage Logistics for miscellaneous equipment storage in a section of the building that previously served as Stater Bros.' facilities and equipment maintenance department.

South of Barton Road

As shown in Exhibit 2-2, the area south of Barton Road contains three existing buildings. The building at 275 De Berry Street is a 59,662-square-foot industrial building with a parking area leased to Hunter Landscape for storage and maintenance of commercial landscaping tools and related equipment. The building has a grade level overhead loading door as well as a small exterior loading dock that wraps around the west and north sides of the building.

The adjacent building at 375 De Berry Street consists of a 18,370-square-foot industrial building leased to RPT Recycling for repair and recycling of wood storage pallets. Both buildings at 275 and 375 De Berry Street would be razed to clear this area of the site for grading and construction of the planned new Building 2.

Finally, the 125,801-square-foot industrial building located at 280 De Berry Street occupies the remaining 9.30 acres of the 54.82-acre project site. This building is a temperature-controlled cold food products warehouse building currently leased and operated by Lineage Logistics. This building would remain in place and no improvements to the building are proposed. However, limited improvements are proposed at the building's east and west drive approaches, and to an ingress/egress drive aisle including the relocation of the existing guard shack in order to increase on-site truck queueing. With the exception of the redesigned driveway, approaches at the new De Berry Street cul-de-sac and an on-site truck queueing lane, the 280 De Berry Street property is not considered a part of the proposed project.

A large vacant 6.3-acre lot is located at the southeast corner of the intersection of South Terrace Avenue and Barton Road (APNs 1167-051-18, -19, and -20). The vacant lot contains dry brush and several trees along the north property line. At the southeast corner of Barton Road and South Terrace Avenue on the northwest corner of the vacant lot is a small 0.173 acre "not-a-part" (NAP) parcel currently owned by Elsinore Valley Municipal Water District (EVMWD), which supports an existing water well.

Surrounding Land Uses, General Plan, and Zoning Designations

West

The western side of the project site is immediately bound by South Terrace Avenue north of Barton Road and by the BNSF Railway line south of Barton Road. Beyond South Terrace Avenue north of Barton Road is the BNSF Railway line and then South La Cadena Drive. Beyond the BSNF Railway line south of Barton Road are lands zoned light industrial (M-1), Railroad/Utility/ROW (R-U), Industrial Park (I-P) with a Business District Sign (BDS) Overlay within the City of Colton, then South La Cadena Drive. West of South La Cadena Drive are residential neighborhoods. As seen in Exhibit 2-3, the City of Grand Terrace bounds the project site to the north, as well as to the west and east, north of Barton Road. The land use designation in this portion of the City of Grand Terrace is Low Density Single Family (R1-20-V) with an Agricultural Overlay District (AG).

North

The project site north of Barton Road is bound by Walnut Avenue to the north. Across Walnut Avenue to the north is the city boundary of Grand Terrace. The zoning designations are industrial (M2) and single family (R1-7.2). A residential neighborhood is located within the R1-7.2 zone across the street from Walnut Avenue, less than 100 feet from the northern boundary of the project site. West Coast Arborists, a company that provides professional tree care services, is also located adjacent to Walnut Avenue, less than 100 feet from the northern boundary of the site.[2]

East

The eastern side of the project site, north of Barton Road, is bound by an SCE easement and a vacant rail spur alignment. Further to the east is a residential neighborhood, Grand Terrace Road, and industrial and commercial uses (Kaman Industrial Technologies, a vehicle repair center, and retail, etc.). South of Barton Road, the project site is bound by the SCE easement and rail spur alignment to the east, with commercial and industrial land uses further to the east. The City of Grand Terrace zoning designations to the east of the project site include Restricted Manufacturing (MR) and low-medium density residential (R2) with an Agricultural Overlay District (AG). An SCE right-of-way is adjacent to the site to the east. Residential neighborhoods are located 3,000 feet east of the site.

South

The project site south of Barton Road is bound by the I-215 and light industrial zoning (M-1) designation to the south. Residential neighborhoods are located 3,500 feet south of the site. Veterans Freedom Park is 2,300 feet southeast of the site. Grand Terrace High School is 2,208 feet to the south of the project site.

Table 2-1 details the existing land uses and General Plan and zoning designations of the surrounding area.

[2] West Coast Arborists, Inc. 2018. Services. Website: https://westcoastarborists.com/services. Accessed February 27, 2020.

Table 2-1: Existing Land Uses, General Plan, and Zoning Designations

Direction	City	Land Use	General Plan Designation	Zoning Designation
North Site (north of Barton Road)				
North	Grand Terrace	Residential and Commercial Landscape Yards	Low Density Residential	Restricted Manufacturing, General Commercial
East	Grand Terrace	Residential and an industrial building	Res-Medium Medium/High R3-24 Overlay Industrial	Restricted Manufacturing R2 Low Density Residential R3-24 High Density Residential Agricultural Overlay
South	Colton	Warehousing	Light Industrial	M-1 Light Industrial
West	Colton	Vacant, BNSF Railway line, La Cadena Drive	Industrial Park, Low Density Residential	M-1 Light Industrial
West	Grand Terrace, west of La Cadena Drive	Residential	Low Density Residential	R1-20 Very Low Density Residential, Agricultural Overlay
South Site (south of Barton Road)				
North	Colton	Warehousing	Light Industrial	M-1 Light Industrial
East	Colton	SCE powerline easement, abandoned rail spur, shops/showrooms	Light Industrial	M-1 Light Industrial
South	Grand Terrace	Riverside Freeway (I-215), vacant land	Mixed Use	M-2 Industrial
Northwest	Colton	EVMWD Palm Avenue Well	Light Industrial	M-1 Industrial
West	Colton	BNSF Railway line, vacant land, residential light industrial	Industrial Park east and Low Density Residential west of La Cadena Drive	Industrial Park east and Low Density Residential west of La Cadena Drive

Source: City of Colton General Plan Land Use Map, July 2019; City of Colton Zoning Map–Title 18 CMC, July 2019; City of Grand Terrace General Plan Land Use Map, 2010, as amended, September 2016; City of Grand Terrace Zoning Map, September 2017.

2.1.3 - Project Land Uses, General Plan and Zoning Designations

The project site is located in an area that includes both industrial uses and low-density residential uses. The project site has a General Plan Land Use Designation of Light Industrial and a zoning designation of M-1 Light Industrial (Exhibit 2-3 and Exhibit 2-4, respectively). The Light Industrial designation allows land uses including fabrication, manufacturing, assembly, distribution, and warehouse uses, as well as supporting commercial and office uses.

According to the City of Colton General Plan, Light Industrial developments should be visually attractive, reflect high-quality development standards, and should not produce substantial environmental nuisances such as noise, odor, or glare.[3]

2.2 - Project Characteristics

2.2.1 - Proposed Project

The proposed project includes the demolition of four existing industrial buildings totaling 612,515 square feet and an existing 46,920-square-foot office building. The total building square footage that would be demolished is 659,435 square feet. The total amount of hardscape to be demolished or removed, including asphalt concrete, concrete pavement, and concrete building slabs, would be 1,603,931 square feet.

The proposed project would involve the construction of two state-of-the-art speculative concrete tilt-up industrial warehouse logistics buildings with a total square footage of 960,040 square feet (Exhibit 2-5). Building 1 would be 540,920 square feet with 336,662 square feet of non-asphalt paving and would occupy a 26.23-acre site north of Barton Road (Exhibit 2-6). Building 1 would contain 10,000 square feet of office space and 530,920 square feet of warehouse space. Building 2 would be 419,920 square feet with 491,211 square feet of non-asphalt paving[4] and would occupy a 17.62-acre site (Exhibit 2-7). Building 2 would contain 10,000 square feet of office space and 409,120 square feet of warehouse space. The project thus results in a net increase of 300,605 square feet of building space when compared to existing conditions. The buildings are proposed as speculative ambient temperature dry warehouse facilities.

Proposed off-site improvements would include the widening of Barton Road from the project's western boundary to the project's eastern boundary, as well as additional curb, gutter, and sidewalk improvements to Walnut Avenue and South Terrace Avenue (north of Barton Road) along the project frontage. Additionally, South Terrace Avenue (south of Barton Road) would be vacated with project implementation.

With the vacation of South Terrace Avenue, the existing 8-inch sewer mains on-site and in Barton Road and South Terrace Avenue would be removed as part of the project. New sewer line connections would be constructed to connect to existing sewer lines contained within adjacent roadways. A new 6-inch sewer lateral connection would be connected to the existing 8-inch City of Colton sewer main in South Terrace Avenue. Additionally, a new 6-inch sewer lateral connection would be connected to the existing 18-inch sewer main in De Berry Street.

A total of 1,238 cubic yards of soil would be imported to balance materials during grading of the proposed site of Building 1 north of Barton Road. No fill material would be exported from the site.

A potential alternative to the speculative ambient temperature dry warehouse facilities would involve the development of one refrigerated warehouse facility and one dry warehouse facility. This

[3] City of Colton General Plan. 2013. Land Use Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1345. Accessed January 30, 2020.
[4] Includes sidewalks, pedestrian paths, and cement areas.

alternative would be implemented if a qualified build-to-suit tenant or user-buyer proposes such a use during the entitlement preconstruction timeframe. This alternative is evaluated in Chapter 5, Alternatives to the Proposed Project, as Alternative 2.

One existing building at 280 De Berry Street would remain. Proposed improvements to this site would be limited to improvements to the entrance and drive aisle and relocation of the guard shack to allow for increased vehicle queueing on that site. No building improvements are proposed. No General Plan Amendment or zone changes are proposed or required. However, the proposed project would require a 10-foot height variance to allow for the development of structures higher than the current standards allowed by the City's Municipal Code.

Elsinore Valley Municipal Water District

As previously mentioned, the EVMWD owns an approximately 0.17-acre parcel at the southeast corner of Barton Road and South Terrace Avenue, which is currently occupied by the EVMWD Palm Avenue Well (Exhibit 2-7). This well extracts groundwater that is sent through an EVMWD-owned water line in Barton Road. Under existing conditions, the unpaved well site is accessed from Barton Road, where there is currently no curb or gutter. Alternatively, EVMWD maintenance vehicles may park along the east side of South Terrace Avenue. Under the proposed project, Building 2 would surround the EVMWD parcel to the south, east, and west.

Proposed project improvements include the vacation of South Terrace Avenue and the construction of a new access driveway, and improvements to Barton Road along the project frontage, including the EVWMD parcel, which would consist of upgrading the existing pavement and installing new curb and gutter. Landscaping along Barton Road is required along the project's frontage, however, this requirement does not apply to the existing EVMWD parcel, as shown on Exhibit 2-7, because this parcel is not part of the proposed project. The proposed project would accommodate EVWMD's access requirements by providing direct access to the existing Palm Avenue well from the new project access driveway shown as Driveway 2 on Exhibit 2-5. The location and width of the new drive approach to the EVMWD parcel will be determined in consultation with the applicant, City of Colton Engineering Division, and EVWMD staff. The existing water line associated with the Palm Avenue Well may need to be relocated as part of project implementation . The location would be determined in consultation with the applicant, City of Colton Engineering Division, and EVMWD staff to ensure that any interruption of service would not occur or would be limited.

2.2.2 - Parking and Circulation

Circulation

Access to the project site would be provided via seven separate driveways. Emergency access to the site would be provided via driveways on Barton Road and De Berry Street, which would be accessible to both passenger cars and trucks. As shown on Exhibit 2-5, access to the project site would be provided via the following driveways:

- Driveway 1 and Walnut Avenue–full access for passenger cars only
- Driveway 2 (North Side) and Barton Road–right-in/right-out access only for both passenger cars and trucks

- Driveway 2 (South Side) and Barton Road–full access for passenger cars only
- Driveway 3 and Barton Road–full access for both passenger cars and trucks
- Driveway 4 and Walnut Avenue–full access for passenger cars only
- Driveway 5 and Barton Road–full access for both passenger cars and trucks
- Driveway 6 and De Berry Street–full access for both passenger cars and trucks
- Driveway 7 and De Berry Street–full access for both passenger cars and trucks

The driveway approach into 280 De Berry Street would be redesigned in conjunction with street improvements to De Berry Street to increase on-site truck queueing. Additionally, South Terrace Street would be vacated south of Barton Road, and traffic on South Terrace Avenue would be rerouted to the east on La Crosse Avenue to access Barton Road.

Parking

The City's Municipal Code requires that a parking stall is provided per every 250 square-feet of office space. The project would be required to provide 80 stalls for the office component of the project. The first 10,000 square-feet of warehouse space requires 1 parking stall per every 1,000 square-feet and 1 parking stall per every 2,000 square-feet after the first 10,000 square-feet of warehouse use. The project would be required to provide 480 parking stalls for the warehouse component of the project. A total of 560 automobile parking stalls would be required by the City's Municipal Code. The applicant proposes to provide a total of 567 automobile, which includes 471 standard stalls, nine Americans with Disabilities Act (ADA) accessible stalls, six accessible van stalls, 46 clean air vehicle stalls, and 35 electric vehicle stalls.

Total trailer parking would include 200 trailer stalls, and eight motorcycle stalls and 35 bicycle spaces would be provided. Building 1 would be provided with 345 of the automobile stalls and 84 of the trailer stalls. Building 2 would be provided with 257 of the automobile stalls and 61 of the trailer stalls. The number of parking stalls provided by the proposed project would meet or exceed the City's Municipal Code requirements related to parking.

A total of 46 Clean Air Vehicle parking stalls and 35 Electric Vehicle (EV) parking stalls would be provided. Intermittently spaced interior electrical outlets would be provided adjacent to truck-dock positions. Exterior refrigerated truck-trailer plug-in receptacles or E-truck charging stations would be provided if required by a future tenant.

2.2.3 - Landscaping

The landscaping plan proposed for Building 1 includes the installation of trees along Terrace Avenue, Barton Road, Walnut Avenue, and at the driveways (Exhibit 2-8). A total of 258 trees with low or medium water needs are proposed, including Mondell pine, Brisbane box, and Australian willow. Additionally, shrubs and ground covers with low water needs, such as purple hopseed bush, dwarf lantana, and autumn sage are proposed. The City of Colton requires that a minimum of 15 percent of the project site be utilized for landscaping purposes. As such, the proposed project would be required to provide 310,998 square-feet of landscaping. the proposed landscaping would cover

approximately 323,765 square feet, or nearly 16 percent of the site, and would include native plants and vegetation to reduce water use. The project would exceed the City's Municipal Code requirements related to landscaping.

The landscaping plan proposed for Building 2 includes the installation of trees along Barton Road as well as at the entry driveway (Exhibit 2-9). A total of 199 trees similar to those planted for Building 1, with low and medium water needs, are proposed. Shrubs and ground cover similar to Building 1 are also proposed. The proposed landscaping for Building 2 would cover approximately 130,665 square feet, or 15 percent of the site.

Slopes would be stabilized with erosion control measures. The proposed project would be equipped with a low-flow irrigation system and would meet or surpass all applicable water-efficiency standards and regulations.

2.2.4 - Building and Design

As illustrated in Exhibit 2-10 and Exhibit 2-11, the proposed warehouse buildings would feature concrete tilt-up panels that are white and grey, clear anodized mullions, and high gloss canopies in gold color. Project design features that would reduce energy usage and water usage include native plants and vegetation for landscaped areas to reduce water use, Clean Air Vehicle and EV parking stalls, a white cap sheet with a reflectance of 75 percent minimum for the building roof area, low-water-usage plumbing fixtures in office area(s), assessment of building products to reduce life cycle impacts, recycling collection and storage areas inside each building for all types of recyclables, low-emitting finish materials in office area(s), solar-ready roof area, and designated exterior area(s) for occupants to smoke that are away from all operable building doors and windows. As discussed below and in Table 2-3, the proposed project would require a 10-foot height variance to allow for the development of structures higher than the current standards allowed by the City's Municipal Code.

The variance would allow for the construction of two industrial warehouse buildings each with a height of 50 feet. A 40-foot clear height (the usable height which a tenant can store its product on racking without obstructions from lights or sprinklers) high-cube warehouse building is most feasible when the building footprint is 300,000 square feet or greater. The proposed project has been designed to satisfy the needs of a large-scale warehouse occupant seeking Best-In-Class (BIC) and state-of-the-art features to include a minimum of 40-foot warehouse ceiling clearances, which then require additional height for office finishes and other features that would deliver operational efficiencies. Today's large-scale warehouse occupiers seek 40-foot clear height warehouse facilities, which can incorporate two to three levels of mezzanine area best achieved in warehouses with ceiling clearances of 40 feet or more. Thus, the finished buildings would exceed the City's current 40-foot maximum allowable building height.[5]

[5] Periodically, the City will amend portions of Title 18 (Zoning) of the Colton Municipal Code to address various items, including but not limited to the addition or modification of definitions; modifications to or additions of certain land uses in use tables; modifications to allowances for certain permitted, conditional, and prohibited land uses in various zones; and amendments to and additions of certain regulations for existing permitted land uses. On December 8, 2020, the Planning Commission considered several proposed amendments, including proposed revisions to the Industrial Building Height limits in M-1 and M-2 Zones. According to the Staff Report, City Staff has observed a growing need to allow for industrial buildings with building heights greater than the

The requested height variance is required to avoid the construction of buildings with increasingly obsolete features and instead ensuring the preservation of the property's long-term economic and utility value. The property is unique in its size, scope, and zoning designation within the City. The variance in height would only apply to these structures and would not impact the overall character of the City. The increase in height would be completely integrated into the building elevation design. Approval of the height variance would allow the proposed project to deviate from the City's Zoning Code.

2.2.5 - Utilities

The City of Colton provides electric, water, and wastewater services to the project site.[6] The City contracts with the CR&R Inland Regional Material Recovery Facility, located at 2059 East Steel Road in Colton, for solid waste, green waste, organic, and recycling disposal.[7] Southern California Gas Company (SoCalGas) provides natural gas services to the City within the Southern System – West of Moreno service zone.[8]

2.2.6 - Construction

The proposed construction schedule is shown below in Table 2-2. Off-site improvements would occur concurrently with on-site improvements.

Table 2-2: Construction Schedule

Phase	Date	Duration
Demolition	Spring 2021–Site demolition and Dust Control Plan.	20 weeks
Site preparation	Summer 2021	4 weeks
Grading	Summer 2021	6 weeks
Building Construction	Fall 2021 to Winter 2022	25 weeks
Paving	Spring 2022	5 weeks
Architectural Coating	Spring 2022	5 weeks

established limits, which is 40 feet in the M-1 Zone and 50 feet in the M-2 Zone. Currently, height increases can only be processed and approved through the Variance process. Due to changes in industrial building design and technology (i.e., high cube, refrigeration, etc.) the number of Variance requests have increased in these zones. Recognizing a need to increase flexibility and to accommodate recent advances in technology and building design, City staff has proposed to increase the maximum building height in the M-1 Zone from 40 to 50 feet and to provide for a CUP process in lieu of a Variance in either zone when the proposed height exceeds established limits. Because the City would continue to require the review and approval of a CUP to allow for buildings that exceed 50 feet in height in the M-1 and M-2 Zones, proposed buildings with height greater than 50 feet in industrial zones would be reviewed for land use compatibility, fire requirement compliance, and compliance with all safety requirements/regulations, as with all CUP applications. The proposed project currently requires a Variance to allow the proposed warehouse buildings to exceed the existing 40-foot height restriction in the M-1 zone. If the City approves the proposed Ordinance amending the Zoning Code height restrictions in the M-1 zone, the project would no longer require a Variance or CUP because the Municipal Code would allow for building heights up to 50 feet.

6 City of Colton. 2020. Utility Billing Services. Website: https://www.ci.colton.ca.us/166/Utility-Billing-Services. Accessed February 10, 2020.

7 City of Colton. 2020. Refuse & Recycling. Website: https://www.ci.colton.ca.us/465/Refuse-Recycling. Accessed February 10, 2020.

8 Southern California Gas Company (SCE). 2016. Map Showing Local Service Zones of Southern California Gas Company. Website: https://www2.socalgas.com/regulatory/tariffs/tm2/pdf/Local_Svc_Zones.pdfl. Accessed February 10, 2020.

Because the proposed project is speculative, it is expected that project operations would commence within a timeframe that is between 6 to 9 months after the completion of the construction phase.

Limited grading and paving for truck trailer and auto parking are proposed in the northeast easement area, upon approval of an agreement between the property owner and SCE (Exhibit 2-6). The total amount of hardscape to be demolished or removed is 1,603,931 square feet. Off-site asphalt paving would be 21,970 square feet; additional off-site non-asphalt paving for concrete sidewalks would be 15,700 square feet.

2.3 - Project Objectives

The objectives of the proposed project are to develop a modern warehouse logistic facility within the City of Colton in an area that is suitable for warehouse uses. Specifically, the project objectives include the following:

- Develop Best-in-Class industrial facilities in the City of Colton that are designed to meet contemporary industry standards and can easily accommodate a wide variety of warehouse and distribution uses and are economically competitive with similar warehouse facilities in the local Inland Empire marketplace. Develop facilities that are compatible with surrounding land uses.
- Develop highly functional and efficient industrial buildings in close proximity to the I-215 Freeway that would be placed into inventory and service of the Southern California supply chain and goods movement network. Replace existing outdated facilities with more modern, high-cube and energy-efficient facilities.
- Minimize vehicle miles traveled and traffic congestion on city streets by siting the proposed project immediately west of the newly reconstructed I-215 interchange at Barton Road.
- Maximize benefits to the public through roadway improvements on Barton Road, South Terrace Avenue, and Walnut Street.
- Minimize environmental impacts through compliance with the California Green Building Standards Code (CALGreen).
- Expand economic development and facilitate job creation in the City of Colton by replacing of aged and in some cases functionally obsolete facilities with a modern industrial development situated within an already-established industrial location.
- Attract new businesses to the City of Colton which in-turn would reduce the need for local residents to commute outside their locale in order to realize gainful employment.
- Make efficient use of an aged and underutilized property in the City of Colton by maximizing its buildout potential for employment generating uses.

2.4 - Intended Uses of this Draft Focused EIR

This Draft Focused EIR is being prepared by the City of Colton to assess the potential environmental impacts that may arise in connection with actions related to implementation of the proposed project. Pursuant to CEQA Guidelines Section 15367, the City of Colton is the lead agency for the proposed project and has discretionary authority over the proposed project and project approvals.

The Draft Focused EIR is intended to address all public infrastructure improvements and all future development that are within the parameters of the proposed project.

2.4.1 - Discretionary and Ministerial Actions

Discretionary approvals and permits are required by the City of Colton for implementation of the proposed project. Subsequent ministerial actions would be required for the implementation of the proposed project including issuance of grading and building permits. The project application would require the discretionary approvals and actions listed in Table 2-3, below.

Table 2-3: Discretionary and Ministerial Actions

Public Agency	Approvals and Decisions
City of Colton	Architectural and Site Plan Approval for development of two state-of-the-art speculative concrete tilt-up industrial warehouse logistics facilities (type 111-B), with a total square footage of 960,040 square feet. a. Building 1 would occupy a 26.23-acre site north of Barton Road and would be 540,920 square feet. b. Building 2 would occupy a 17.62-acre site south of Barton Road and would be 419,920 square feet.
City of Colton	A Conditional Use Permit (CUP) as required under Development Code Section 18.04.430.1, Truck and Trailer Storage, where trailers and/or trucks would be stored on-site in designated parking spaces; and for 24-hour warehouse operation.
City of Colton	A Variance for the height of the two buildings to allow the two buildings to be developed at a height of 50 feet where warehouse buildings may be a maximum height of 40 feet.
City of Colton	A Tentative Parcel Map (TPM 20146) to consolidate multiple legal lots (12 APNs) into two separate legal parcels; one north and one south of Barton Road.
City of Colton	A Development Agreement that would extend the entitlement period for a duration of up to 25 years.
City of Colton	A Demolition Permit to raze four existing industrial buildings, and one office building.
City of Colton	The vacation of South Terrace Avenue, south of Barton Road, and a section of De Berry Street, between South Terrace Avenue and the proposed southerly driveway approach for Building 2. De Berry Street east of this point would remain public and continue to intersect with La Crosse Avenue.
City of Colton	Redesign of the driveway approach into 280 De Berry Street in conjunction with street improvements to De Berry Street.
City of Colton	A Uniform Sign Program and Sign permit.
City of Colton	Preliminary Water Quality Management Plan.
City of Colton	Preliminary Landscape/Hardscape Plan.
City of Colton	Preliminary Grading/Drainage/Topography Plan.
City of Colton	A Lighting Plan.
City of Colton	Access improvements at 280 De Berry Street.

2.4.2 - Responsible and Trustee Agencies

A number of other agencies in addition to the City of Colton will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Sections 15381 and 15386, respectively (Table 2-4). This Draft Focused EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. These agencies may include, but are not limited to, the following:

Table 2-4: Responsible and Trustee Agencies Actions

Public Agency	Approvals and Decisions
South Coast Air Quality Control Board	Site Demolition and Dust Control Plan.
California Department of Transportation (Caltrans) District 8	Permits for roadway, utility, or other infrastructure improvements.
California Department of Fish and Wildlife	Permits and fees.
Colton Unified School District	Permits and fees.
City of Grand Terrace	Approvals for sewer improvements and proposed improvements to Barton Road.
San Bernardino County Flood Control District	Approvals depending on final drainage design.
Regional Water Quality Control Board (RWQCB), Santa Ana Region	Water Quality Management Plan (WQMP).
State Water Quality Control Board	Waste Discharge Requirement (WDR); Storm Water Pollution Prevention Plan (SWPPP).

2.4.3 - Other Approvals

Actions that are necessary to implement the proposed project that must be taken by other entities are:

- BNSF Railway–Water line and encroachment
- Southern California Edison–Consent agreement for easement

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Source: Census 2000 Data, The CaSIL

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5 2.5 0 5 Miles

Exhibit 2-1
Regional Location Map

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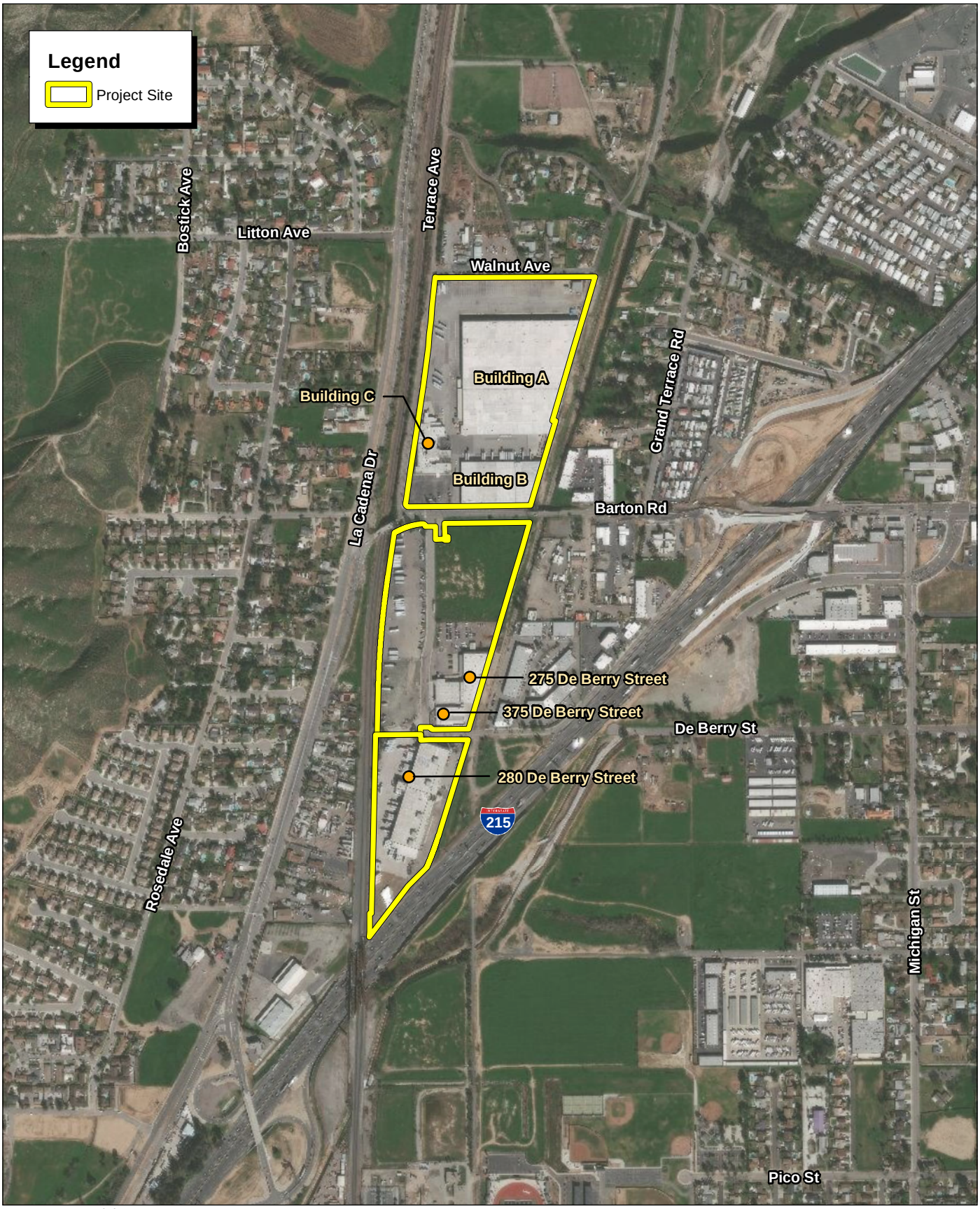

Source: ESRI Aerial Imagery.

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800 400 0 800
Feet

Exhibit 2-2
Project Site Vicinity

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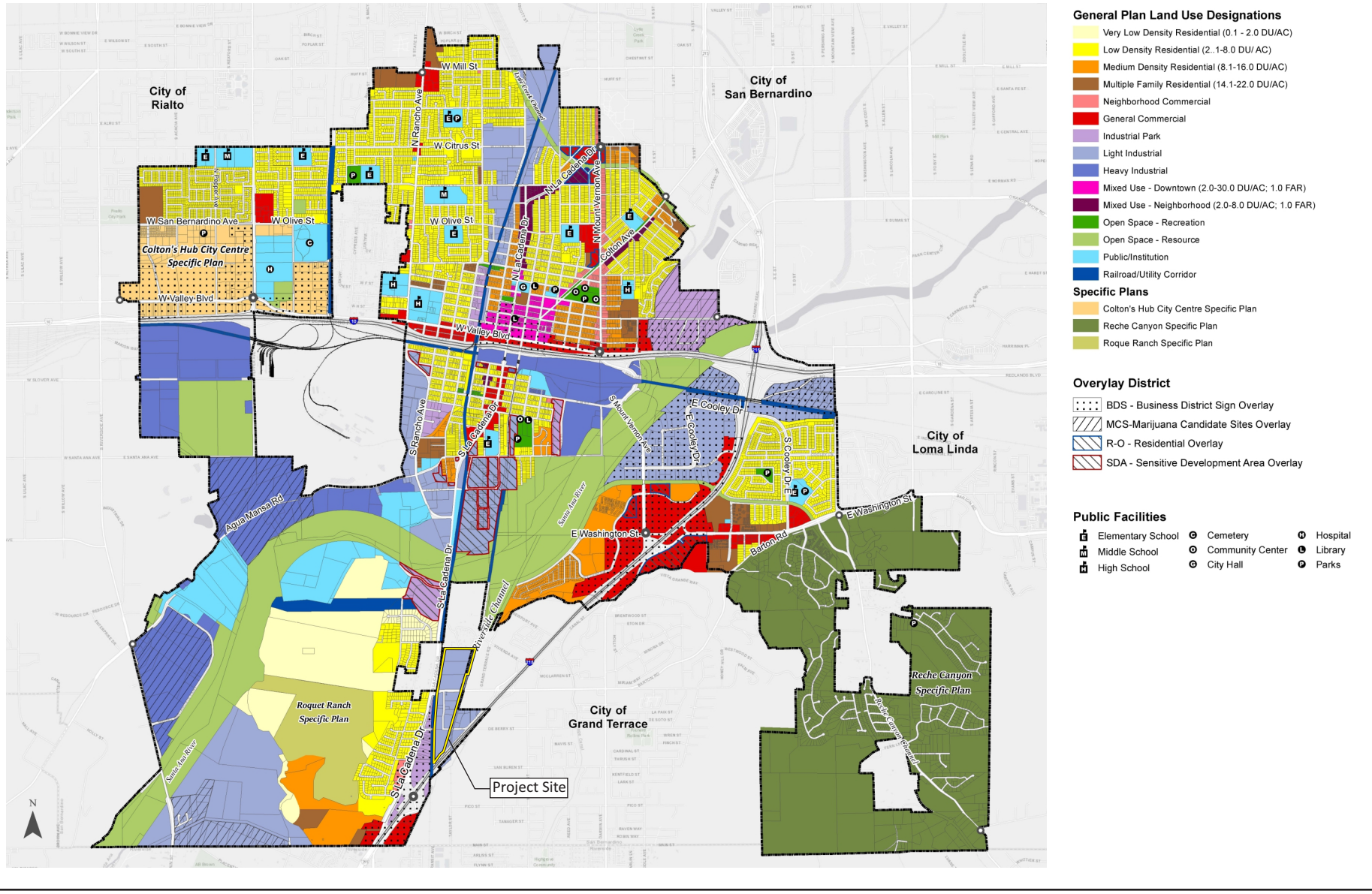

Source: City of Colton, July 9, 2019.

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Exhibit 2-3
Existing General Plan Land Use Map

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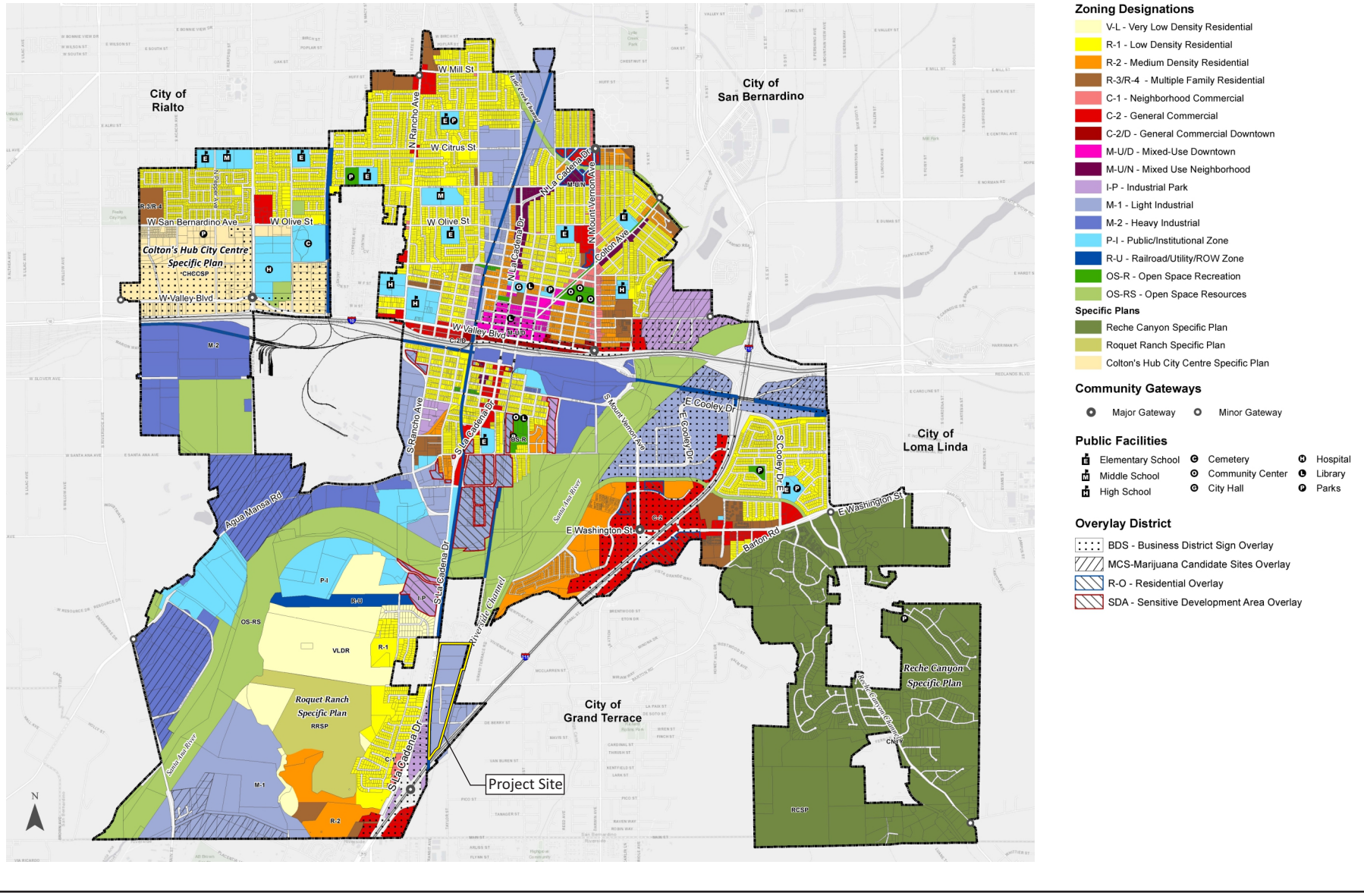

Source: City of Colton, July 9, 2019.

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Exhibit 2-4
Existing Zoning Map

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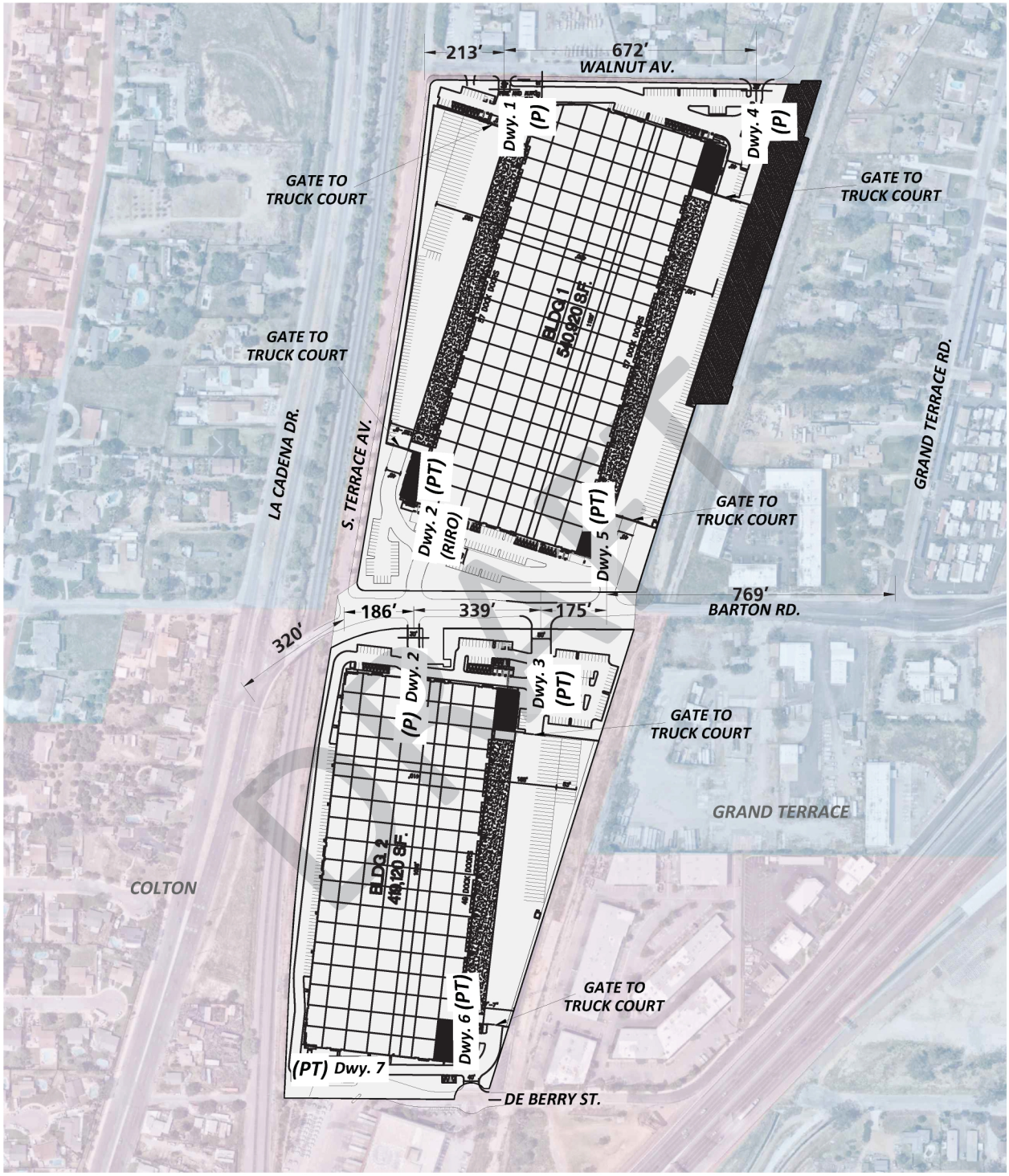

LEGEND:

RIRO	= RIGHT-IN/RIGHT-OUT ONLY ACCESS
P	= PASSENGER CARS ONLY
T	= TRUCKS ONLY
PT	= PASSENGER CARS AND TRUCKS

NOTE: UNLESS NOTED, ALL DRIVEWAYS ARE ASSUMED TO BE FULL ACCESS.

N

Source: Urban Crossroads.

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Exhibit 2-5
Overall Site Plan

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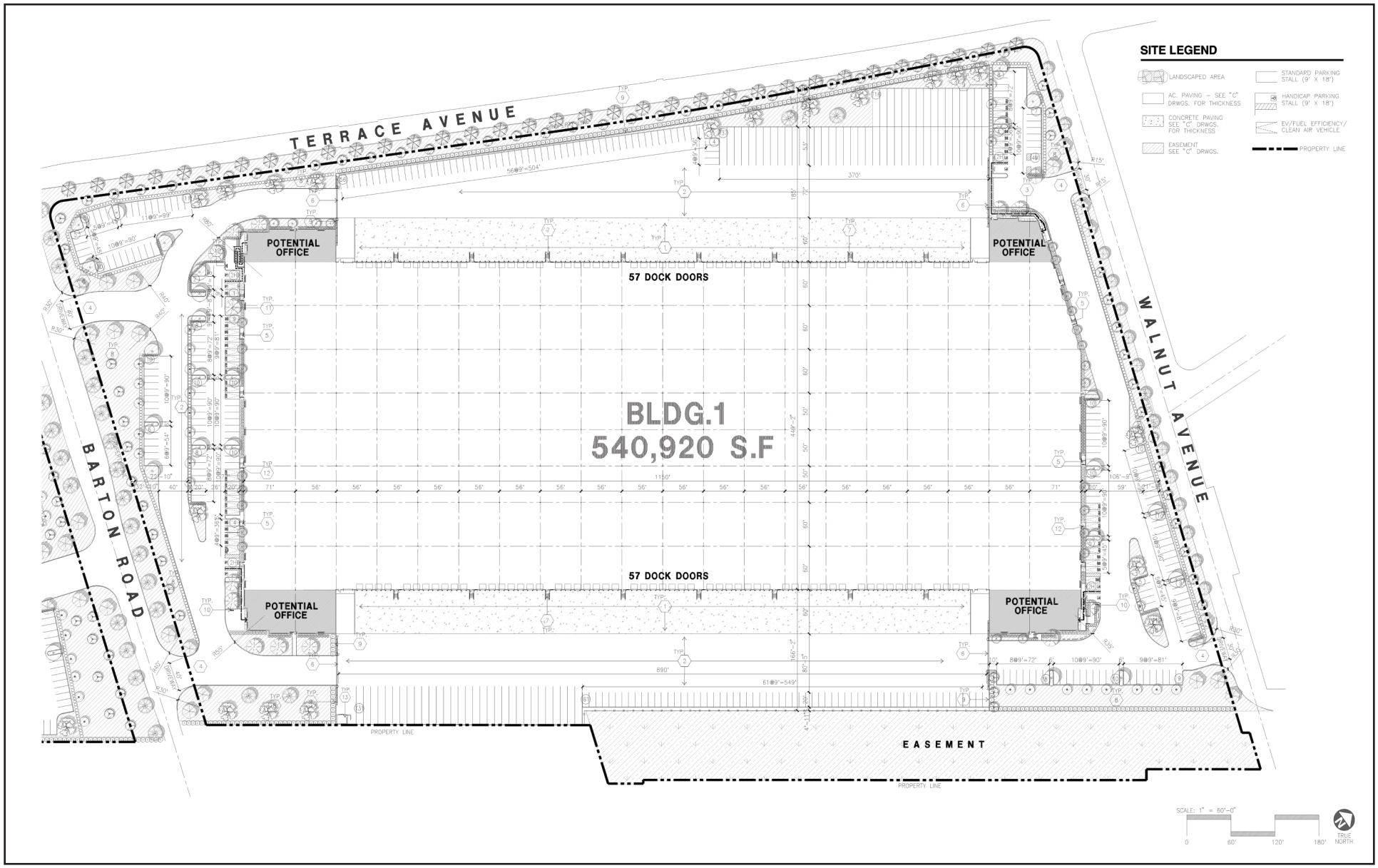

Source: HPA, Inc. Architecture, 7/3/2019.

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Exhibit 2-6
Overall Site Plan - Building 1

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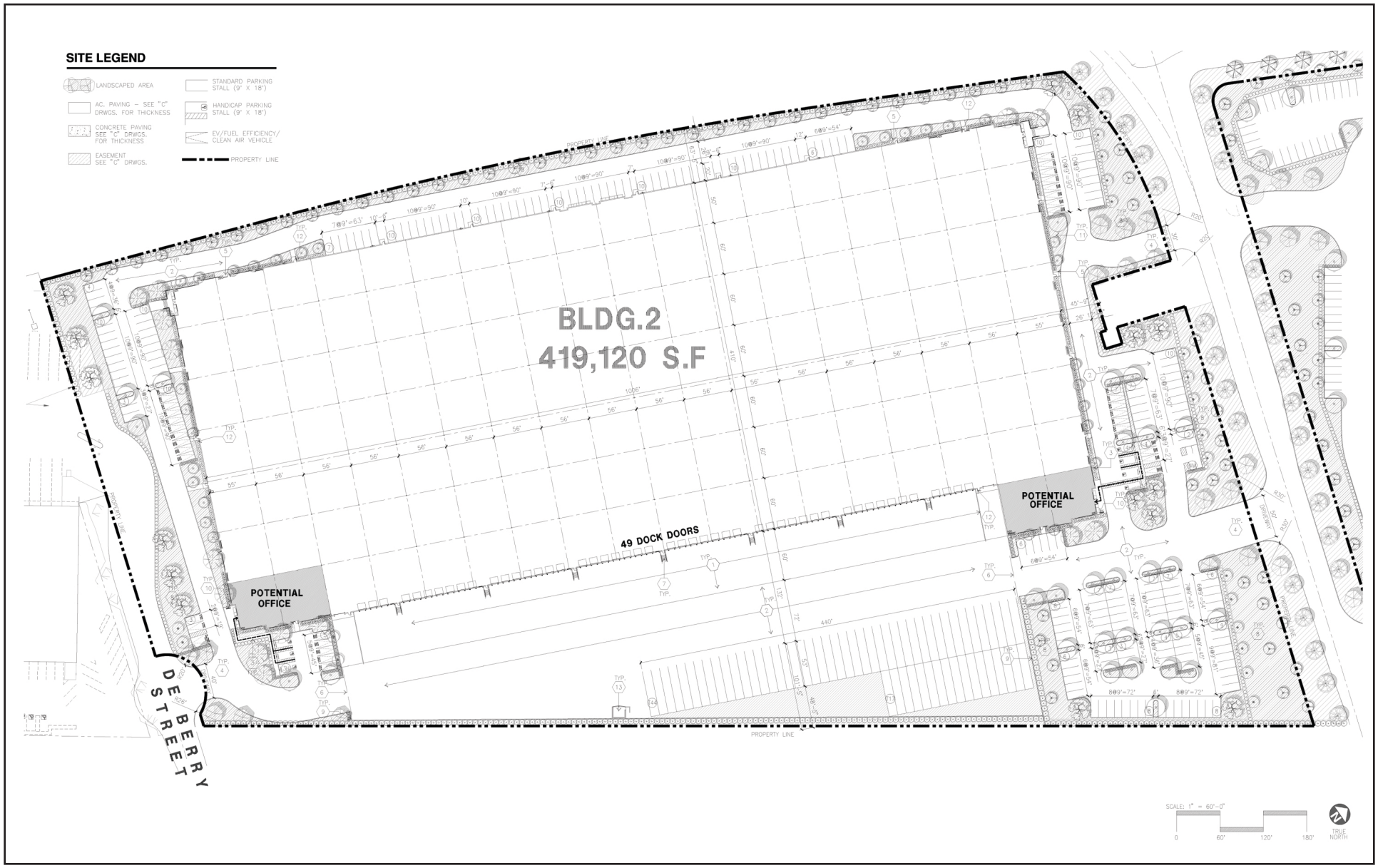

Source: HPA, Inc. Architecture, 7/3/2019.

FIRSTCARBON SOLUTIONS™

Exhibit 2-7
Overall Site Plan - Building 2

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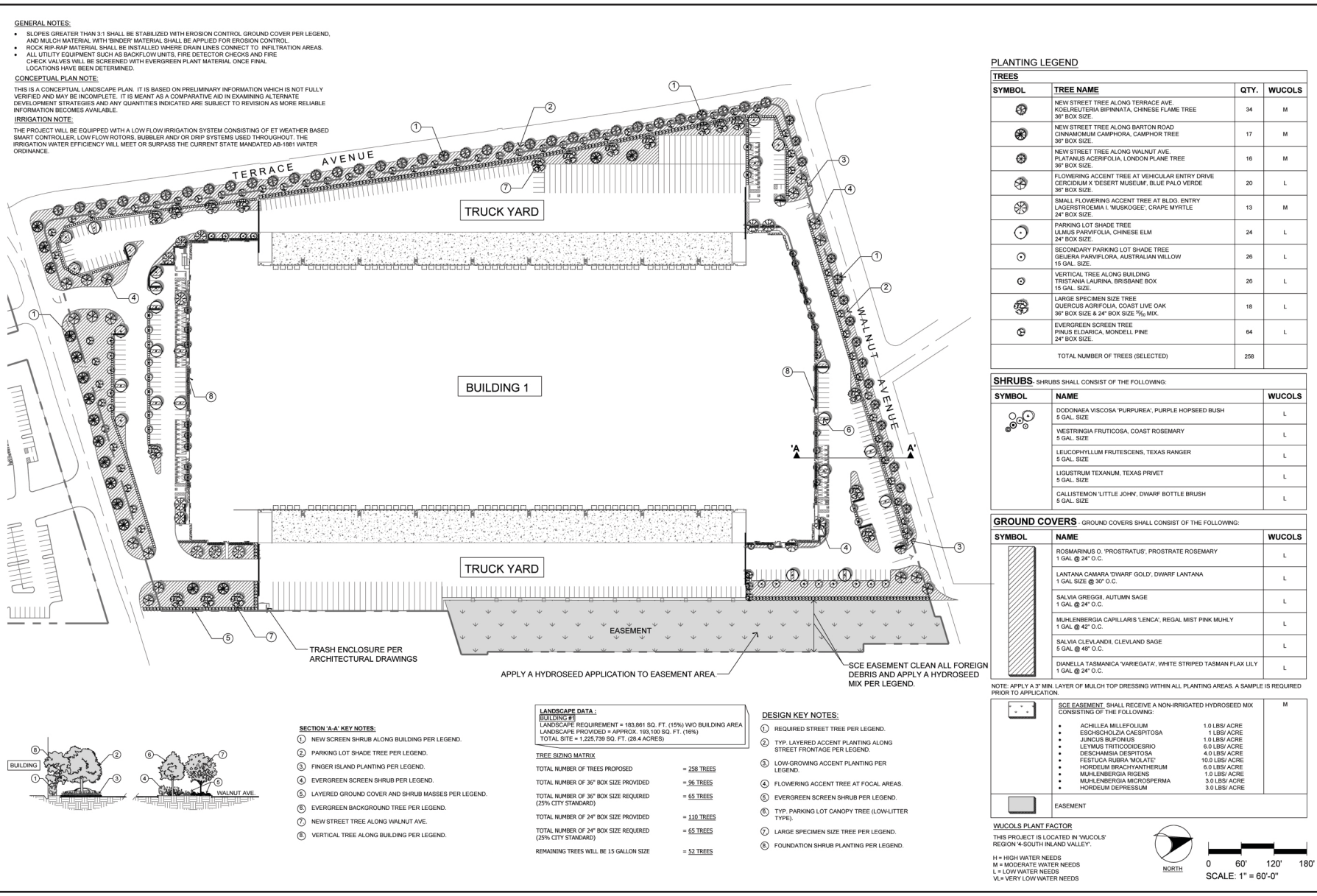

Source: Scott Peterson Landscape Architect, Inc., January 20, 2020.

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Exhibit 2-8
Conceptual Landscape Plan - Building 1

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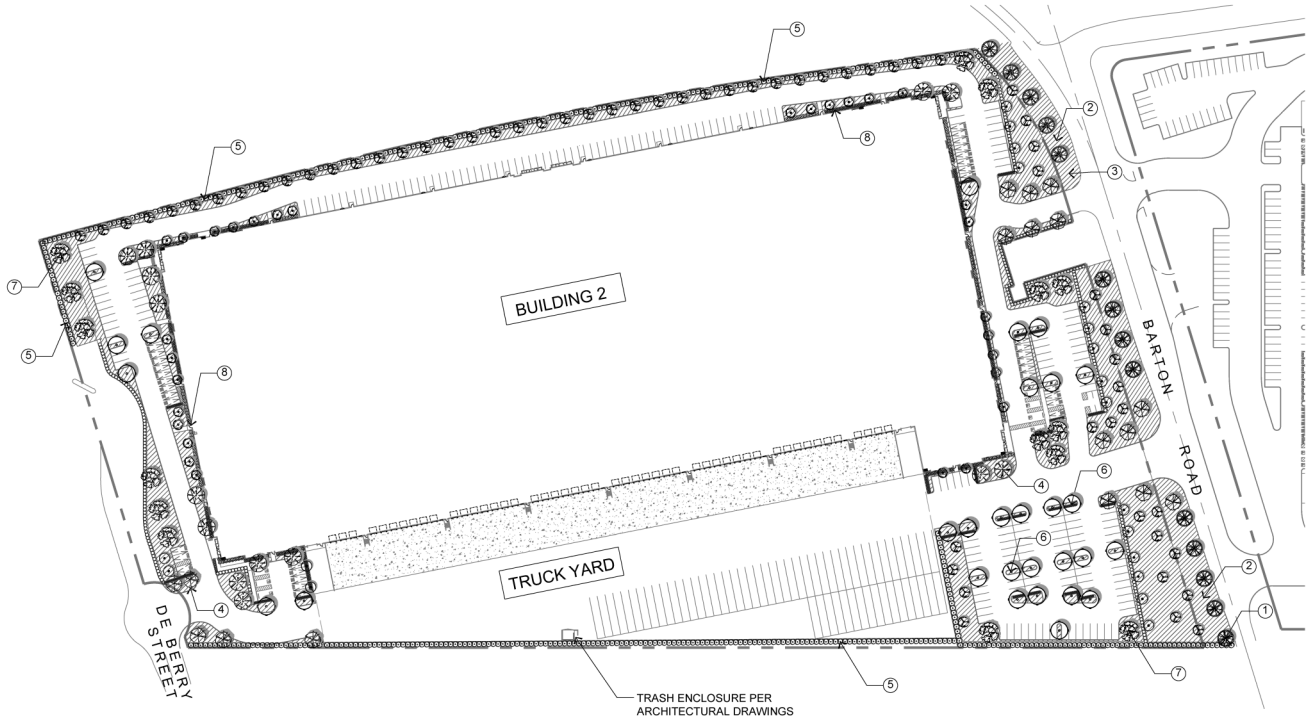

PLANTING LEGEND

TREES

SYMBOL	TREE NAME	QTY.	WUCOLS
	NEW STREET TREE ALONG BARTON ROAD CINNAMOMUM CAMPHORA, CAMPHOR TREE 36" BOX SIZE.	14	M
	FLOWERING ACCENT TREE AT VEHICULAR ENTRY DRIVE CERCIDIUM X 'DESERT MUSEUM', BLUE PALO VERDE 36" BOX SIZE.	17	L
	SMALL FLOWERING ACCENT TREE AT BLDG. ENTRY LAGERSTROEMIA I. 'MUSKOGEE', CRAPE MYRTLE 24" BOX SIZE.	14	M
	PARKING LOT SHADE TREE ULMUS PARVIFOLIA, CHINESE ELM 24" BOX SIZE.	29	L
	SECONDARY PARKING LOT SHADE TREE GEIJERA PARVIFLORA, AUSTRALIAN WILLOW 15 GAL. SIZE.	19	L
	VERTICAL TREE ALONG BUILDING TRISTANIA LAURINA, BRISBANE BOX 15 GAL. SIZE.	30	L
	LARGE SPECIMEN SIZE TREE QUERCUS AGRIFOLIA, COAST LIVE OAK 36" BOX SIZE & 24" BOX SIZE 5/0 MIX.	15	L
	EVERGREEN SCREEN TREE PINUS ELDARICA, MONDELL PINE 24" BOX SIZE.	61	L
	TOTAL NUMBER OF TREES (SELECTED)	199	

SHRUBS - SHRUBS SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	DODONAEA VISCOSA 'PURPUREA', PURPLE HOPSEED BUSH 5 GAL. SIZE	L
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE	L

GROUND COVERS - GROUND COVERS SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	ROSMARINUS O. 'PROSTRATUS', PROSTRATE ROSEMARY 1 GAL @ 24" O.C.	L
	LANTANA CAMARA 'DWARF GOLD', DWARF LANTANA 1 GAL SIZE @ 30" O.C.	L
	SALVIA GREGGII, AUTUMN SAGE 1 GAL @ 24" O.C.	L
	MUHLENBERGIA CAPILLARIS 'LENCA', REGAL MIST PINK MUHLY 1 GAL @ 42" O.C.	L
	SALVIA CLEVLANDII, CLEVLAND SAGE 5 GAL @ 48" O.C.	L
	DIANELLA TASMANICA 'VARIEGATA', WHITE STRIPED TASMAN FLAX LILY 1 GAL @ 24" O.C.	L

NOTE: APPLY A 3" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS. A SAMPLE IS REQUIRED PRIOR TO APPLICATION.

	SCE EASEMENT SHALL RECEIVE A NON-IRRIGATED HYDROSEED MIX CONSISTING OF THE FOLLOWING: • ACHILLEA MILLEFOLIUM 1.0 LBS/ ACRE • ESCHSCHOLZIA CAESPITOSA 1 LBS/ ACRE • JUNCUS BUFONIUS 1.0 LBS/ ACRE • LEYMUS TRITICOIDESRIO 6.0 LBS/ ACRE • DESCHAMSIA DESPITOSA 4.0 LBS/ ACRE • FESTUCA RUBRA 'MOLATE' 10.0 LBS/ ACRE • HORDEUM BRACHYANTHERUM 6.0 LBS/ ACRE • MUHLENBERGIA RIGENS 1.0 LBS/ ACRE • MUHLENBERGIA MICROSPERMA 3.0 LBS/ ACRE • HORDEUM DEPRESSUM 3.0 LBS/ ACRE	M

DESIGN KEY NOTES:

1. REQUIRED STREET TREE PER LEGEND.
2. TYP. LAYERED ACCENT PLANTING ALONG STREET FRONTAGE PER LEGEND.
3. LOW-GROWING ACCENT PLANTING PER LEGEND.
4. FLOWERING ACCENT TREE AT FOCAL AREAS.
5. EVERGREEN SCREEN SHRUB PER LEGEND.
6. TYP. PARKING LOT CANOPY TREE (LOW-LITTER TYPE).
7. LARGE SPECIMEN SIZE TREE PER LEGEND.
8. FOUNDATION SHRUB PLANTING PER LEGEND.

LANDSCAPE DATA :
BUILDING #2
LANDSCAPE REQUIREMENT = 127,137 SQ. FT. (15%) W/O BUILDING AREA
LANDSCAPE PROVIDED = APPROX. 130,665 SQ. FT. (15%)
TOTAL SITE = 847,580 SQ. FT. (219.46 ACRES)

TREE SIZING MATRIX

TOTAL NUMBER OF TREES PROPOSED	= 199 TREES
TOTAL NUMBER OF 36" BOX SIZE PROVIDED	= 39 TREES
TOTAL NUMBER OF 36" BOX SIZE REQUIRED (25% CITY STANDARD)	= 50 TREES
TOTAL NUMBER OF 24" BOX SIZE PROVIDED	= 112 TREES
TOTAL NUMBER OF 24" BOX SIZE REQUIRED (25% CITY STANDARD)	= 50 TREES
REMAINING TREES WILL BE 15 GALLON SIZE	= 49 TREES

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH 'BINDER' MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AB-1881 WATER ORDINANCE.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '4-SOUTH INLAND VALLEY'.

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL= VERY LOW WATER NEEDS

NORTH

0 60' 120' 180'
SCALE: 1" = 60'-0"

Source: Scott Peterson Landscape Architect, Inc., January 20, 2020.

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Exhibit 2-9
Conceptual Landscape Plan - Building 2

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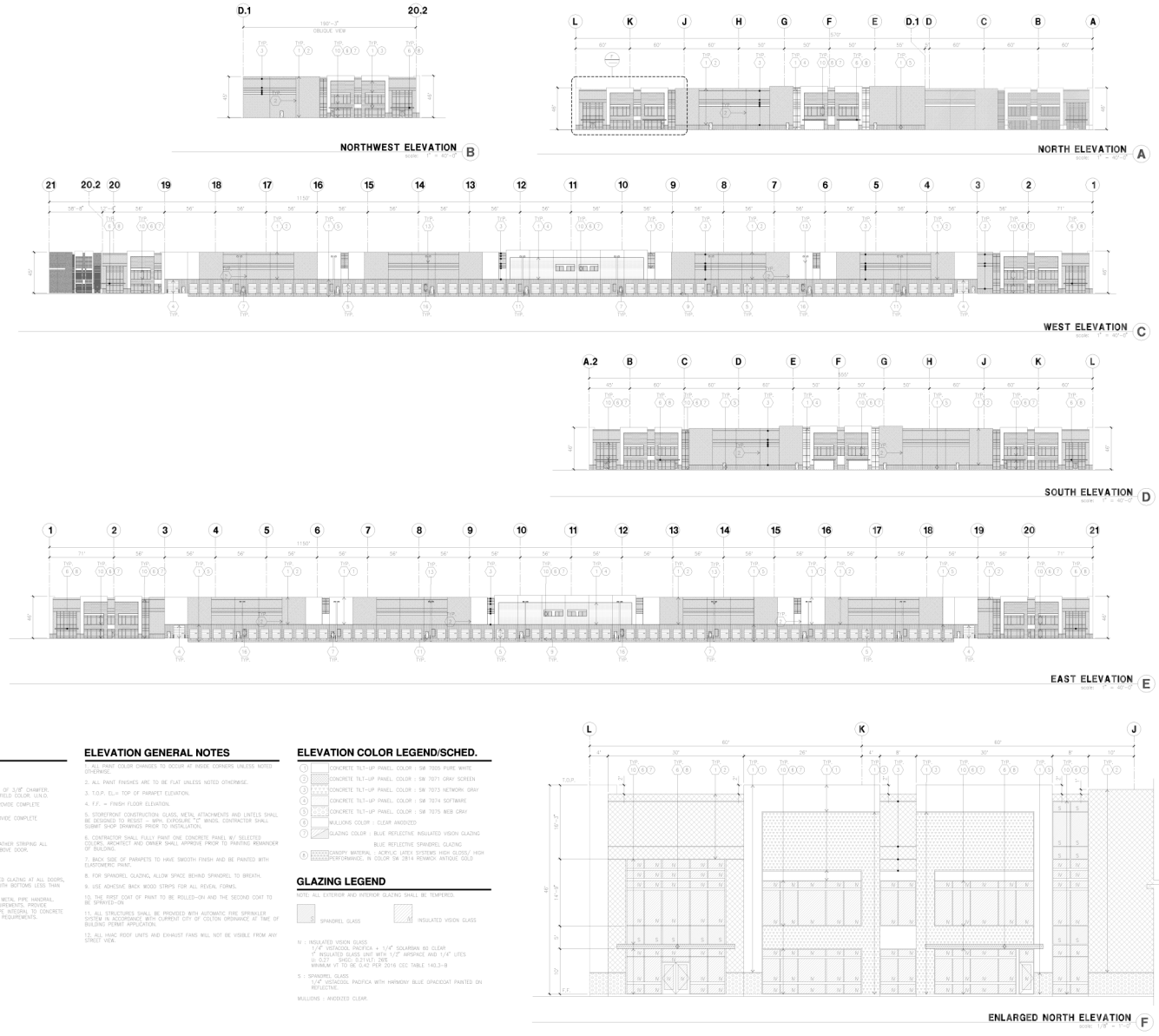

Source: HPA, Inc. Architecture, 7/3/2019.

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Exhibit 2-10
Elevation Plan - Building 1

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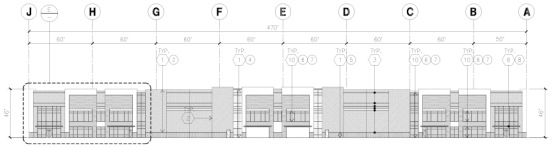
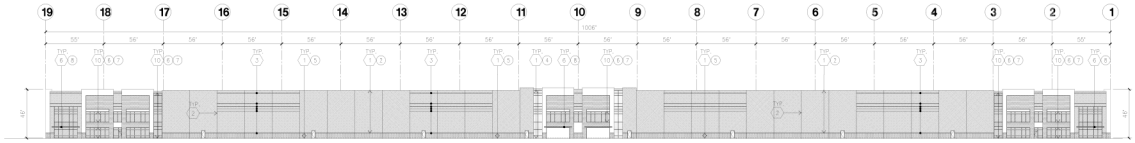
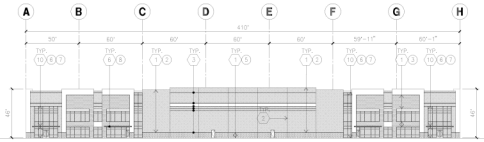


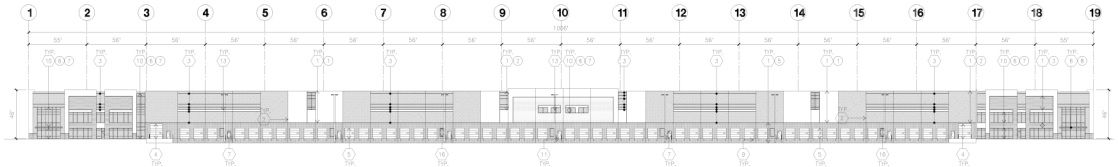
NORTH ELEVATION A



WEST ELEVATION B



SOUTH ELEVATION C



EAST ELEVATION D

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. 12' X 14' OVERHEAD DOOR ● DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. 9' X 10' OVERHEAD DOOR ● DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. METAL CANOPY.
7. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
8. NOT USED.
9. DOCK DOOR BUMPER TYPICAL.
10. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
11. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
12. NOT USED.
13. DOWNSPOUT WITH OVERFLOW SCUPPER
14. NOT USED.
15. NOT USED.
16. 4'x8' METAL LOUVER.

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL.= TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST +- MPH. EXPOSURE "C". WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W./ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON
11. ALL STRUCTURES SHALL BE PROVIDED WITH AUTOMATIC FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH CURRENT CITY OF COLTON ORDINANCE AT TIME OF BUILDING PERMIT APPLICATION.
12. ALL HVAC ROOF UNITS AND EXHAUST FANS WILL NOT BE VISIBLE FROM ANY STREET VIEW.

ELEVATION COLOR LEGEND/SCHED.

1. CONCRETE TILT-UP PANEL. COLOR : SW 7005 PURE WHITE
2. CONCRETE TILT-UP PANEL. COLOR : SW 7071 GRAY SCREEN
3. CONCRETE TILT-UP PANEL. COLOR : SW 7073 NETWORK GRAY
4. CONCRETE TILT-UP PANEL. COLOR : SW 7074 SOFTWARE
5. CONCRETE TILT-UP PANEL. COLOR : SW 7075 WEB GRAY
6. MULLIONS COLOR : CLEAR ANODIZED
7. GLAZING COLOR : BLUE REFLECTIVE INSULATED VISION GLAZING
   BLUE REFLECTIVE SPANDREL GLAZING
8. CANOPY MATERIAL : ACRYLIC LATEX SYSTEMS HIGH GLOSS/ HIGH PERFORMANCE, IN COLOR SW 0614 REMWICK ANTIQUE GOLD

GLAZING LEGEND

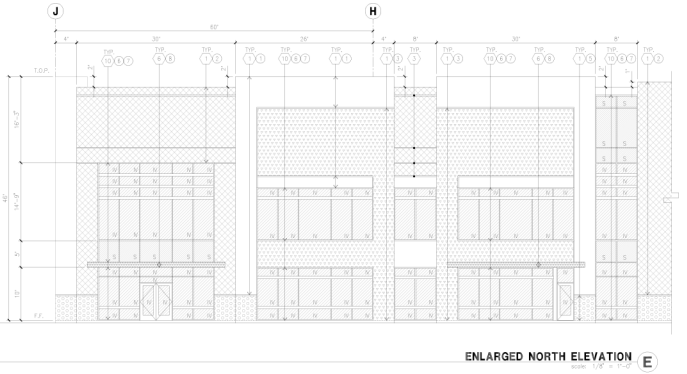
BATH, ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

S : SPANDREL GLASS

IV : INSULATED VISION GLASS

S : SPANDREL GLASS

MULLIONS : ANODIZED CLEAR.



ENLARGED NORTH ELEVATION E

Source: HPA, Inc. Architecture, 7/3/2019.

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Exhibit 2-11
Elevation Plan - Building 2

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SECTION 3: ENVIRONMENTAL IMPACT ANALYSIS

Organization of Issue Areas

This Draft Focused Environmental Impact Report (Draft Focused EIR) provides an analysis of the type and magnitude of the environmental impacts that would result from the implementation of the Barton Road Logistics Center (proposed project). Environmental topics that are addressed in this Draft Focused EIR were identified in the Notice of Preparation or through subsequent analysis. Sections 3.1 through 3.14 discuss those environmental topics on which the project may have a potentially significant effect. Those topical areas, and the structure of the analysis sections, are discussed in more detail below.

Issues Addressed in this Focused EIR

The following environmental issues are addressed in Section 3:

- Aesthetics, Light, and Glare
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use
- Noise
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

An explanation of why each area is determined not to be significant is provided in Section 7, Effects Found not to be Significant. These topical areas are as follows:

- Agricultural Resources
- Energy
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Recreation

In addition, the following impacts were determined to be less than significant during the preparation of this Draft Focused EIR and are briefly discussed in Section 7, Effects Found not to be Significant:

- State Scenic Highways (Aesthetics, Light, and Glare)
- Zoning in Urbanized Areas (Aesthetics, Light, and Glare)
- Riparian Habitat or Other Sensitive Natural Community (Biological Resources)
- Federally Protected Wetlands (Biological Resources)
- Native Resident or Migratory Fish or Wildlife Species (Biological Resources)
- Habitat, Natural Community, or Other Conservation Plan (Biological Resources)
- Septic or Alternative Wastewater Disposal Systems (Geology, Soils, and Seismicity)
- Transport, Use, or Disposal of Hazardous Materials (Hazards and Hazardous Materials)
- Exposure of Schools to Hazardous Materials (Hazards and Hazardous Materials)
- Airports (Hazards and Hazardous Materials)
- Emergency Response or Evacuation Plan (Hazards and Hazardous Materials)
- Wildland Fires (Hazards and Hazardous Materials)
- Division of an Established Community (Land Use and Planning)
- Parks (Public Services)
- Schools (Public Services)
- Other Public Facilities (Public Services)
- Exacerbate Fire Risk (Wildfire)
- Infrastructure That Exacerbates Wildfire Risk (Wildfire)
- Expose People or Structures to Significant Risk Associated with Flooding or Post-Fire Instability (Wildfire)

Level of Significance

Determining the severity of project impacts is fundamental to achieving the objectives of the California Environmental Quality Act (CEQA). CEQA Guidelines Section 15091 requires that decision makers mitigate, as completely as is feasible, the significant impacts identified in the Draft Focused EIR. If the Focused EIR identifies any significant unmitigated impacts, CEQA Guidelines Section 15093 requires decision makers in approving a project to adopt a statement of overriding considerations that explains why the benefits of the project outweigh the adverse environmental consequences identified in the Focused EIR.

The level of significance for each impact examined in this Draft Focused EIR was determined by considering the predicted magnitude of the impact against the applicable threshold. The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. These thresholds are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies supporting this Draft Focused EIR; performance standards adopted, implemented, and monitored by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

Impact Analysis and Mitigation Measure Format

The format to present the evaluation of impacts adopted in this Focused EIR is described and illustrated below.

Summary Heading of Impact

Impact AES-1: An impact summary heading appears immediately preceding the impact description (Summary Heading of Impact in this example). The impact number identifies the section of the report (AES for Aesthetics, Light, and Glare in this example) and the sequential order of the impact (1 in this example) within that section. To the right of the impact number is the impact statement, which identifies the potential impact.

Impact Analysis

A narrative analysis follows the impact statement.

Level of Significance Before Mitigation

This section identifies the level of significance of the impact before any mitigation is proposed.

Mitigation Measures

In some cases, following the impact discussion, reference is made to state and federal regulations and agency policies that would fully or partially mitigate the impact. In addition, policies and programs from applicable local land use plans that partially or fully mitigate the impact may be cited.

Project-specific mitigation measures, beyond those contained in other documents, are set off with a summary heading and described using the format presented below:

MM AES-1 Project-specific mitigation is identified that would reduce the impact to the lowest degree feasible. The mitigation number links the particular mitigation to the impact it is associated with (**AES-1** in this example); mitigation measures are numbered sequentially.

Level of Significance After Mitigation

This section identifies the resulting level of significance of the impact following mitigation.

Abbreviations used in the mitigation measure numbering are:

Code	Environmental Issue
AIR	Air Quality
BIO	Biological Resources
CUL	Cultural Resources
GEO	Geology, Soils, and Seismicity
GHG	Greenhouse Gas Emissions
NOI	Noise
TRANS	Transportation

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3.1 - Aesthetics, Light, and Glare

3.1.1 - Introduction

This section describes the existing aesthetics, light, and glare setting and analyzes potential effects from project implementation on visual resources, as well as the potential for new light and glare to adversely affect surrounding neighborhoods. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15125, the physical environmental conditions for purposes of establishing the setting of an Environmental Impact Report (EIR) is the environment as it existed at the time the EIR's Notice of Preparation (NOP) was released for public review. The NOP for this Draft Focused EIR was released on February 14, 2020.

Descriptions and analysis in this section are based, in part, on-site reconnaissance and photographs taken on January 22, 2020, as well as a review of aerial photography.[1] This section is also based on information contained in the City of Colton General Plan Update Environmental Impact Report (EIR)[2] and the California Department of Transportation (Caltrans) Scenic Highway Mapping System.[3] Potential visual and aesthetic changes to the existing visual environment that may result from project implementation are discussed. This section addresses aesthetic issues related to the proposed height variance as well as the following comments received during NOP public comments related to aesthetics, light, and glare impacts:

- Concerns about the proposed project's impacts to views of the hills and mountains, including San Gorgonio, Blue Mountain, and Box Springs.
- Concerns about the impact of lighting for parking spaces.

3.1.2 - Environmental Setting

Existing Conditions

The project site is within the southwestern portion of the City of Colton and borders the city limits of the City of Grand Terrace on the east, north, and northwest portions of the site. The site is roughly bound by the Interstate 215 (I-215) Freeway to the south and southeast, industrial and commercial uses to the east, Walnut Avenue to the north, and South Terrace Avenue to the west. The project area is generally urbanized with industrial and residential uses in the vicinity. The regional natural environment is semi-arid with the valley floor transitioning to hills and mountains.[4]

The project site is located approximately 2,310 feet south of the Santa Ana River, which is generally dry with intermittent flows during storm events. In some portions of the Santa Ana River, the river views are of lush, riparian habitat, while in other areas, views are limited to the river's sandy bottom

[1] Google Earth, imagery dated March 2020
[2] City of Colton. 2013. City of Colton General Plan Update Environmental Impact Report. May. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1756. Accessed June 22, 2020.
[3] California Department of Transportation (Caltrans). 2017. California Scenic Highways Map Viewer. February 25. Website: https://www.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=f0259b1ad0fe4093a5604c9b838a486a. Accessed June 22, 2020.
[4] Ibid.

and irregular pockets of foliage.[5] The La Loma Hills are visible to the west of the project site. The general area surrounding the project site is characterized by industrial and residential uses. The Santa Ana River floodplain and the La Loma Hills remain the most significant visual resources within the project vicinity.

Site Photographs

The project site is currently developed with three buildings north of Barton Road and three buildings south of Barton Road, as well as a large vacant lot southeast of the intersection of South Terrace Avenue and Barton Road. Within the 54.82-acre project site are six occupied and operating industrial buildings and one unoccupied office building situated on 13 legal lots. The existing structures and surface parking lot on-site appear to be relatively dated because they were constructed between the mid-1950s and mid-1960s. A photo essay was compiled by City staff to illustrate the existing visual conditions of the project site and surrounding area (see Exhibit 3.1-1a through 3.1-1h). These photographs provide a representative inventory of the project site's visual characteristics as seen from surrounding public viewing areas and from within the project site. As shown in Exhibit 3.1-1a, Terrace Road and Barton Road are both visible from the project site. On both roadways, vehicles and trucks can be seen passing or accessing the project site. Exhibit 3.1-1b shows the residential and commercial structures located adjacent to the project site, as well as the roadways of Burns Avenue and Walnut Avenue. Vehicles and trucks can also be seen from the project site, as illustrated in these photographs. Exhibit 3.1-1c shows the ruderal vegetation located on-site. Exhibit 3.1-1d shows more ruderal habitat located on-site, as well as the BNSF railway line. More roadways can be seen in Exhibit 3.1-1e, such as Barton Road and La Cadena Drive. Trucks and passenger vehicles travel along both these roadways. Additional residential structures adjacent to the project site are shown on Exhibit 3.1-1f, along Grand Terrace Road east of the project site and north of Barton Road. Exhibit 3.1-1g shows trailer parking along the west side of South Terrace Road, ruderal vegetation on vacant parcels adjacent to the project site, and one of the existing warehouses proposed to be demolished. South Terrace Road, De Berry Street, and a parking lot can be seen in Exhibit 3.1-1h.

Scenic Vistas

Scenic vistas can generally be defined as natural landscapes that form views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and waterbodies.

Scenic vistas generally play a large role in the way a community defines itself and also effect development patterns as projects are designed to take advantage of viewsheds. In the City of Colton, views of the San Bernardino and San Gabriel Mountains form a scenic backdrop for the northern portion of the City. Views of the San Bernardino Mountains to the north stretch around toward the east with Mount San Gorgonio at an elevation of 11,503 feet; and to the southeast, San Jacinto Peak with an elevation of 10,833. Several other peaks over 10,000 feet elevation are visible, including Mount San Antonio (known locally as Mount Baldy) at an elevation of 10,069 feet located in the San Gabriel Mountains to the northwest. These three mountains are located in designated wilderness

[5] California Department of Transportation (Caltrans). 2017. California Scenic Highways Map Viewer. February 25. Website: https://www.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=f0259b1ad0fe4093a5604c9b838a486a. Accessed June 22, 2020.

areas established by the United States Forest Service. This scenic backdrop is shared amongst all of the surrounding cities and communities that border and are near the City of Colton. These mountains are well outside the project area and are not visible from the project site under existing conditions.

Light and Glare

Potential impacts caused by lighting can occur as a result of light emanating from the interior of structures passing through windows as well as from exterior sources, such as street lighting, security lighting, and landscape lighting. Unwanted or misdirected light may also "spillover" onto adjacent properties, causing adverse effects on landowners or occupants. In addition, glare effects may occur when luminance within the visual field is created that is significantly greater than the luminance to which one's eyes are adjusted. Glare effects may result in general annoyance, physical discomfort, or a temporary loss in visibility.

Existing sources of light and glare on the project site include interior lighting emanating from the existing industrial buildings and office building, as well as outdoor lighting in the form of streetlights and security lighting. Light and glare sources in the project vicinity include headlights of vehicles traveling on roadways, nearby residential lighting, and streetlights along South La Cadena Drive, Grand Terrace Road, La Crosse Avenue, South Terrace Avenue, Barton Road, De Berry Street, and Walnut Avenue. The I-215 Freeway also contributes light and glare to the project area.

3.1.3 - Regulatory Framework

State

State Scenic Highway Program

Caltrans manages the State Scenic Highway Program, provides guidance, and assists local government agencies, community organizations, and citizens with the process to officially designate State Scenic Highways.[6] There are no State designated or proposed scenic highways located within or near the City of Colton, and no highways within the City have been proposed for scenic designation.

California Building Energy Efficiency Standards Title 24

California Code of Regulations Title 24 provides energy efficiency standards for residential and nonresidential buildings in California. Title 24 Part 6 Building Energy Efficiency Standards and California Code of Regulations Title 24, Part 11: California Green Building Standards (CALGreen Code) require numerous energy efficiency measures to be incorporated into projects.

[6] California Department of Transportation (Caltrans). 2020. Scenic Highways. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed June 22, 2020.

Local

City of Colton General Plan

The Open Space and Conservation Element of the City of Colton General Plan includes the following principles related to scenic and visual resources:[7]

- Outstanding scenic vistas and visual features shall be preserved and protected through the use of view easements, height limitations, and a design review board.
- Establish a beautification program involving litter clean-up, street tree planting, and landscaped medians and parking lots.

City of Colton Municipal Code

Title 15, Chapter 15.06, Building Code, of the City of Colton Municipal Code is the presiding building code within the City for purposes of regulating construction, demolition, occupancy, height, and area maintenance of all structures.[8]

Lighting and glare is regulated within the City of Colton Municipal Code in Title 18, Chapter 18.42, Performance Standards, Section 18.42.090, Light, which requires lighting where provided to illuminate private property shall be arranged as to reflect away from adjoining property or any public way and to be arranged so as not to cause a nuisance either to highway traffic or to the living environment.[9] Additionally, Section 18.42.100, Glare, of the City's Municipal Code prohibits direct or reflected glare that is visible from the boundary line of the property on which the glare is produced.[10]

Building height is regulated within the City of Colton Municipal Code. Title 18, Chapter 18.26, M-1 Light Industrial Zone, Section 18.26.090, Building Height establishes the maximum building height in this zone to be no more than three stories or 40 feet.[11]

Landscaping is also regulated within the City of Colton Municipal Code. Title 18, Chapter 18.26, Section 18.26.130 establishes the landscaping requirements within the M-1 Light Industrial Zone. Within this zone, landscaping must cover at least 15 percent of the lot area, with a mixture of shrubs, trees, groundcover, flowers, and lawns. One tree per three parking spaces is required, and there are additional requirements regulating the size of trees. Landscaping plans demonstrating compliance with the Municipal Code must be submitted to the City for review and approval.[12]

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7 City of Colton. 1987. Open Space and Conservation Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/272. Accessed June 22, 2020

8 City of Colton. 2020. Colton Municipal Code, Title 15, Chapter 15.06. April 27. Website: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.06BUCO. Accessed June 22, 2020.

9 City of Colton. 2020. Colton Municipal Code, Title 18, Chapter 18.42. April 27. Website: https://librarystage.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.42PEST_18.42.090LI. Accessed June 22, 2020.

10 City of Colton. 2020. Colton Municipal Code, Title 18, Chapter 18.42. April 27. Website: https://librarystage.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.42PEST_18.42.090LI. Accessed June 22, 2020.

11 City of Colton. 2020. Colton Municipal Code, Title 18, Chapter 18.26.090 – Building Height. April 27. Website: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.26LIINZO_18.26.090BUHE. Accessed September 17, 2020.

12 City of Colton. 2020. Colton Municipal Code, Title 18, Chapter 18.26.130 – Landscaping. April 27. Website: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.26LIINZO_18.26.130LA. Accessed September 17, 2020.

3.1.4 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. The standards of significance used in this Draft Focused EIR are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies in support of this Draft Focused EIR; performance standards adopted, implemented, and monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local Guidelines for Implementing CEQA, Appendix J, Environmental Checklist, to determine whether aesthetic, light, and glare impacts would be considered significant from implementation of the proposed project, the following questions should be analyzed and evaluated. Would the project:

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

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

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

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

The following Appendix J impacts related to aesthetics, light, and glare were determined to be less than significant and are therefore addressed in Section 7, Effects Found not to be Significant, of this Draft Focused EIR:

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

The following Appendix J impacts were found to be potentially significant and warranted a thorough analysis in this section based on the Notice of Preparation comments, public concerns, or a more detailed analysis conducted as part of the Draft Focused EIR preparation process. These include the following:

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

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

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

3.1.5 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Scenic Vistas

Impact AES-1: The project would not have a substantial adverse effect on a scenic vista.

Impact Analysis

Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). In the City of Colton, topography and a lack of dense vegetation allow for scenic views throughout the City, including views to and from the City's hillside areas, which include Jurupa Hills, La Loma Hills, and Reche Canyon.[13] Views of the San Bernardino Mountains and the San Gabriel Mountains are also considered scenic vistas, and the Santa Ana River and its surrounding natural areas is considered a scenic resource in the City of Colton.[14] There are no scenic vistas (i.e., views of natural areas uninterrupted by urban intrusions) in the project vicinity. The proposed project would introduce additional urban intrusions into the local viewshed. However, this would not result in a substantial adverse effect on a scenic vista because there are no scenic vistas visible from the project site.

The project site itself is not considered a scenic vista or a public viewshed for a scenic vista, and there are no scenic resources located on or immediately adjacent to the project site (Exhibit 3.1-1a through Exhibit 3.1-1h). Although hillsides, including the La Loma Hills, are visible from some portions of the project site, the proposed project would not substantially block public views of the hillsides. The proposed project would be designed to minimize visual impacts and would not be substantially different from the existing development at the site. There are limited public vantage points in the project vicinity, other than area roadways which offer only temporary views.

As shown in Exhibit 3.1-1a through Exhibit 3.1-1h, nearby hillsides are visible from the edge of the project site looking east toward Barton Road and La Cadena Drive, looking southeast from the BNSF rail line, as well as looking west from the project site towards the Barton Road bridge, and looking southeast from the vacant parcel at the southeast corner of the project site on Barton Road and South Terrace Road, as shown in Exhibit 3.1-1g. The proposed project would not substantially obstruct views of these hillsides from the surrounding properties. Viewsheds from the project site itself would not be affected and scenic views from the edge of the site and from nearby residential areas would be preserved because the existing structures are currently 40 feet in height and the new 50-foot building height would be completely integrated into the building elevation design so as to avoid impacts to surrounding properties. For example, under existing conditions, although Building A on the north side of Barton Road (Exhibit 2-2) is located near the eastern project site boundary, it is

[13] City of Colton. 2013. Land Use Element. August 20. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1345. Accessed July 13, 2020.

[14] City of Colton. 2013. City of Colton General Plan Update Environmental Impact Report, State Clearinghouse No. 2012031037. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1947. Accessed July 14, 2020.

situated approximately 10 feet or greater below the level of the adjacent neighborhoods. Under the proposed project, the new Building 1 would be at approximately the same grade, but would be situated approximately 150 feet west of the eastern project site boundary, which is further away from the adjacent neighborhoods than the existing Building A.

The project site is located in an existing industrial area and is not located on a scenic hillside or in a public viewshed of the nearby ridgelines. Therefore, the proposed project would not result in a substantial adverse impact to a scenic vista. As discussed previously, integrating the building height into the siting elevation design would reduce the visual impacts on views in the area to a less than significant level. Additionally, with City approval of the height variance (or City approval of the Code amendment changing the maximum building height such that a variance is no longer necessary) and implementation of the landscaping plan, the proposed project would comply with the relevant goals and policies of City of Colton General Plan. Therefore, impacts are considered less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation is needed.

Level of Significance After Mitigation

Less than significant.

Zoning in Urbanized Areas

Impact AES-2:	**The project would not conflict with applicable zoning and other regulations governing scenic quality.**

As discussed above, the proposed project site is located within an area zoned for Light Industrial (M-1) development by the City of Colton. The project site currently exists as a developed site with multiple structures, asphalt, and concrete paved areas, with little natural vegetation.

Under the proposed project, development is anticipated to occur on 12 of the 13 lots. The project site is currently developed with three buildings north of Barton Road and three buildings south of Barton Road, as well as a large vacant lot southeast of the intersection of South Terrace Avenue and Barton Road. The buildings that would be demolished include Building A, Building B, and Building C, which are located at 21700 Barton Road, as well as the buildings at 275 De Berry Street and 375 De Berry Street. One existing building at 280 De Berry Street would remain (Section 2, Project Description, Exhibit 2-2).

The proposed project would require a height variance. Height standards for the City of Colton are designed to protect scenic vistas pursuant to the City of Colton General Plan Open Space and Conservation Element. The proposed project would require a 10-foot height variance to allow for the development of structures higher than the current standards allowed by the City's Municipal Code. The height variance would allow the two industrial buildings to be 50 feet tall in an area where warehouse buildings are limited to a maximum height of 40 feet. The proposed variance would increase the maximum allowed building height from 40 feet to 50 feet. Additionally, the proposed buildings would

be situated away from the project boundaries in compliance with City setback requirements, which would concentrate the building mass within the middle of the project site. For these reasons, the proposed project would have a less than significant impact on scenic vistas.[15]

The proposed project would be consistent with City of Colton General Plan principles and standards related to scenic and visual resources by improving the visual site character using landscaped medians and planting trees along the streets. As shown in Exhibit 3.1-2a, Conceptual Landscape Plan (Building 1) and Exhibit 3.1-2b, Conceptual Landscape Plan (Building 2), new trees would be planted along the northern and southern perimeters, and street trees would be planted along Walnut Avenue, Barton Road, and South Terrace Avenue and at the access points and in parking lots. Implementation of the proposed landscaping plan would improve the scenic and visual quality of the site and vicinity in a manner that is consistent with the goals and policies of the City of Colton General Plan. The proposed project would also comply with the City's landscaping requirements. Landscaping would include the installation of trees along the site perimeter on Terrace Avenue, Barton Road, Walnut Avenue, and at the driveways of both buildings (Section 2, Project Description, Exhibit 2-8 and 2-9). A total of 258 trees, as well as shrubs and ground covers with low water needs, are proposed for Building 1. The proposed landscaping for Building 1 would cover approximately 323,765 square feet, or nearly 16 percent of the site. A total of 199 trees similar to those planted for Building 1, with low and medium water needs, are proposed for Building 2. The proposed landscaping for Building 2 would cover 130,665 square feet, or 15 percent of the site. Because the proposed project would be designed in a manner consistent with the City's Municipal Code, the project would not conflict with applicable goals and policies regarding development. Furthermore, because the proposed project would result in similar operations to the current conditions, operational impacts on the surrounding community would be similar to existing conditions. As such, no impacts would occur.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation is needed.

[15] It should be noted that on December 8, 2020, the City proposed to increase the maximum allowable building height in zones M-1 and M-2, in which the project is located. If the Ordinance is approved, a height variance would no longer be necessary for the proposed project. Periodically, the City will amend portions of Title 18 (Zoning) of the Colton Municipal Code to address various items, including but not limited to the addition or modification of definitions; modifications to or additions of certain land uses in use tables; modifications to allowances for certain permitted, conditional, and prohibited land uses in various zones; and amendments to and additions of certain regulations for existing permitted land uses. On December 8, 2020, the Planning Commission considered several proposed amendments, including proposed revisions to the Industrial Building Height limits in M-1 and M-2 Zones. According to the Staff Report, City Staff has observed a growing need to allow for industrial buildings with building heights greater than the established limits, which is 40 feet in the M-1 Zone and 50 feet in the M-2 Zone. Currently, height increases can only be processed and approved through the Variance process. Due to changes in industrial building design and technology (i.e., high cube, refrigeration, etc.) the number of Variance requests have increased in these zones. Recognizing a need to increase flexibility and to accommodate recent advances in technology and building design, City staff has proposed to increase the maximum building height in the M-1 Zone from 40 to 50 feet and to provide for a CUP process in lieu of a Variance in either zone when the proposed height exceeds established limits. Because the City would continue to require the review and approval of a CUP to allow for buildings that exceed 50 feet in height in the M-1 and M-2 Zones, proposed buildings with height greater than 50 feet in industrial zones would be reviewed for land use compatibility, fire requirement compliance, and compliance with all safety requirements/regulations, as with all CUP applications. The proposed project currently requires a Variance to allow the proposed warehouse buildings to exceed the existing 40-foot height restriction in the M-1 zone. If the City approves the proposed Ordinance amending the Zoning Code height restrictions in the M-1 zone, the project would no longer require a Variance or CUP because the Municipal Code would allow for building heights up to 50 feet.

Level of Significance After Mitigation

No impact.

Light and Glare

Impact AES-3:	**The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.**

Impact Analysis

Construction

Impacts associated with light and glare would be a concern during project operations. Construction-related impacts may include light and glare from construction equipment and machinery and nighttime security lighting. Light and glare during the construction phase would be temporary and limited to the duration of construction and would therefore not cause any substantial impacts to daytime or nighttime views in the area. Construction-related impacts would be required to comply with the City of Colton Municipal Code in Title 18, Chapter 18.42, Performance Standards, Section 18.42.090, Light, which requires lighting provided to illuminate private property to be arranged so as to reflect away from adjoining properties and any public way and to be arranged so as not to cause a nuisance to highway traffic or to the living environment.[16] Construction activities would be limited to the period of 7:00 a.m. to 7:00 p.m., except on Sundays or federal holidays, when construction is prohibited. Therefore, construction-related impacts associated with light and glare would be less than significant.

Operation

The project site contains existing light sources, including interior lighting emanating from the existing industrial and office buildings, headlights of vehicles traveling on roadways, nearby residential lighting, streetlights, security lighting, and streetlights on South La Cadena Drive, South Terrace Avenue, Barton Road, De Berry Street, and Walnut Avenue. The I-215 Freeway also contributes light and glare to the project area. With implementation of the proposed project, the existing light and glare from vehicle headlights on roadways, streetlights, residential lighting, and the I-215 Freeway would not change from the existing conditions. As discussed in detail in Section 2, Project Description, four of the existing buildings would be demolished, and two industrial warehouse logistics facilities would be constructed on the site. The proposed industrial warehouse logistics facilities would include new light sources from both buildings, as well as street improvements such as street lighting for parkway improvements. The buildings would be installed with lighting fixtures around the perimeter of the buildings and along the borders of the site and parking areas. As shown in Exhibit 3.1-3a and Exhibit 3.1-3b, the site lighting backlight, uplight, and glare ratings would comply with the CALGreen maximum allowable ratings, and the site lighting plan would comply with California Title 24 glare ratings and maximum zonal lumens. Additionally, the proposed project would be subjected to design review in compliance with Colton Municipal Code Section 18.42.100, which regulates glare, and Section 18.42.090, which regulates light. A lighting plan will be reviewed by the City of Colton prior to project approval and implementation.

[16] City of Colton. 2020. Colton Municipal Code, Title 18, Chapter 18.42. April 27. Website: https://librarystage.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.42PEST_18.42.090LI. Accessed June 22, 2020.

The potential for the proposed project to create a substantial new source of light or glare is less than significant because the proposed development would not substantially change the existing character of the site. Because the proposed structures would be constructed in compliance with CALGreen, Colton Municipal Code Sections 18.42.090 and 18.42.100, and the California Title 24 codes, and would be designed to operate with maximum efficiency, lighting conditions at project buildout would be similar to or less than the current light conditions. The proposed project's light sources would not substantially increase the existing light and glare at the site and, therefore, the project would not have a significant impact on the night sky or views in the area. As such, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation is needed.

Level of Significance After Mitigation

Less than significant.



Photograph 1: Looking east from Terrace Road toward Barton Road bridge.



Photograph 2: Looking east toward Barton Rd freeway interchange improvements.



Photograph 3: Looking west toward Barton Road bridge.



Photograph 4: Westbound truck on Barton Rd moving toward La Cadena Dr.

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Exhibit 3.1-1a
Existing Site and Vicinity Photographs

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Photograph 5: NW corner of Walnut and Burns Avenues, north of site.



Photograph 6: Looking east from Terrace Drive at landscape co. yard.



Photograph 7: Looking west from NW corner of Walnut and Burns Avenues.



Photograph 8: Looking SE at existing warehouse building from SE corner of Terrace and Walnut Ave

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Exhibit 3.1-1b
Existing Site and Vicinity Photographs

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Photograph 9: Looking SE from corner of site, abandoned rail spur line in foreground.



Photograph 10: Looking south toward existing warehouse, SCE easement and existing chain link fencing.



Photograph 11: Looking south toward existing warehouse and SCE powerline easement.



Photograph 12: Looking east from corner of site toward existing low density residential.

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Exhibit 3.1-1c
Existing Site and Vicinity Photographs

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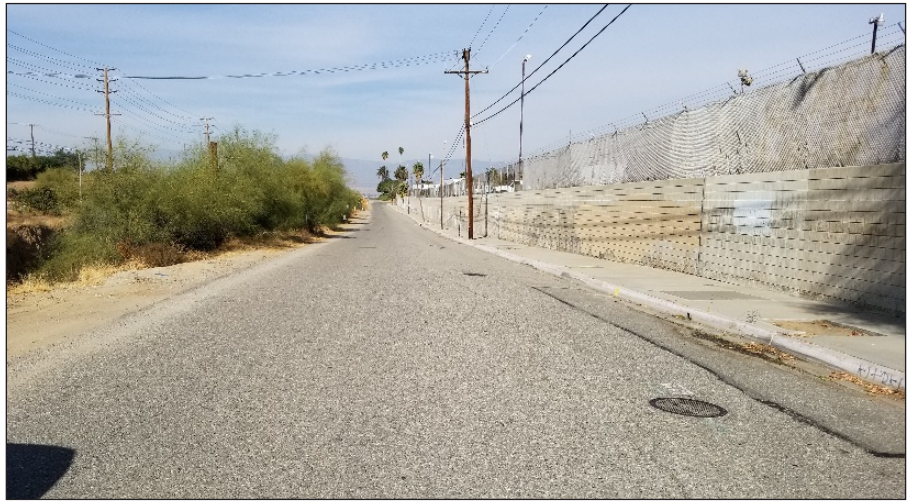
Photograph 13: Looking east from La Cadena Drive toward existing office building.



Photograph 14: Looking SE from Terrace Drive along BNSF rail line.



Photograph 15: Looking south from Barton Road along Terrace Road.



Photograph 16: East side of Terrace Road, Project Site 1 retaining wall and chain link fencing.

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Exhibit 3.1-1d
Existing Site and Vicinity Photographs

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Photograph 17: Looking east toward intersection of Barton Road and La Cadena Drive.



Photograph 18: Looking east from La Cadena Drive toward intersection with Barton Road.



Photograph 19: Looking east from La Cadena Drive toward Project Site 2 .



Photograph 20: Looking north on La Cadena Drive toward intersection with Barton Road. Project Site 2 to the east.

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Exhibit 3.1-1e
Existing Site and Vicinity Photographs

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Photograph 21: Residence on Grand Terrace Road east of Project Site 1.



Photograph 22: Residence on Grand Terrace Road east of Project Site 1.



Photograph 23: Residence on Grand Terrace Road east of Project Site 1.



Photograph 24: Grand Terrace Mobile Home Park on east side of Grand Terrace Road.

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Exhibit 3.1-1f
Existing Site and Vicinity Photographs

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Photograph 25: Vacant parcel in Project Site 2 at SEC of Barton and Terrace Roads.



Photograph 26: Existing warehouse building at NEC of Terrace Rd and DeBerry St.



Photograph 27: Trailer parking lot along west side of Terrace Road.



Photograph 28: Looking north on Terrace Avenue toward Barton Road.

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Exhibit 3.1-1g
Existing Site and Vicinity Photographs

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Photograph 29: Looking south toward 280 De Berry St from Terrace Rd.



Photograph 30: Looking east from Terrace Road at 285 De Berry Street.



Photograph 31: Looking east along De Berry Street from Terrace Road.



Photograph 32: Parking lot behind 275 and 285 De Berry Street.

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Exhibit 3.1-1h
Existing Site and Vicinity Photographs

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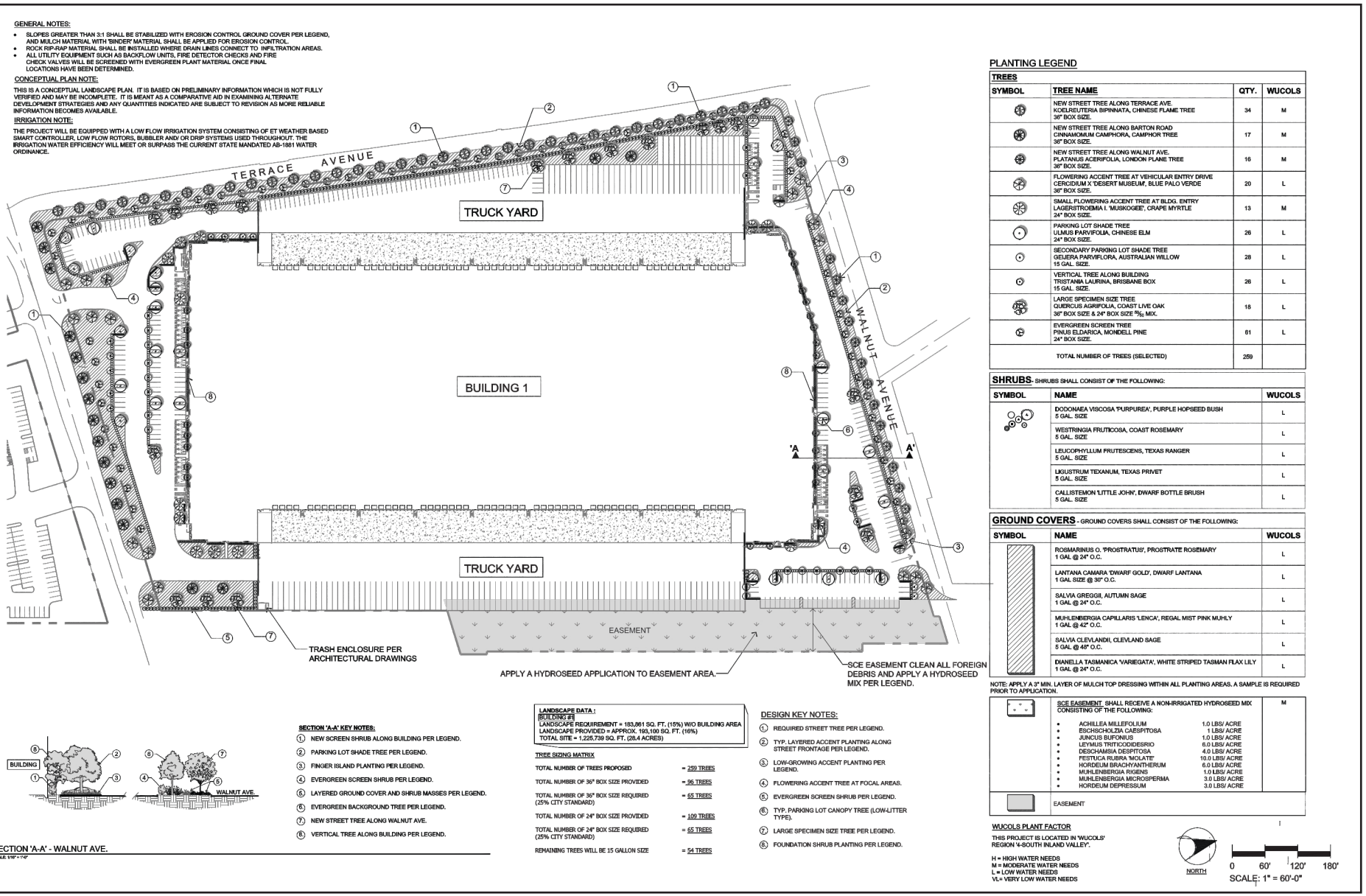

Source: Scott Peterson Landscape Architect, Inc., January 20, 2020.

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Exhibit 3.1-2a
Conceptual Landscape Plan (Building 1)

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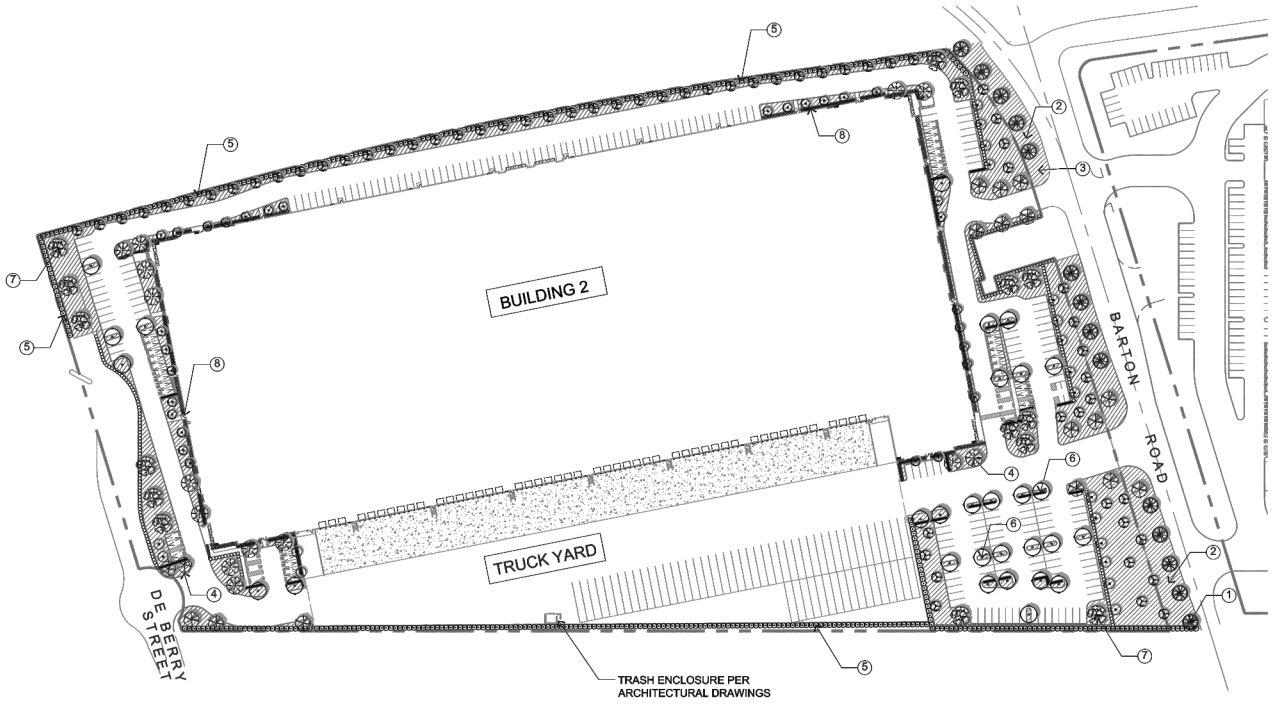

DESIGN KEY NOTES:

1. REQUIRED STREET TREE PER LEGEND.
2. TYP. LAYERED ACCENT PLANTING ALONG STREET FRONTAGE PER LEGEND.
3. LOW-GROWING ACCENT PLANTING PER LEGEND.
4. FLOWERING ACCENT TREE AT FOCAL AREAS.
5. EVERGREEN SCREEN SHRUB PER LEGEND.
6. TYP. PARKING LOT CANOPY TREE (LOW-LITTER TYPE).
7. LARGE SPECIMEN SIZE TREE PER LEGEND.
8. FOUNDATION SHRUB PLANTING PER LEGEND.

LANDSCAPE DATA :
BUILDING #2
LANDSCAPE REQUIREMENT = 127,137 SQ. FT. (15%) W/O BUILDING AREA
LANDSCAPE PROVIDED = APPROX. 130,665 SQ. FT. (15%)
TOTAL SITE = 847,580 SQ. FT. (219.46 ACRES)

TREE SIZING MATRIX

TOTAL NUMBER OF TREES PROPOSED	= 199 TREES
TOTAL NUMBER OF 36" BOX SIZE PROVIDED	= 39 TREES
TOTAL NUMBER OF 36" BOX SIZE REQUIRED (25% CITY STANDARD)	= 50 TREES
TOTAL NUMBER OF 24" BOX SIZE PROVIDED	= 112 TREES
TOTAL NUMBER OF 24" BOX SIZE REQUIRED (25% CITY STANDARD)	= 50 TREES
REMAINING TREES WILL BE 15 GALLON SIZE	= 49 TREES

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH 'BINDER' MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AB-1881 WATER ORDINANCE.

PLANTING LEGEND

TREES

SYMBOL	TREE NAME	QTY.	WUCOLS
	NEW STREET TREE ALONG BARTON ROAD CINNAMOMUM CAMPHORA, CAMPHOR TREE 36" BOX SIZE.	14	M
	FLOWERING ACCENT TREE AT VEHICULAR ENTRY DRIVE CERCIDIUM X 'DESERT MUSEUM', BLUE PALO VERDE 36" BOX SIZE.	17	L
	SMALL FLOWERING ACCENT TREE AT BLDG. ENTRY LAGERSTROEMIA I. 'MUSKOGEE', CRAPE MYRTLE 24" BOX SIZE.	14	M
	PARKING LOT SHADE TREE ULMUS PARVIFOLIA, CHINESE ELM 24" BOX SIZE.	29	L
	SECONDARY PARKING LOT SHADE TREE GELIERA PARVIFLORA, AUSTRALIAN WILLOW 15 GAL. SIZE.	19	L
	VERTICAL TREE ALONG BUILDING TRISTANIA LAURINA, BRISBANE BOX 15 GAL. SIZE.	30	L
	LARGE SPECIMEN SIZE TREE QUERCUS AGRIFOLIA, COAST LIVE OAK 36" BOX SIZE & 24" BOX SIZE 50/50 MIX.	15	L
	EVERGREEN SCREEN TREE PINUS ELDARICA, MONDELL PINE 24" BOX SIZE.	61	L
	TOTAL NUMBER OF TREES (SELECTED)	199	

SHRUBS- SHRUBS SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	DODONAEA VISCOSA 'PURPUREA', PURPLE HOPSEED BUSH 5 GAL. SIZE	L
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE	L

GROUND COVERS - GROUND COVERS SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	ROSMARINUS O. 'PROSTRATUS', PROSTRATE ROSEMARY 1 GAL @ 24" O.C.	L
	LANTANA CAMARA 'DWARF GOLD', DWARF LANTANA 1 GAL SIZE @ 30" O.C.	L
	SALVIA GREGGII, AUTUMN SAGE 1 GAL @ 24" O.C.	L
	MUHLENBERGIA CAPILLARIS 'LENCA', REGAL MIST PINK MUHLY 1 GAL @ 42" O.C.	L
	SALVIA CLEVLANDII, CLEVLAND SAGE 5 GAL @ 48" O.C.	L
	DIANELLA TASMANICA 'VARIEGATA', WHITE STRIPED TASMAN FLAX LILY 1 GAL @ 24" O.C.	L

NOTE: APPLY A 3" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS. A SAMPLE IS REQUIRED PRIOR TO APPLICATION.

	SCE EASEMENT SHALL RECEIVE A NON-IRRIGATED HYDROSEED MIX CONSISTING OF THE FOLLOWING: • ACHILLEA MILLEFOLIUM 1.0 LBS/ ACRE • ESCHSCHOLZIA CAESPITOSA 1 LBS/ ACRE • JUNCUS BUFONIUS 1.0 LBS/ ACRE • LEYMUS TRITICOIDESRIO 8.0 LBS/ ACRE • DESCHAMSIA DESPITOSA 4.0 LBS/ ACRE • FESTUCA RUBRA 'MOLATE' 10.0 LBS/ ACRE • HORDEUM BRACHYANTHERUM 8.0 LBS/ ACRE • MUHLENBERGIA RIGENS 1.0 LBS/ ACRE • MUHLENBERGIA MICROSPERMA 3.0 LBS/ ACRE • HORDEUM DEPRESSUM 3.0 LBS/ ACRE	M

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '4-SOUTH INLAND VALLEY'.

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL= VERY LOW WATER NEEDS

NORTH

0 60' 120' 180'
SCALE: 1" = 60'-0"

Source: Scott Peterson Landscape Architect, Inc., January 20, 2020.

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Exhibit 3.1-2b
Conceptual Landscape Plan (Building 2)

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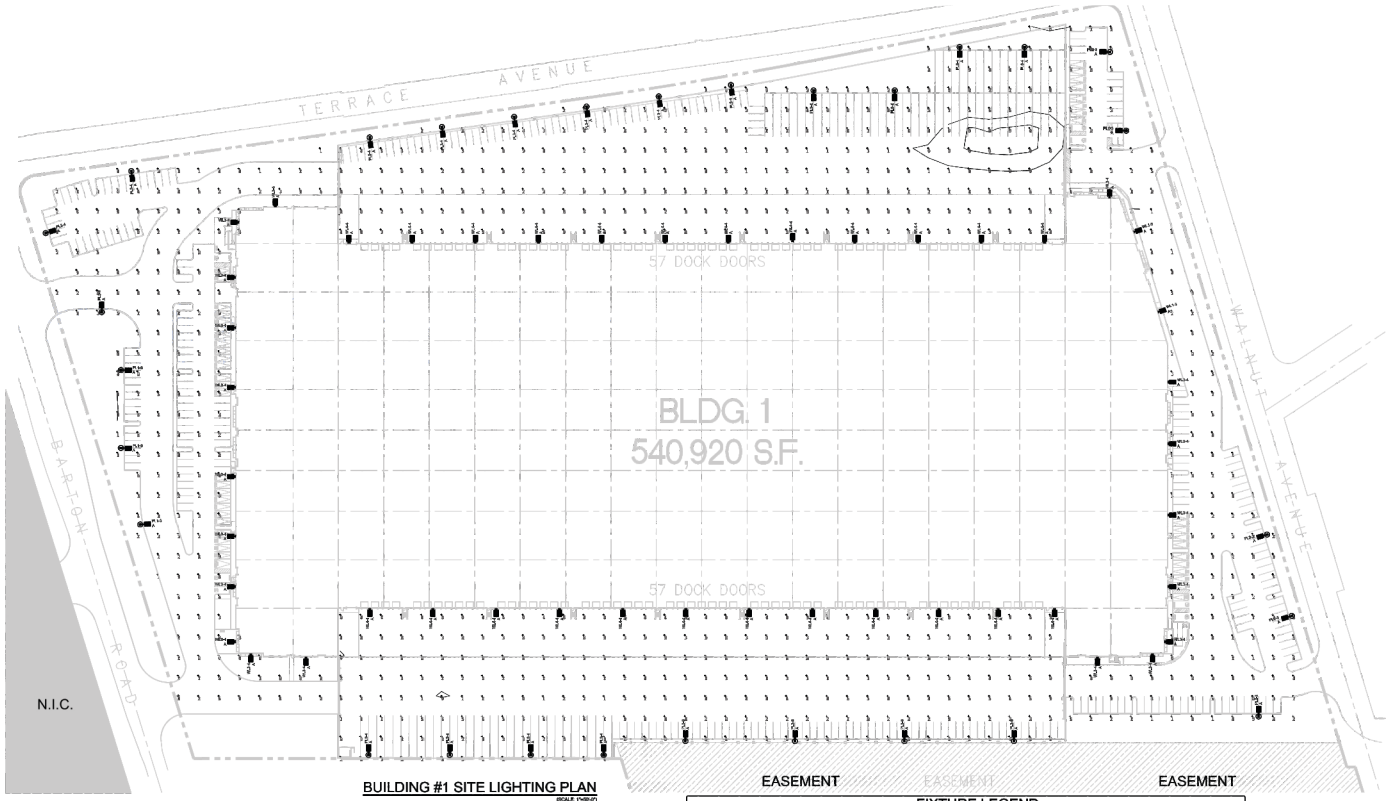

BUILDING #1 SITE LIGHTING PLAN

SITE LIGHTING STATISTICS

CAL GREEN BUG TABLE

TITLE 24 ZONAL LUMEN TABLE

FIXTURE LEGEND

SYMBOL	DESCRIPTION	BUG RATING	ZONAL LUMENS	COMPLIES WITH TITLE 24 T30.2(b)	COMPLIES WITH CAL GREEN 5.106.8
P1-A6	LED TYPE 6 (RSIG-LED-P1-SSK-RA)	B1-U0-G2	>100lm THEREFORE N/A	YES	YES
P1-B6	LED TYPE 5 (RSIG-LED-P2-SSK-RA)	B3-U0-G3	>100lm THEREFORE N/A	YES	YES
P1-B4	LED TYPE 4 (RSIG-LED-P4-SSK-RA)	B3-U0-G3	>100lm THEREFORE N/A	YES	YES
P1-B4-E	TWIN - LED TYPE 4 (RSIG-LED-P4-SSK-RA)	B3-U0-G3	>100lm THEREFORE N/A	YES	YES
P1-C3	LED TYPE 3 (RSIG-LED-P3-SSK-RA)	B3-U0-G3	>100lm THEREFORE N/A	YES	YES
P1-C1	LED TYPE 1 (RSIG-LED-P1-SSK-RA)	B3-U0-G3	>100lm THEREFORE N/A	YES	YES
P1-C	LED TYPE 1 (RSIG-LED-P4-SSK-RA)	B3-U0-G3	TH=7200-L, FW= 952.3, BW=400.0, SW=120.0, LB=0	YES	YES
P1-C-E	TWIN - LED TYPE 1 (RSIG-LED-P4-SSK-RA)	B3-U0-G3	TH=7200-L, FW= 952.3, BW=400.0, SW=120.0, LB=0	YES	YES
P1-D4	LED TYPE 4 (RSIG-LED-P4-SSK-RA)	B3-U0-G3	TH=7200-L, FW= 952.3, BW=400.0, SW=120.0, LB=0	YES	YES
P1-H	LED TYPE 3 (RSIG-LED-P4-SSK-RA)	B3-U0-G3	>100lm THEREFORE N/A	YES	YES
P1-H	LED TYPE 4 (RSIG-LED-P1-SSK-RA)	B3-U0-G3	>100lm THEREFORE N/A	YES	YES
P1-H	LED TYPE 4 (RSIG-LED-P2-SSK-RA)	B3-U0-G3	>100lm THEREFORE N/A	YES	YES
P1-H	LED TYPE 3 (RSIG-LED-P3-SSK-RA)	B3-U0-G3	>100lm THEREFORE N/A	YES	YES
P1-H	LED TYPE 4 (RSIG-LED-P4-SSK-RA)	B3-U0-G3	>100lm THEREFORE N/A	YES	YES
P1-H	LED TYPE 6 (RSIG-LED-P4-SSK-RA)	B3-U0-G3	TH=7200-L, FW= 952.3, BW=400.0, SW=120.0, LB=0	YES	YES

Source: Gregg Electric, Inc., July 8, 2019.

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Exhibit 3.1-3a
Site Lighting Plan (Building 1)

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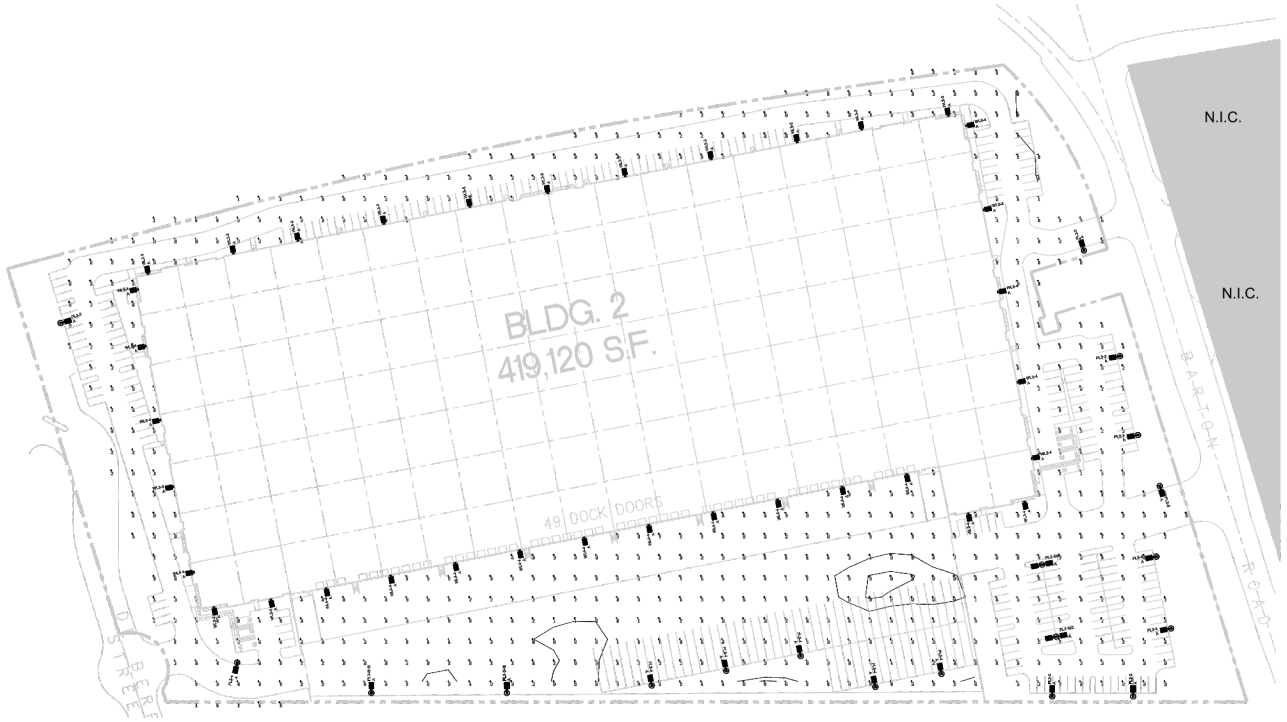

BUILDING #2 SITE LIGHTING PLAN

SITE LIGHTING STATISTICS

CAL GREEN BUG TABLE

TITLE 24 ZONAL LUMEN TABLE

FIXTURE LEGEND

Source: Gregg Electric, Inc., July 8, 2019.

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Exhibit 3.1-3b
Site Lighting Plan (Building 2)

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Source: Google Earth Aerial Imagery.

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Exhibit 3.1-4a
Existing Viewpoint Locations

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A: Existing Viewpoint 1 - View from La Cadena Drive from North of Barton Road looking southeast toward the site.



B: Simulated Viewpoint 1 - View from La Cadena Drive from North of Barton Road looking southeast toward the site.

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Exhibit 3.1-4b
Existing and Simulated Viewpoint 1

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A: Existing Viewpoint 2 - View from Walnut Avenue on the northeastern corner of the site looking southwest toward the site.



B: Simulated Viewpoint 2 - View from Walnut Avenue on the northeastern corner of the site looking southwest toward the site.

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Exhibit 3.1-4c
Existing and Simulated Viewpoint 2

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A: Existing Viewpoint 3 - View from the eastern adjacent residential area north of Barton Road looking west toward the site.



B: Simulated Viewpoint 3 - View from the eastern adjacent residential area north of Barton Road looking west toward the site.

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Exhibit 3.1-4d
Existing and Simulated Viewpoint 3

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A: Existing Viewpoint 4 - View from La Cadena Drive from south of Barton Road looking northeast toward the site.



B: Simulated Viewpoint 4 - View from La Cadena Drive from south of Barton Road looking northeast toward the site.

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Exhibit 3.1-4e
Existing and Simulated Viewpoint 4

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3.2 - Air Quality

3.2.1 - Introduction

This section describes existing regional and local air quality conditions and relevant regulatory framework and evaluates the potential impacts related to air quality that could result from project implementation. This section also addresses the following comments received during the Notice of Preparation (NOP) public comment period related to air quality:

- Concerns about exposure to air pollution in disadvantaged communities
- Potential health risks at residential and other sensitive receptors in the vicinity of the proposed project
- Exposure to fumes and exhaust due to project implementation
- Potential impacts on air quality.

Information included in this section is based, in part, on the Air Quality and Greenhouse (GHG) Emissions Analysis Report (FCS 2020). The Air Quality and GHG Emissions Analysis Report presents project-specific air quality modeling results utilizing the California Emissions Estimator Model (CalEEMod Version 2016.3.2) and United States Environmental Protection Agency (EPA) American Meteorological Society Regulatory Model (AERMOD Version 19191).

3.2.2 - Environmental Setting

Air Quality

Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographic features. Atmospheric conditions such as wind speed, wind direction, and air temperature inversions interact with the physical features of the landscape to determine the movement and dispersal of air pollutant emissions and, consequently, their effect on air quality.

Regional Geography and Climate

The proposed project is within the South Coast Air Basin (SoCAB or air basin). Regional and local air quality are impacted by topography, dominant airflows, atmospheric inversions, location, season, and time of day. The following section describes these conditions as they pertain to the SoCAB.

The proposed project is within the City of Colton, in the southwestern portion of San Bernardino County that is within the SoCAB. To the west of the basin is the Pacific Ocean. To the north and east of the basin are the San Gabriel, San Bernardino, and San Jacinto mountains, while the southern limit of the basin is the San Diego County line. The basin consists of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The air quality in the basin is impacted by dominant airflows, topography, atmospheric inversions, location, season, and time of day.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Typically, air flows from the ocean eastward to the inland areas of the basin during the afternoon (a sea breeze) and westward from the inland areas to the coastal regional at night (a land breeze). Air pollution created in coastal areas and around San Bernardino County is transported inland until it reaches the mountains where the combination of mountains and temperature inversion layers[1] generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning periods during the transition between day and nighttime flows. The region also periodically experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The annual average temperature varies little throughout much of the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). The average temperatures in the project area typically range from 30°F to 90°F.[2] The majority of the annual rainfall in the area occurs between November and April. The average annual precipitation recorded at the Cooperative Observer Program Station in nearby Fontana, California was 15.3 inches.[3]

Air Pollutant Types, Sources, and Effects

Criteria Air Pollutants

Air pollutants are termed criteria air pollutants if they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Table 3.2-1 provides a summary of the types, sources, and effects of criteria air pollutants.

[1] In meteorology, an inversion, also known as a temperature inversion, is a deviation from the normal change of an atmospheric property with altitude. It almost always refers to an inversion of the thermal lapse rate. Normally, air temperature decreases with an increase in altitude. During an inversion, warmer air is held above cooler air; the normal temperature profile with altitude is inverted. Inversion layers form a vertical cap limiting the vertical dispersion of air pollutants.

[2] Western Regional Climate Center (WRCC). 2016. Website: http://www.wrcc.dri.edu/. Accessed December 7, 2018.

[3] Ibid.

Table 3.2-1: Description of Criteria Pollutants of National and California Concern

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Ozone	Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), nitrous oxides (NO_X), and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NO_X) are mobile sources (on-road and off-road vehicle exhaust).	Irritate respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage.
Particulate matter (PM_{10}) Particulate matter ($PM_{2.5}$)	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate matter that is between 2.5 and 10 microns in diameter, (one micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair.	Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal, and recycling. Mobile or transportation related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere.	• Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. • Long-term exposure: reduced lung function; chronic bronchitis; changes in lung morphology; death.
Nitrogen dioxide (NO_2)	During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO_X (NO, NO_2, NO_3, N_2O, N_2O_3, N_2O_4, and N_2O_5). NO_X is a precursor to ozone, PM_{10}, and $PM_{2.5}$ formation. NO_X can react with compounds to form nitric acid and related small particles and result in PM related health effects.	NO_X is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide forms quickly from NO_X emissions. NO_2 concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations.	Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contributions to atmospheric discoloration; increased visits to hospital for respiratory illnesses.

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Carbon monoxide (CO)	CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources.	Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.
Sulfur dioxide (SO_2)	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 parts per million (ppm), the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO_X) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM_{10}.	Human caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethyl sulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards.	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.
Lead (Pb)	Lead is a solid heavy metal that can exist in air pollution as an aerosol particle component. Leaded gasoline was used in motor vehicles until around 1970. Lead concentrations have not exceeded state or federal standards at any monitoring station since 1982.	Lead ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and crustal physical weathering.	Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. It can cause impairment of blood formation and nerve conduction, behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQs.

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure

Sources:
National Toxicology Program. 2016. Report on Carcinogens, Fourteenth Edition; U.S. Department of Health and Human Services, Public Health Service. Diesel Exhaust Particles. Website: https://ntp.niehs.nih.gov/ntp/roc/content/profiles/dieselexhaustparticulates.pdf. Accessed July 30, 2018.

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Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs) are also used as indicators of air quality conditions. Air pollutant human exposure standards are identified for many TACs, including the following common TACs relevant to development projects: particulate matter (PM), fugitive dust, lead, and asbestos. These air pollutants are called TACs because they are air pollutants that may cause or contribute to an increase in mortality or in serious illness or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health impact may pose a threat to public health even at low concentrations. TACs can cause long-term health effects (such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage) or short-term acute affects (such as eye watering, respiratory irritation, runny nose, throat pain, or headaches).

TACs are separated into carcinogens and noncarcinogens based on the nature of the physiological effects associated with exposure to a particular TAC. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. Cancer risk, for example, is typically expressed as excess cancer cases per million exposed individuals, typically over a lifetime exposure or other prolonged duration. For noncarcinogenic substances, there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels may vary depending on the specific TAC. Acute and chronic exposure to noncarcinogens is expressed as a hazard index (HI), which is the ratio of expected exposure levels to an acceptable Reference Exposure Levels (RELs).

To date, the California Air Resources Board (ARB) has designated nearly 200 compounds as TACs. The ARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risk from TACs can be attributed to a relatively few compounds, the most important being diesel particulate matter (DPM) from

diesel-fueled engines. Common TACs of national and California concern include DPM, volatile organic compounds (VOCs), benzene, asbestos, hydrogen sulfide, sulfates, visibility-reducing particulates, vinyl chloride, and lead. Table 3.2-2 provides a summary of these types, sources, and effects of TACs of national and California concern.

Table 3.2-2: Description of Toxic Air Contaminants of National and California Concern

Toxic Air Contaminant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Diesel Particulate Matter	Diesel Particulate Matter (DPM) is a source of $PM_{2.5}$—diesel particles are typically 2.5 microns and smaller. Diesel exhaust is a complex mixture of thousands of particles and gases that is produced when an engine burns diesel fuel. Organic compounds account for 80 percent of the total particulate matter mass, which consists of compounds such as hydrocarbons and their derivatives, and polycyclic aromatic hydrocarbons and their derivatives. Fifteen polycyclic aromatic hydrocarbons are confirmed carcinogens, a number of which are found in diesel exhaust.	Diesel exhaust is a major source of ambient particulate matter pollution in urban environments. Typically, the main source of DPM is from combustion of diesel fuel in diesel-powered engines. Such engines are in on-road vehicles such as diesel trucks, off-road construction vehicles, diesel electrical generators, and various pieces of stationary construction equipment.	Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.
VOCs	Reactive organic gases (ROGs), or VOCs, are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably.	Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility.	Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations because of interference with oxygen uptake. In general, concentrations of VOCs are suspected to cause eye, nose, and throat irritation; headaches; loss of coordination; nausea; and damage to the liver, the kidneys, and the central nervous system. Many VOCs have been classified as toxic air contaminants.

Toxic Air Contaminant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Benzene	Benzene is VOC. It is a clear or colorless light-yellow, volatile, highly flammable liquid with a gasoline-like odor. The EPA has classified benzene as a "Group A" carcinogen.	Benzene is emitted into the air from fuel evaporation, motor vehicle exhaust, tobacco smoke, and from burning oil and coal. Benzene is used as a solvent for paints, inks, oils, waxes, plastic, and rubber. Benzene occurs naturally in gasoline at one to two percent by volume. The primary route of human exposure is through inhalation.	Short-term (acute) exposure of high doses from inhalation of benzene may cause dizziness, drowsiness, headaches, eye irritation, skin irritation, and respiratory tract irritation, and at higher levels, loss of consciousness can occur. Long-term (chronic) occupational exposure of high doses has caused blood disorders, leukemia, and lymphatic cancer.
Asbestos	Asbestos is the name given to a number of naturally occurring fibrous silicate minerals that have been mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite.	Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States.	Exposure to asbestos is a health threat; exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to asbestos can occur during demolition or remodeling of buildings that were constructed prior to the 1977 ban on asbestos for use in buildings. Exposure to naturally occurring asbestos can occur during soil-disturbing activities in areas with deposits present.
Hydrogen Sulfide	Hydrogen sulfide (H_2S) is a flammable, colorless, poisonous gas that smells like rotten eggs.	Manure, storage tanks, ponds, anaerobic lagoons, and land application sites are the primary sources of hydrogen sulfide. Anthropogenic sources include the combustion of sulfur containing fuels (oil and coal).	High levels of hydrogen sulfide can cause immediate respiratory arrest. It can irritate the eyes and respiratory tract and cause headache, nausea, vomiting, and cough. Long exposure can cause pulmonary edema.
Sulfates	Sulfates occur in combination with metal and/or hydrogen ions. Many sulfates are soluble in water.	Sulfates are particulates formed through the photochemical	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms;

Toxic Air Contaminant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
		oxidation of sulfur dioxide. In California, the main source of sulfur compounds is combustion of gasoline and diesel fuel.	(c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) Property damage.
Visibility Reducing Particles	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate matter that is between 2.5 and 10 microns in diameter (1 micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair.	Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal; and recycling. Mobile or transportation-related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere.	• Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravates existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. • Long-term exposure: reduced lung function; chronic bronchitis; changes in lung morphology; death.
Vinyl Chloride	Vinyl chloride, or chloroethene, is a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor. In 1990, the ARB identified vinyl chloride as a toxic air contaminant and estimated a cancer unit risk factor.	Most vinyl chloride is used to make polyvinyl chloride plastic and vinyl products, including pipes, wire and cable coatings, and packaging materials. It can be formed when plastics containing these substances are left to decompose in solid waste landfills. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites.	Short-term exposure to high levels of vinyl chloride in the air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Epidemiological studies of occupationally exposed workers have linked vinyl chloride exposure to development of a rare cancer, liver angiosarcoma, and have suggested a relationship between exposure and lung and brain cancers.

Toxic Air Contaminant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Lead (Pb)	Lead is a solid heavy metal that can exist in air pollution as an aerosol particle component. Leaded gasoline was used in motor vehicles until around 1970. Lead concentrations have not exceeded state or federal standards at any monitoring station since 1982.	Lead ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and crustal physical weathering.	Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. It can cause impairment of blood formation and nerve conduction, behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQs.

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National Toxicology Program. 2011. Report on Carcinogens, Twelfth Edition; U.S. Department of Health and Human Services, Public Health Service. June 10. Benzene. Website: http://ntp.niehs.nih.gov/ntp/roc/twelfth/profiles/Benzene.pdf. Accessed December 31, 2019.

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3.2.3 - Regulatory Framework

Federal

Clean Air Act

Congress established much of the basic structure of the Clean Air Act in 1970 and made major revisions in 1977 and 1990. Six common air pollutants (also known as criteria pollutants and listed below) are addressed in the Clean Air Act. The EPA calls these pollutants criteria air pollutants because it regulates them by developing human health-based and environmentally based criteria (science-based guidelines) for setting permissible levels. The set of limits based on human health are called primary standards. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Another set of limits intended to prevent environmental and property damage are called secondary standards.[4] The federal standards are called National Ambient Air Quality Standards (NAAQS). The air quality standards provide benchmarks for determining whether air quality is healthy at specific locations and whether development activities will cause or contribute to a violation of the standards. The criteria pollutants are:

- Ozone
- Nitrogen dioxide (NO_2)
- Lead
- Particulate matter (PM_{10} and $PM_{2.5}$)
- Carbon monoxide (CO)
- Sulfur dioxide (SO_2)

The federal standards were set to protect public health, including that of sensitive individuals; thus, the EPA is tasked with updating the standards as more medical research is available regarding the health effects of the criteria pollutants.

The California Legislature enacted the California Clean Air Act (CCAA) in 1988 to address air quality issues of concern not adequately addressed by the federal Clean Air Act at the time. California's air quality problems were and continue to be some of the most severe in the nation and required additional actions beyond the federal mandates. The California Air Resources Board (ARB) administers California Ambient Air Quality Standards (CAAQS) for the 10 air pollutants designated in the CCAA. The 10 State air pollutants are the six federal standards listed above as well visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. It should be noted that the EPA recently rescinded California's waiver for its GHG and Zero Emission Vehicle (ZEV) mandates that were more stringent than other federal regulations implementing the Clean Air Act;[5] however, all ARB standards are still in effect at the time of this writing.

EPA Emission Standards for New Off-Road Equipment

Before 1994, there were no standards to limit the amount of emissions from off-road equipment. In 1994, the EPA established emission standards for hydrocarbons, NO_X, CO, and PM to regulate new pieces of off-road equipment. These emission standards came to be known as Tier 1. Since that time,

[4] United States Environmental Protection Agency (EPA). 2016. NAAQS Table. December 20. Website: https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed August 27, 2019.

[5] Beveridge & Diamond Professional Corporation. 2019. EPA Rescinds California's Authority to Regulate Vehicle Tailpipe Greenhouse Gas Emissions and to Implement a Zero-Emission Vehicle Program. September 23. Website: https://www.bdlaw.com/publications/epa-rescinds-californias-authority-to-regulate-vehicle-tailpipe-greenhouse-gas-emissions-and-to-implement-a-zero-emission-vehicle-program/. Accessed June 22, 2020.

increasingly more stringent Tier 2, Tier 3, and Tier 4 (interim and final) standards were adopted by the EPA, as well as by the ARB. Each adopted emission standard was phased in over time. New engines built in and after 2015 across all horsepower sizes must meet Tier 4 final emission standards. In other words, new manufactured engines cannot exceed the emissions established for Tier 4 final emissions standards.

State

California Air Quality Control Plan (State Implementation Plan)

As required by the CAA, a SIP is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The SIP for the State of California is administered by the ARB, which has overall responsibility for Statewide air quality maintenance and air pollution prevention. California's SIP incorporates individual federal attainment plans for regional air districts–an air district prepares their federal attainment plan, which is sent to the ARB to be approved and incorporated into the California SIP. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms for attaining and maintaining air quality standards.

Areas designated nonattainment must develop air quality plans and regulations to achieve standards by specified dates, depending on the severity of the exceedances. For much of the country, implementation of federal motor vehicle standards and compliance with federal permitting requirements for industrial sources are adequate to attain air quality standards on schedule. For many areas of California, however, additional State and local regulation is required to achieve the standards.

California Clean Air Act

The California Legislature enacted the California Clean Air Act (CCAA) in 1988 to address air quality issues of concern not adequately addressed by the federal CAA at the time. California's air quality problems were and continue to be some of the most severe in the nation, and required additional actions beyond the federal mandates. The ARB administers the CAAQS for the 10 air pollutants designated in the CCAA. The 10 State air pollutants are the six federal standards listed above as well as visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The EPA authorized California to adopt its own regulations for motor vehicles and other sources that are more stringent than similar federal regulations implementing the CAA. It should be noted that the EPA recently rescinded California's waiver for its GHG and zero-emission vehicle mandates; however, all ARB standards are still in effect at the time of this writing.[6,7] Generally, the planning requirements of the CCAA are more stringent than the federal CAA; therefore, consistency with the CCAA will also demonstrate consistency with the CAA.

Other ARB responsibilities include but are not limited to overseeing local air district compliance with California and federal laws; approving local air quality plans; submitting State Implementation Plans to

[6] Beveridge & Diamond PC. 2019. EPA Rescinds California's Authority to Regulate Vehicle Tailpipe Greenhouse Gas Emissions and to Implement a Zero-Emission Vehicle Program. September 24. Website: https://www.jdsupra.com/legalnews/epa-rescinds-california-s-authority-to-72922/. Accessed November 26, 2019.

[7] California Air Resource Board (ARB). 2019. California & the Waiver: The Facts. September 17. Website: https://ww2.arb.ca.gov/resources/fact-sheets/california-waiver-facts. Accessed February 7, 2020.

the EPA; monitoring air quality; determining and updating area designations and maps; conducting basic research aimed at providing a better understanding between emissions and public well-being, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

California Health and Safety Code Section 39655 and California Code of Regulations Title 17 Section 93000 (Substances Identified as Toxic Air Contaminants)

The ARB identifies substances as TACs as defined in Health and Safety Code Section 39655 and listed in Title 17, Section 93000 of the California Code of Regulations, "Substances Identified As Toxic Air Contaminants." A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. In general, for those TACs that may cause cancer, there are thresholds set by regulatory agencies below which adverse health impacts are not expected to occur. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards. According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs for the State of California can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM) from diesel-fueled engines.

California Low-Emission Vehicle Program

The ARB first adopted Low Emission Vehicle (LEV) program standards in 1990. These first LEV standards ran from 1994 through 2003. LEV II regulations, running from 2004 through 2010, represent continuing progress in emission reductions. As the State's passenger vehicle fleet continues to grow and more sport utility vehicles and pickup trucks are used as passenger cars rather than work vehicles, the more stringent LEV II standards were adopted to provide reductions necessary for California to meet federally mandated clean air goals outlined in the 1994 SIP. In 2012, the ARB adopted the LEV III amendments to California's LEV regulations. These amendments, also known as the Advanced Clean Car Program, include more stringent emission standards for model years 2017 through 2025 for both criteria pollutants and GHG emissions for new passenger vehicles.[8]

California On-Road Heavy-Duty Vehicle Program

The ARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California's emission standards for on-road heavy-duty engines and vehicles, and test procedures. The ARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles including the Heavy-Duty Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, and the School Bus Program and others.[9]

[8] California Air Resources Board (ARB). 2017. Clean Car Standards—Pavley, Assembly Bill 1493. Website: https://ww3.arb.ca.gov/cc/ccms/ccms.htm. Accessed November 27, 2019.

[9] California Air Resources Board (ARB). 2014. The California Almanac of Air Quality and Emissions—2013 Edition. Website: http://www.arb.ca.gov/aqd/almanac/almanac13/almanac13.htm. Accessed November 27, 2019.

California In-Use Off-Road Diesel Vehicle Regulation

On July 26, 2007, the ARB adopted a regulation to reduce DPM and NO_X emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. The ARB is enforcing that part of the rule with fines up to $10,000 per day for each vehicle in violation. Performance requirements of the rule are based on a fleet's average NO_X emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirements, making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less).

The latest amendments to the Truck and Bus regulation became effective on December 31, 2014. The amended regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet PM filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.

The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks.[10]

California Airborne Toxic Control Measures for Asbestos

The ARB has adopted Airborne Toxic Control Measures (ATCM) for sources that emit a particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate Best Available Control Technology to minimize emissions.

In July 2001, the ARB approved an ATCM for construction, grading, quarrying and surface mining operations to minimize emissions of naturally occurring asbestos. The regulation requires application of best management practices (BMPs) to control fugitive dust in areas known to have naturally occurring asbestos and requires notification to the local air district prior to commencement of ground-disturbing activities. The measure establishes specific testing, notification and engineering controls prior to grading, quarrying, or surface mining in construction zones where naturally occurring asbestos is located on projects of any size. There are additional notification and engineering controls at work sites larger than one acre in size. These projects require the submittal of a "Dust Mitigation Plan" and approval by the air district prior to the start of a project.

[10] California Air Resources Board (ARB). 2019. On-Road Heavy-Duty Diesel Vehicle Program. Website: https://ww3.arb.ca.gov/msprog/onroadhd/onroadhd.htm. Accessed November 27, 2019.

Construction sometimes requires the demolition of existing buildings where construction occurs. Asbestos is also found in a natural state, known as naturally occurring asbestos. Exposure and disturbance of rock and soil that naturally contain asbestos can result in the release of fibers into the air and consequent exposure to the public. Asbestos most commonly occurs in ultramafic rock that has undergone partial or complete alteration to serpentine rock (serpentinite) and often contains chrysotile asbestos. In addition, another form of asbestos, tremolite, can be found associated with ultramafic rock, particularly near faults. Sources of asbestos emissions include unpaved roads or driveways surfaced with ultramafic rock, construction activities in ultramafic rock deposits, or rock quarrying activities where ultramafic rock is present.

The ARB has an ATCM for construction, grading, quarrying, and surface mining operations, requiring the implementation of mitigation measures to minimize emissions of asbestos-laden dust. The measure applies to road construction and maintenance, construction and grading operations, and quarries and surface mines when the activity occurs in an area where naturally occurring asbestos is likely to be found. Areas are subject to the regulation if they are identified on maps published by the Department of Conservation as ultramafic rock units or if the Air Pollution Control Officer or owner/operator has knowledge of the presence of ultramafic rock, serpentine, or naturally occurring asbestos on the site. The measure also applies if ultramafic rock, serpentine, or asbestos is discovered during any operation or activity. Review of the Department of Conservation maps indicates that no ultramafic rock has been found near the project site.

Verified Diesel Emission Control Strategies

The EPA and the ARB tiered off-road emission standards only apply to new engines and off-road equipment can last several years. The ARB has developed Verified Diesel Emission Control Strategies (VDECS), which are devices, systems, or strategies used to achieve the highest level of pollution control from existing off-road vehicles, to help reduce emissions from existing engines. VDECS are designed primarily for the reduction of DPM emissions and have been verified by ARB. There are three levels of VDECS, the most effective of which is the Level 3 VDECS. Tier 4 engines are not required to install VDECS because they already meet the emissions standards for lower tiered equipment with installed controls.

California Diesel Risk Reduction Plan

The ARB Diesel Risk Reduction Plan has led to the adoption of new state regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce DPM emissions in 2020 by about 90 percent overall from year 2000 levels. The projected emission benefits associated with the full implementation of this plan, including federal measures, are reductions in DPM emissions and associated cancer risks of 75 percent by 2010, and 85 percent by 2020.[11]

Tanner Air Toxics Act and Air Toxics Hot Spots Information and Assessment Act

TACs in California are primarily regulated through the Tanner Air Toxics Act (Assembly Bill 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (Assembly Bill 2588), also known as the Hot Spots Act. To date, the ARB has identified more than 21 TACs, and has adopted the EPA's list of Hazardous Air Pollutants (HAPs) as TACs.

[11] California Air Resources Board (ARB). 2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles. Website: http://www.arb.ca.gov/diesel/documents/rrpfinal.pdf. Accessed September 25, 2019.

Carl Moyer Memorial Air Quality Standards Attainment Program

The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program), a partnership between the ARB and local air districts, issues grants to replace or retrofit older engines and equipment with engines and equipment that exceed current regulatory requirements to reduce air pollution. Money collected through the Carl Moyer Program complements California's regulatory program by providing incentives to effect early or extra emission reductions, especially from emission sources in environmental justice communities and areas disproportionately affected by air pollution.

Regional

South Coast Air Quality Management District

Standard Conditions

During construction and operation, the project must comply with applicable rules and regulations. The following are rules and regulations the project may be required to comply with, either directly or indirectly.

SCAQMD Rule 402: Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property.

SCAQMD Rule 403: Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through the application of standard Best Management Practices, such as the application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with the best available control measures, so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM_{10} component). Compliance with these rules would reduce impacts on nearby sensitive receptors.

Rule 403 measures may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.

- Reduce traffic speeds on all unpaved roads to 15 mph or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar BMPs shall be provided where vehicles enter and exit the construction-site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

SCAQMD Rule 481: Applies to all spray painting and spray coating operations and equipment. This rule would apply to the application of architectural coatings to the exterior and interior or of the building walls.

SCAQMD Rule 1108: Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the SoCAB. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the project must comply with SCAQMD Rule 1108.

SCAQMD Rule 1113: Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of the project must comply with SCAQMD Rule 1113.

SCAQMD Rule 1143: Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186: Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1303: Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM_{10} among other pollutants.

SCAQMD Rule 1401.1: Provides additional health protection to children at schools or schools under construction from new or relocated facilities emitting TACs.

SCAQMD Rule 1403: Establishes Survey Requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities.

SCAQMD Rule 2202: On-Road Motor Vehicle Mitigation Options. Is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health and Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

Air Quality Management Plans

The agency for air pollution control for the Los Angeles County portion of the SoCAB is the SCAQMD. The SCAQMD is responsible for controlling emissions primarily from stationary sources. The SCAQMD maintains air quality monitoring stations throughout the SoCAB and a portion of the Salton Sea Air Basin. The SCAQMD is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the region, in coordination with the Southern California Association of Governments (SCAG).

An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the NAAQS and/or CAAQS. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded.

2016 AQMP

On March 3, 2017, the SCAQMD adopted the 2016 AQMP. The 2016 AQMP address strategies and measures to attain the 2008 federal 8-hour ozone standard by 2032, the 2012 federal annual $PM_{2.5}$ standard by 2021 to 2025, and the 2006 federal 24-hour $PM_{2.5}$ standard by 2019. The 2016 AQMP also examined the regulatory requirements for attaining the 2015 federal 8-hour ozone standard. The 2016 AQMP also updates previous attainment plans for ozone and $PM_{2.5}$ that have not yet been met.[12] In general, the AQMP is updated every 3 to 4 years. However, the air quality planning process for the AQMP is continuous and each iteration is an update of the previous plan.

To ensure air quality goals will be met while minimizing impacts to the regional economy, the following policy objectives guided the development of the plan:

- Eliminate reliance on “black box” (future technologies) to the maximum extent possible by providing specific pathways to attainment with specific control measures.
- Calculate and take credit for co-benefits from other planning efforts (e.g., GHG reduction targets, energy efficiency, and transportation).
- Develop a strategy with fair-share emission reductions at the federal, State, and local levels such as a new federal engine emission standard and/or additional authority provided to the state or SCAQMD for mobile sources.
- Seek significant funding for incentives to implement early deployment and commercialization of known zero and near-zero technologies.

[12] South Coast Air Quality Management District (SCAQMD). 2017. Final 2016 Air Quality Management Plan. March. Website: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15. Accessed July 1, 2017.

- Invest in strategies and technologies meeting multiple objectives regarding air quality, climate change, air toxic exposure, energy, and transportation.
- Enhance the socioeconomic analysis and select the most efficient and cost-effective path to achieve multi-pollutant and multi-deadline targets.
- Prioritize non-regulatory, innovative and "win-win" approaches for emission reductions.

The 2016 AQMP also demonstrates attainment of the 2008 Ozone Standard in Coachella Valley by 2026. The AQMP also demonstrates compliance with all applicable Federal Clean Air Act requirements pertaining to nonattainment areas pursuant to the EPA approved Implementation Rules, such as the annual average and summer planning emission inventory for criteria and precursor pollutants, attainment demonstrations, reasonably available control measure and reasonably available control technology analyses, reasonable further progress, PM precursor requirements, Vehicle Miles Traveled (VMT) demonstrations, and transportation conformity budgets for SoCAB.

The control measures in the 2016 AQMP are based on implementing all feasible control measures through the accelerated deployment of available cleaner technologies, BMPs, co-benefits from existing programs, and incentive measures. The 2016 AQMP control measures consist of three main components: (1) the SCAQMD's Stationary and Mobile Source Control Measures; (2) suggested State and federal Source Control Measures; and (3) Regional Transportation Plan Transportation Control Measures provided by SCAG. These measures rely on not only the traditional command-and-control approach, but also public incentive programs, as well as advanced technologies expected to be developed and deployed in the next several years.

SCAQMD CEQA Guidance

The SCAQMD has two roles under CEQA:

1. Lead Agency: responsible for preparing environmental analyses for its own projects (adoption of rules, regulations, or plans) or permit projects filed with the SCAQMD where the SCAQMD has primary approval authority over the project.
2. Commenting Agency: the SCAQMD reviews and comments on air quality analyses prepared by other public agencies (such as the project).

The SCAQMD also provides guidance and thresholds for CEQA air quality and GHG analyses. The result of this guidance as well as state regulations to control air pollution is an overall improvement in the project area.

Local

City of Colton General Plan

The City of Colton addresses goals and policies of its General Plan relevant to air quality in the Model Air Quality Element. Nearly the entirety of the City of Colton General Plan was adopted in 1986,

though some elements were updated as recently as 2013.[13] The Model Air Quality Element,[14] which was adopted in 1991, was not part of the 2013 update. The City of Colton General Plan also includes several policies in other elements that that may have co-benefits of reducing GHGs. The City of Colton General Plan goals and policies relevant to the project and relating air quality or GHGs are listed below. Many of the goals and policies cannot be implemented by a project applicant or an individual development project.

Model Air Quality Element

- **Goal AQ 5:** Reduce particulate emissions from roads, parking lots, construction site, and agricultural lands.
- **Policy AQ 5.1:** Control Dust. Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.
- **Policy AQ 5.2:** Reduce Emissions from Building Materials/Methods. Reduce emissions from building materials and methods which generate excessive pollutants.
- **Goal AQ 6:** Reduced emissions through reduced energy consumption.

Land Use

- **Goal Land Use (LU) 4:**[15] Incorporate green building and other sustainable building practices into development projects.
- **Policy LU 4.1:** Require that new development projects reflect the principles of Traditional Neighborhood Development: walkable street patterns, pedestrian amenities, access to transit, a mix of complementary uses, comfortable and accessible open spaces a range of housing types and densities, and quality design.
- **Policy LU 4.2:** Facilitate the use of green building standards and Leadership in Energy and Environmental Design or similar programs in both private and public projects.
- **Policy LU 4.3:** Promote sustainable building practices that go beyond the requirement of Title 24 of the California Administrative Code, and encourage energy-efficient design elements.
- **Policy LU 4.4:** Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.
- **Policy LU 4.5:** Promote adoptive reuse of existing buildings as an alternative to new construction.
- **Policy LU 4.6:** Require that land divisions and development projects incorporate designs and practices that respect natural site features and provide for groundwater recharge.

[13] City of Colton. 2013. Colton General Plan. Website: https://www.ci.colton.ca.us/778/Planning-Documents. Accessed October 13, 2020.

[14] City of Colton. 1991. Model Air Quality Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/274/GP-80-Model-Air-Quality-Element?bidId=. Accessed October 13, 2020.

[15] City of Colton. 2013. Land Use Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1345/Land-Use-Element-2013?bidId=. Accessed October 13, 2020.

- **Goal LU 5:** Reduce use of energy resources citywide, with a key goal of reducing the City's carbon footprint.
- **Policy LU 5.1:** Require the incorporation of energy conservation features into the design of all new construction and site development, as required by State law and local regulations.
- **Policy LU 5.2:** Provide incentives, as funding opportunities become available, for the installation of energy conservation features in existing multi-family residential and commercial developments, including technical assistance and possible low interest loans.
- **Policy LU 5.3:** Educate the public using a variety of outreach channels regarding the need for energy conservation, techniques which can be employed, and systems which are available.
- **Policy LU 5.4:** Support the ongoing efforts of the ARB to implement AB 32 and SB 375, and fully follow any new AB 32 and SB 375-related regulations.
- **Policy LU 5.5:** Develop and implement GHG emissions reduction measures, including discrete, early-action GHG reducing measures that are technologically feasible and cost effective.
- **Policy LU 5.6:** Require detailed air quality and climate change analyses for all applications that have the potential to adversely affect air quality, and incorporate the analyses into applicable CEQA documents. Projects with the potential to generate significant levels of air pollutants and GHGs, such as manufacturing facilities and site development operations, shall be required to incorporate mitigation into their design and operation, and to utilize the most advanced technological methods feasible.
- **Policy LU 5.7:** Work with SCAQMD and SCAG to implement the AQMP and Regional Transportation Plan/Sustainable Communities Strategy, with the objective of meeting federal and state air quality standards for all pollutants. To ensure that new measures can be practically enforced in the region, participate in future amendments and updates of the AQMP.

City of Colton Municipal Code

The City of Colton Municipal Code[16] establishes the following air quality provisions that are relevant to the project.

Chapter 18.42 Performance Standards

- **18.42.060–Smoke:** No operation or activity is permitted to have operations which emit excessive smoke, fumes, or dust or which exceed the requirements, or levels, as specified by the SCAQMD.
- **18.42.070–Odors:** All activities shall be operated so as not to emit matter causing unpleasant odors which are perceptible by the average person at or beyond any lot line of the lot containing the activities.
- **18.42.080–Air quality:** No operation or activity shall cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution which can cause damage to health,

[16] City of Colton. 2018. Colton Municipal Code. Website: http://www.coltononline.com/index.aspx?NID=546. Accessed October 13, 2020.

animals, vegetation, or other forms of property, or which can cause excessive soiling on any other Lot. No emission shall be permitted which exceeds the requirements of the SCAQMD or the requirements of any air quality plan adopted by the City.

3.2.4 - Methodology

Regional air pollutant emissions are composed of those on-site and off-site construction and operational emissions generated from all facets of the project. Air pollutant emissions can be estimated by using emission factors and a level of activity. Emission factors represent the emission rate of a pollutant over a given time or activity for example, grams of NO_X per vehicle mile traveled or grams of NO_X per horsepower hour of equipment operation. The activity factor is a measure of how active a piece of equipment is and can be represented as the amount of material processed, elapsed time that a piece of equipment is in operation, horsepower of a piece of equipment used, the amount of fuel consumed in a given amount of time, or VMT per day. The ARB has published emission factors for on-road mobile vehicles/trucks in the Emission Factor (EMFAC) mobile source emissions model and emission factors for off-road equipment and vehicles in the OFFROAD emissions model.[17] An air emissions model (or calculator) combines the emission factors and the levels of activity and outputs the emissions for the various pieces of equipment.

The CalEEMod was developed in cooperation with the SCAQMD and other air districts throughout the state. CalEEMod is designed as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with construction and operation from a variety of land uses.[18] CalEEMod Version 2016.3.2 uses OFFROAD2011 and EMFAC2014 emission factors. Regional construction and operational emissions reported in this analysis were modeled using CalEEMod Version 2016.3.2. The assumptions and model inputs used to estimate emissions are detailed in the Air Quality and GHG Emissions Analysis Report, included as Appendix B of this Draft Focused EIR.

3.2.5 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. These thresholds are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies supporting this Draft Focused EIR; performance standards adopted, implemented, and monitored by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

[17] California Air Resources Board (ARB). 2020. Welcome to EMFAC. Website: https://arb.ca.gov/emfac/. Accessed October 13, 2020.

[18] South Coast Air Quality Management District (SCAQMD), Bay Area Air Quality Management District, Sacramento Metropolitan Air Quality Management District, San Joaquin Valley Air Pollution Control District, Santa Barbara County Air Pollution Control District, San Luis Obispo Air Pollution Control District (SCAQMD, et. al.). 2011. Technical Paper: Methodology Reasoning and Policy Development of the California Emission Estimator Model. July. Website: http://www.aqmd.gov/docs/default-source/caleemod/techpaper.pdf. Accessed October 13, 2020.

According to the City of Colton Local Guidelines for Implementing CEQA, Appendix J Environmental Checklist, the following questions should be analyzed and evaluated to determine whether a project's air quality impacts are significant for purposes of CEQA.[19] Would the project:

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

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

c) Expose sensitive receptors to substantial pollutant concentrations?

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

The SCAQMD has developed daily regional and localized thresholds of significance for evaluating construction and operational emissions within its jurisdiction pursuant to CEQA.[20] These thresholds are based on attainment status of the air basin relative to air quality standards for specific criteria pollutants. Because concentration standards are set at a level that protects public health within an adequate margin of safety, these emissions thresholds are considered conservative and would therefore overstate an individual project's contribution related to air quality and health risks.

Regional Thresholds

Construction Emissions

Projects in the SoCAB would generate significant construction-related regional emissions if daily emissions would exceed:

- 75 pounds per day of VOC, also known as reactive organic gases;
- 100 pounds per day of NO_X;
- 550 pounds per day of CO;
- 150 pounds per day of sulfur oxides (SO_X);
- 150 pounds per day of PM_{10}; or
- 55 pounds per day of $PM_{2.5}$.

Regional Thresholds for Operational Emissions

Projects in the SoCAB would generate significant operational regional emissions if daily emissions would exceed:

- 55 pounds per day of VOC;
- 55 pounds per day of NO_X;
- 550 pounds per day of CO;
- 150 pounds per day of SO_X;

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

[20] South Coast Air Quality Management District (SCAQMD). 2019. SCAQMD Air Quality Significance Thresholds. April. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. Accessed October 13, 2020.

- 150 pounds per day of PM_{10}; or
- 55 pounds per day of $PM_{2.5}$.

Localized Air Quality Significance Thresholds

The SCAQMD recommends that all air quality analyses include a localized assessment of both construction and operational emissions on nearby sensitive receptors.[21] The SCAQMD has developed a localized significance threshold (LST) to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs represent maximum mass emissions from a project site that would not result in pollutant concentrations that exceed NAAQS or CAAQS. LSTs are based on ambient concentrations of that pollutant within the State Responsibility Area (SRA) where a project is located, distance to nearest sensitive receptor, and size of the project site, all of which are the primary factors that influence pollutant concentrations.

The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003, revised 2009) for guidance.[22] The LST Methodology assists lead agencies in analyzing localized air quality impacts, particularly CO, NO_X, PM_{10}, and $PM_{2.5}$. The SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to 5 acres. These LST look-up values are provided to be used as screening tool for identifying whether a more detailed analysis is needed for localized impacts. The appropriate LSTs can be determined based on the project's SRA, size, and distance to nearest sensitive receptor. The appropriate SRA for the LSTs is Central San Bernardino Valley (SRA 34) since this area includes the project site. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. LSTs were obtained for sensitive receptors located 25 meters from the source area based on the project's proximity to existing sensitive receptors.

Construction

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds."[23] CalEEMod calculates construction emissions based on quantity and types of construction equipment, equipment hours, rates of emission, and maximum daily disturbance activity possible for each piece of equipment for several land use projects and their developmental intensity. The daily maximum disturbed area during construction serves as a factor in determining the project size value of the applicable LSTs for construction. Table 3.2-3 shows maximum daily disturbed acreage during construction based on types and numbers of construction equipment used for each activity, as identified by CalEEMod. The maximum daily area disturbed during construction is 3 acres.

[21] South Coast Air Quality Management District (SCAQMD). 2020. Localized Significance Thresholds. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed October 13, 2020.

[22] South Coast Air Quality Management District (SCAQMD). 2008. Final Localized Significance Threshold Methodology. Revised July 2008. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf. Accessed October 13, 2020.

[23] South Coast Air Quality Management District (SCAQMD). 2015. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2. Accessed December 30, 2019.

Table 3.2-3: Equipment Specific Site Preparation and Grading Disturbed Area Rates

Construction Activity[1]	Off-road Equipment Type	Equipment Quantity	Operating Hours per Day	Acres Graded per 8-hour Day	Acres Graded per Day
Demolition	Concrete/Industrial Saws	1	8	0.0	0.0
	Excavators	3	8	0.0	0.0
	Rubber Tired Dozers	2	8	0.5	1.0
	Maximum Daily Disturbed Area (Demolition)				*1.0*
Site Preparation	Rubber Tired Dozers	3	8	0.5	1.5
	Tractors/Loaders/Backhoes	4	8	0.0	0.0
	Maximum Daily Disturbed Area (Site Preparation)				*1.5*
Grading	Excavators	2	8	0.0	0.0
	Graders	1	8	0.5	0.5
	Rubber Tired Dozers	1	8	0.5	0.5
	Scrapers	2	8	1.0	2.0
	Tractors/Loaders/Backhoes	2	8	0.0	0.0
	Maximum Daily Disturbed Area (Grading)				*3.0*
Maximum Daily Disturbed Area from Any Construction Activity					***3.0***

Notes:
[1] Assumes overlap of construction activities based on schedule presented in Appendix B; there is no overlap of demolition, site preparation, and grading activities.

Construction and Operation

As noted earlier, the SCAQMD has defined LSTs for project areas up to 5 acres in size.[24] Specifically, LSTs are provided for one-, two-, and five-acre sites. Table 3.2-4 shows the LSTs for NO_2, CO, PM_{10}, and $PM_{2.5}$ for both construction and operational activities for with sensitive receptors being 25 meters away. If a project exceeds an applicable LST, then the SCAQMD recommends that project-specific air quality modeling be performed.

Table 3.2-4: SCAQMD Local Air Quality Screening Thresholds

Activity	Allowable Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction				
Construction (2-acre site)	170	972	7	4

[24] South Coast Air Quality Management District (SCAQMD). 2020. Localized Significance Thresholds. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed October 13, 2020.

Activity	Allowable Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Operation				
Operation (5-acre site)	270	1,746	4	2

Note: SCAQMD Mass Rate Look-Up Tables for sites in SRA 34 for sensitive receptors located 25 meters (82 feet) from the project site.
Source: South Coast Air Quality Management District (SCAQMD). 2005. Appendix C - Mass Rate LST Look-up Tables. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2. Accessed October 13, 2020.

Carbon Monoxide Hotspot Thresholds

A CO hotspot represents a condition wherein high concentrations of CO may be produced by motor vehicles accessing a congested traffic intersection under heavy traffic volume conditions. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Accordingly, vehicle emissions standards have become increasingly more stringent. Before the first vehicle emission regulations, cars in the 1950s were typically emitting about 87 grams of CO per mile.[25]

Since the first regulation of CO emissions from vehicles (model year 1966) in California, vehicle emissions standards for CO applicable to light duty vehicles have decreased by 96 percent for automobiles, and new cold weather CO standards have been implemented, effective for the 1996 model year. Currently, the CO standard in California is a maximum of 3.4 grams/mile for passenger cars (with provisions for certain cars to emit even less). With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations in the SCAQMD have steadily declined.[26]

The analysis prepared for CO attainment in the SoCAB by the SCAQMD can be used to assist in evaluating potential for CO exceedances in the SoCAB. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan).[27,28] As discussed in the 1992 CO Plan, peak CO concentrations in the SoCAB are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and AQMPs. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood);

[25] United States Environmental Protection Agency (EPA). 2020. History of Reducing Air Pollution from Transportation in the United States. January. Website: https://www.epa.gov/transportation-air-pollution-and-climate-change/accomplishments-and-success-air-pollution-transportation. Accessed October 13, 2020.
[26] South Coast Air Quality Management District (SCAQMD). 2005. Carbon Monoxide Redesignation Request and Maintenance Plan. February. Website: https://ww3.arb.ca.gov/planning/sip/sccosip05/sccosip_redesig_mplan.pdf. Accessed October 13, 2020.
[27] South Coast Air Quality Management District (SCAQMD). 1992. Federal Attainment Plan for Carbon Monoxide.
[28] South Coast Air Quality Management District (SCAQMD). 2003. 2003 Air Quality Management Plan. Website: https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2003-aqmp. Accessed October 13, 2020.

and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day.

Considering this information, the proposed project would result in a less than significant impact to localized CO concentration if the project traffic would not increase traffic volumes at affected intersections to more than those modeled in the 2003 AQMP.

Health Risk Significance Thresholds

For pollutants without defined significance standards or air contaminants not covered by the standard criteria cited above, the definition of substantial pollutant concentrations varies. For TACs, "substantial" is taken to mean that the individual cancer risk exceeds a threshold considered a prudent risk management level.

The SCAQMD has recommended several health risk significance thresholds that Lead Agencies can use in assessing a project's health risk impacts.[29] Because the City has not adopted its own set of thresholds, the following SCAQMD thresholds are used for this analysis.

Project-Specific Health Risk Significance Thresholds

The SCAQMD has established the following project-specific health risk significance thresholds:[30]

- Maximum Incremental Cancer Risk: >=10 in 1 million.
- Hazard Index (project increment) >=1.0.

A significant impact would occur if a project's impacts exceeded any of these thresholds.

Cumulative Health Risk Significance Thresholds

The SCAQMD has published guidance on how to address cumulative impacts from air pollution.[31] In the report, the SCAQMD clearly states:

> . . . the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum

[29] South Coast Air Quality Management District (SCAQMD). 2019. SCAQMD Air Quality Significance Thresholds. April. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. Accessed October 13, 2020.

[30] South Coast Air Quality Management District (SCAQMD). 2015. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2. Accessed December 30, 2019.

[31] South Coast Air Quality Management District (SCAQMD). 2003. White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. Website: http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf?sfvrsn=2. Accessed December 30, 2019.

individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

3.2.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the proposed project and provides mitigation measures where appropriate.

Consistency with Air Quality Management Plan

Impact AIR-1:	**The project could conflict with or obstruct implementation of the applicable air quality plan.**

Impact Analysis

To evaluate whether or not a project conflicts with or obstructs implementation of the applicable air quality plan (2016 AQMP for the SoCAB),[32] the SCAQMD CEQA Air Quality Handbook states that there are two key indicators. These indicators are identified by the criteria discussed below.

1. **Indicator:** Whether or not the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. **Indicator:** According to Chapter 12 of the SCAQMD CEQA Air Quality Handbook, the purpose of the General Plan consistency findings is to determine whether a project is inconsistent with the growth assumptions incorporated into the air quality plan, such as the 2016 AQMP, and thus, whether it would interfere with the region's ability to comply with federal and California air quality standards.

Considering the recommended criteria in the SCAQMD's 1993 Handbook, this analysis uses the following criteria to address this potential impact:

- **Criterion 1:** Project's contribution to air quality violations (SCAQMD's first indictor);
- **Criterion 2:** Assumptions in AQMP (SCAQMD's second indictor); and
- **Criterion 3:** Compliance with applicable emission control measures in the AQMPs.

[32] South Coast Air Quality Management District (SCAQMD). 2017. Final 2016 Air Quality Management Plan. March. Website: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15. Accessed October 13, 2020.

Criterion 1: Project's Contribution to Air Quality Violations

According to the SCAQMD, the project is consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.[33]

If a project's emissions do not exceed the SCAQMD regional thresholds for VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$, it follows that the project's emissions would not exceed the allowable limit for each project in order for the region to attain and maintain ambient air quality standards, which is the primary goal of air quality plans. As shown below in Table 3.2-5, the proposed project would not exceed the SCAQMD's regional thresholds of significance for NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ during construction. Further, after incorporation of Mitigation Measure (MM) AIR-1, the project's VOC emissions would be below thresholds. MM AIR-1 requires the use of coatings with a VOC standard equal to or less than 10 grams per liter for on-site architectural coating activities during construction of the proposed project. This measure is required to reduce the potential impact related to the maximum daily generation of VOC during project construction to a less than significant level. As shown in Table 3.2-7, the proposed project would not exceed the SCAQMD's regional thresholds of significance during project operations. In summary, the proposed project would not exceed the SCAQMD's regional thresholds of significance during construction or operation of the project after implementation of MM AIR-1. Therefore, the proposed project would not exceed regional thresholds and would be consistent with the AQMP after incorporation of mitigation. The proposed project meets Criterion 1.

Criterion 2: Assumptions in AQMP

The development of emission burdens used in AQMPs to demonstrate compliance with ambient air quality standards is based, in part, on land use patterns contained within local general plans.

The SCAQMD CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new amended General Plan elements, Specific Plans, and significant projects.[34] Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities. The proposed project would include construction and development of two industrial warehouse buildings and would not engage in any activities that would constitute a significant project as defined by the SCAQMD CEQA Air Quality Handbook.

Furthermore, the project is not growth inducing and would have no significant impacts associated with growth inducement from implementation. As discussed in Section 7.2.10, the proposed project would not cause population growth to exceed the 2016 RTP/SCS projections. Because there would also be no impacts related to long-term project operation, it follows that the proposed project would

[33] South Coast Air Quality Management District (SCAQMD). 1993. CEQA Handbook. Available at SCAQMD, 21865 Copley Drive, Diamond Bar, CA 91765.

[34] South Coast Air Quality Management District (SCAQMD). 1993. CEQA Handbook. Available at SCAQMD, 21865 Copley Drive, Diamond Bar, CA 91765.

not result in growth and associated emissions unforeseen in any local or regional plans. Therefore, the proposed project would not be significant regarding Criterion 2.

Criterion 3: Criterion 3: Control Measures

The AQMP contains several control measures which are enforceable requirements through the adoption of rules and regulations. SCAQMD rules and regulations relevant to the proposed project are described in Section 2.4.2. The proposed project would comply with all applicable SCAQMD rules and regulations. Because of the nature of the proposed project, which includes earthmoving activity, SCAQMD Rule 403 applies. As previously mentioned, Rule 403 governs emissions of fugitive dust during construction and operation activities. The rule requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Compliance with this rule is achieved through application of standard BMPs. These BMPs include application of water or chemical stabilizers to disturbed soils; covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 mph; sweeping loose dirt from paved site access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. The project's compliance with all applicable SCAQMD rules and regulations would result in consistency with the applicable AQMP control measures.

Summary

In summary, the proposed project would not exceed the growth assumptions in the AQMP. The proposed project would not result in a regional exceedance of criteria air pollutants after the incorporation of MM AIR-1. Furthermore, the proposed project would comply with all applicable SCAQMD rules and regulations. Accordingly, the proposed project would not conflict with or obstruct implementation of the applicable air quality plans, and, therefore, this impact would be less than significant after incorporation of mitigation.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM AIR-1 The following measures shall be applied during construction of the project:

- Use super-compliant architectural coatings for all on-site architectural coating activities. These coatings are defined as those with volatile organic compound Volatile Organic Compound (VOC) less than 10 grams per liter. South Coast Air Quality Management District (SCAQMD) provides a list of manufacturers that provide this type of coating.
- Keep lids closed on all paint containers contained on-site when not in use to prevent VOC emissions and excessive odors.
- Use compliant low VOC cleaning solvents to clean paint application equipment.
- Keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.

Level of Significance After Mitigation

Less than significant impact with mitigation.

Cumulative Criteria Pollutant Emissions Impacts

Impact AIR-2:	**The project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.**

Impact Analysis

This impact is related to the cumulative effect of a project's regional criteria pollutant emissions. The region is currently nonattainment for ozone, PM_{10}, and $PM_{2.5}$. By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants is a result of past and present development within the air basin, and this regional impact is a cumulative impact. In other words, new development projects (such as the proposed project) within the air basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. All new development that would result in an increase in air pollutant emissions above those assumed in regional air quality plans would contribute to cumulative air quality impacts.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the project's incremental effects would be cumulatively considerable.

Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the project would result in regional emissions that exceed the SCAQMD regional thresholds of significance for construction and operations on a project level. Projects that generate emissions below the SCAQMD significance thresholds would be considered consistent with regional air quality planning efforts would not generate cumulatively considerable emissions.

The proposed project's regional construction and operational emissions, which include both on- and off-site emissions, are evaluated separately below. Construction and operational emissions from the proposed project were estimated using CalEEMod Version 2016.3.2. A detailed description of the assumptions used to estimate emissions and the complete CalEEMod output files are contained in the project-specific Air Quality and GHG Emissions Analysis Report, included in Appendix B of this Draft Focused EIR.

Cumulative Construction Emissions

Construction emissions are described as "short-term" or temporary in duration; however, they have the potential to represent a significant impact with respect to air quality. Construction of the proposed project would result in the temporary generation of VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions from construction activities such as site preparation, grading, building construction,

architectural coating, and asphalt paving. Fugitive dust emissions are primarily associated with earth disturbance and grading activities, and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on-site and off-site. Construction-related NO_X emissions are primarily generated by exhaust emissions from heavy-duty construction equipment, material and haul trucks, and construction worker vehicles. VOC emissions are mainly generated by exhaust emissions from construction vehicles, off-gas emissions associated with architectural coatings, and asphalt paving.

Construction of the proposed project is anticipated to begin in February 2021 and conclude in May 2022. The anticipated construction schedule reflects the construction start date and the construction phase durations estimated by the project applicant. The construction schedule used in the analysis represents a reasonable worst-case analysis scenario since a delay in construction dates into the future would result in using emission factors for construction equipment that decrease as the analysis year increases, due to improvements in technology and the need to meet more stringent regulatory requirements. Therefore, construction emissions would decrease if the construction schedule moves to later years. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required by CEQA Guidelines. For a more detailed description of the construction emissions modeling parameters and assumptions, please refer to Appendix B.

Table 3.2-5 presents the project's maximum daily construction emissions for each construction activity and during the entire construction duration using the worst-case summer or winter daily construction-related criteria pollutant emissions for each phase of construction. Complete CalEEMod output files are included as part of Appendix B.

Table 3.2-5: Regional Construction Emissions by Construction Activity (Unmitigated)

Construction Activity	Regional Pollutant Emissions (pounds per day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	4.0	58.7	26.4	0.1	14.0	3.7
Site Preparation	4.0	40.6	21.9	0.0	9.3	5.8
Grading	4.3	47.6	31.9	0.1	5.7	3.3
Building Construction (2021)	7.2	53.0	58.7	0.2	13.0	4.2
Building Construction (2022)	6.6	49.2	55.1	0.2	12.8	4.1
Paving	1.9	11.2	15.2	0.0	0.7	0.6
Architectural Coating	369.4	1.9	8.4	0.0	2.0	0.6
Off-site Improvements	0.9	7.8	8.0	0.0	0.8	0.6
Maximum Daily Emissions[1]	**369.4**	**60.8**	**66.7**	**0.2**	**14.0**	**5.8**
SCAQMD Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**

Construction Activity	Regional Pollutant Emissions (pounds per day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Notes: [1] Assumes overlap of construction activities based on schedule presented in Appendix B. The PM_{10} and $PM_{2.5}$ emissions reflect the combined exhaust and mitigated fugitive dust emissions in accordance with SCAQMD Rule 403. Source of Table: Appendix B.						

As shown in above in Table 3.2-5, the proposed project's construction emissions would be less than significant for NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$; however, construction would exceed the applicable significance threshold for VOC. Therefore, the proposed project would have a potentially significant impact related to air quality during project construction. MM AIR-1 requires the proposed project to use coatings with a VOC standard equal to or less than 10 grams per liter for on-site architectural coating activities, which would reduce this potential impact to a less than significant level.

Table 3.2-6 presents the proposed project's maximum daily construction emissions after the incorporation of MM AIR-1.

Table 3.2-6: Regional Construction Emissions by Construction Activity (Mitigated)

Construction Activity	Regional Pollutant Emissions (pounds per day)					
	VOC_s	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	4.0	58.7	26.4	0.1	14.0	3.7
Site Preparation	4.0	40.6	21.9	0.0	9.3	5.8
Grading	4.3	47.6	31.9	0.1	5.7	3.3
Building Construction (2021)	7.2	53.0	58.7	0.2	13.0	4.2
Building Construction (2022)	6.6	49.2	55.1	0.2	12.8	4.1
Paving	1.9	11.2	15.2	0.0	0.7	0.6
Architectural Coating	49.0	1.9	8.4	0.0	2.0	0.6
Off-site Improvements	0.9	7.8	8.0	0.0	0.8	0.6
Maximum Daily Emissions[1]	**49.0**	**60.8**	**66.7**	**0.2**	**14.0**	**5.8**
SCAQMD Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Notes: [1] Assumes overlap of construction activities based on schedule presented in Appendix B. The PM_{10} and $PM_{2.5}$ emissions reflect the combined exhaust and mitigated fugitive dust emissions in accordance with SCAQMD Rule 403. Source of Table: Appendix B.						

As shown in Table 3.2-6, the project's regional daily construction emissions would not exceed any of the SCAQMD thresholds of significance after the incorporation of MM AIR-1. Furthermore, all construction activities would comply with applicable SCAQMD rules and regulations, including Rule 403, to minimize fugitive PM dust emissions. Therefore, the proposed project would not result in a

cumulatively considerable net increase of construction emissions after incorporation of MM AIR-1. The cumulative impact from construction of the project would be less than significant with mitigation incorporated.

Cumulative Operational Emissions

Following project construction, long-term operational emissions would be generated, resulting from daily operations. Operational emissions for land use development projects are typically distinguished as mobile-, area-, and energy-source emissions. Mobile-source emissions are those associated with automobiles that would travel to and from the project site. Assumptions used to estimate mobile-source emissions that would be generated by the project were consistent with those presented in the project-specific traffic study. The project was estimated to generate 1,348 average daily trips during the operational period, with 1,130 of those trips being from passenger vehicles. Area-source emissions are those associated with natural gas combustion for space and water heating, landscape maintenance activities, and periodic architectural coatings. Energy-source emissions are those associated with electricity consumption and are more pertinent for GHG emissions than air quality pollutants. Table 3.2-7 presents the project's maximum daily operational emissions.

Table 3.2-7: Operational Regional Pollutants

Operational Activity	Regional Pollutant Emissions (pounds per day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	18.49	0.00	0.18	0.00	0.00	0.00
Energy	0.06	0.53	0.45	0.00	0.04	0.04
Mobile—Passenger Vehicles	1.84	2.48	30.69	0.10	10.17	2.73
Mobile—Trucks	1.66	51.94	12.15	0.23	7.46	2.23
Total Operational Emissions	**22.04**	**54.95**	**43.47**	**0.34**	**17.66**	**5.00**
SCAQMD Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Emissions shown represent the maximum daily emissions from summer and winter seasons for each operational emission source and pollutant. Therefore, total daily operational emissions represent maximum daily emissions that could occur throughout the year.
Source of Table: Appendix B.

As shown in Table 3.2-7, the proposed project's regional daily operational emissions would not exceed any of the SCAQMD thresholds of significance. Considering that the project's long-term operational emissions would not exceed any significance thresholds, the proposed project would not result in a cumulatively considerable net increase of operational emissions. The cumulative impact from long-term operation of the proposed project would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implement MM AIR-1.

Level of Significance After Mitigation

Less than significant impact with mitigation.

Sensitive Receptors Exposure to Pollutant Concentrations

Impact AIR-3:	**The project would not expose sensitive receptors to substantial pollutant concentrations.**

Impact Analysis

This impact evaluates the potential for the project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentration. Sensitive receptors are defined as those individuals who are sensitive to air pollution including children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities.[35] Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as NO_2 and CO), commercial and/or industrial facilities would be considered sensitive receptors.

To result in a less than significant impact, the following criteria must be true:

- **Criterion 1:** LST assessment: emissions and air quality impacts during project construction or operation must be below the applicable LSTs to screen out of needing to provide a more detailed air quality analysis. If the project exceeds any applicable LST when the mass rate look-up tables are used as a screening analysis, then project-specific air quality modeling may be performed to determine significance.
- **Criterion 2:** A CO hotspot assessment must demonstrate that the project would not result in the development of a CO hotspot that would result in an exceedance of the CO ambient air quality standards.
- **Criterion 3:** A TAC analysis must demonstrate that the project would not result in significant health risk impacts to sensitive receptors. This would be achieved by demonstrating that construction or operation of the project would not result in an exceedance of the health risk significance thresholds.

Criterion 1: Localized Significance Threshold Analysis—Criteria Pollutants

The localized construction and operational analyses use thresholds (i.e., LSTs) that represent maximum emissions for a project that would not cause or contribute to an exceedance of the most

[35] South Coast Air Quality Management District (SCAQMD). 2008. Final Localized Significance Threshold Methodology. Revised July 2008. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed October 7, 2020.

stringent applicable federal or State ambient air quality standard.[36] If the proposed project's construction or operational emissions are under those thresholds, it follows that the project would not cause or contribute to an exceedance of the standard and would not expose sensitive receptors to substantial pollutant concentrations.

Localized Construction Analysis

The LST Methodology only applies to on-site emissions and states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only on-site emissions were compared with the applicable LSTs.

Table 3.2-8 presents the project's maximum daily on-site emissions compared with the applicable LSTs. The LSTs have been obtained from the LST Methodology for a 2-acre project sites located in SRA 34 where sensitive receptors are 25 meters away. As noted in Table 3.2-8, emission estimates account for implementation of SCAQMD Rule 403.

Table 3.2-8: Construction Localized Significance Screening Analysis—Unmitigated

Activity	On-site Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	31.4	21.6	11.6	3.0
Site Preparation	40.5	21.2	9.1	5.8
Grading	46.4	30.9	5.4	3.2
Building Construction (2021)	17.4	16.6	1.0	0.9
Building Construction (2022)	15.6	16.4	0.8	0.8
Paving	11.1	14.6	0.6	0.5
Architectural Coating	1.4	1.8	0.1	0.1
Off-site Improvements	7.8	7.6	0.7	0.6
Unmitigated Maximum Daily On-site Construction Emissions[1]	**46.4**	**30.9**	**11.6**	**5.8**
Localized Significance Thresholds (2-acre site)	**170**	**972**	**7**	**4**
Exceeds Any Screening Threshold?	**No**	**No**	**Yes**	**Yes**

Notes:
[1] Assumes overlap of construction activities based on the anticipated construction schedule (see Appendix B).
The PM_{10} and $PM_{2.5}$ emissions reflect the combined exhaust and mitigated fugitive dust emissions in accordance with SCAQMD Rule 403.
Source of Table: Appendix B.

As shown in Table 3.2-8, the proposed project's unmitigated maximum daily on-site emissions would not exceed the applicable SCAQMD LSTs for NO_X or CO and localized construction impacts related to

[36] South Coast Air Quality Management District (SCAQMD). 2009. Final Localized Significance Threshold Methodology, Appendix C. Revised October 21, 2009. Website: http://www.aqmd.gov/home /regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed October 7, 2020.

these air pollutants would be less than significant. However, the proposed project's maximum daily on-site emissions would exceed the applicable SCAQMD LSTs for PM_{10} and $PM_{2.5}$. As previously discussed, the LSTs are screening criteria developed by the SCAQMD to provide lead agencies and project applicants with a conservative indication of whether the proposed project could result in a potentially significant air quality impact. If a project exceeds an applicable LST, then the SCAQMD recommends that project-specific air quality modeling be performed to determine localized impacts on sensitive receptors. To determine localized impacts related to construction-generated PM_{10} and $PM_{2.5}$, a project-specific construction health risk assessment was performed. Localized impacts from the project's generation of PM during construction on sensitive receptors were evaluated by performing a project-specific construction health risk assessment and are addressed in Criterion 3 below.

Localized Operational Analysis

Like the construction LST analysis above, the applicable operational LSTs were obtained for a project located in SRA 34 with the nearest sensitive receptor being 25 meters away.

As described above, the LST Methodology recommends that only on-site emissions are evaluated using LSTs. Because most of the proposed project's mobile-source emissions would occur on the local and regional roadway network away from the project, only the on-site area-, energy-, and mobile-source emissions were included in this analysis. A trip length of 0.1 mile was used in the modeling input assumptions to account for on-site emissions from mobile sources. Table 3.2-9 presents the project's maximum daily on-site emissions compared with the appropriate LSTs.

Table 3.2-9: Operational Localized Significance Analysis—Unmitigated

Emissions Source	Pounds per Day			
	NOx	CO	PM10	PM2.5
Area	0.00	0.18	0.00	0.00
Energy	0.53	0.45	0.04	0.04
Mobile–Passenger Vehicles	0.31	4.25	0.09	0.03
Mobile–Trucks	15.69	2.68	0.02	0.01
Maximum Daily On-site Operational Emissions	**16.54**	**7.56**	**0.16**	**0.08**
Localized Significance Thresholds (5-acre)	**270**	**1,746**	**4**	**2**
Exceeds Any Threshold?	**No**	**No**	**No**	**No**

Source of Emissions: Appendix B.
Source of thresholds: SCAQMD Mass Rate Look-Up Tables for a 5-acre site in SRA 34 for sensitive receptors located 25 meters (82 feet) from the project site.

As shown in Table 3.2-9, the proposed project's maximum daily on-site operational emissions would not exceed any applicable SCAQMD LSTs. Therefore, the project's operational activities would not

cause or contribute substantially to an existing or future ambient air quality standard violation. Accordingly, the proposed project's operational criteria air pollutant and ozone precursor concentrations would not expose sensitive receptors to substantial pollutant concentrations. The impact would be less than significant.

Criterion 2: Carbon Monoxide Hotspot Analysis

The Barton Road Logistics Center Traffic Analysis identified opening year cumulative traffic volumes with project volume forecasts. This scenario, discussed in Barton Road Logistics Traffic Analysis, includes Opening Year Cumulative (2022) Without Project traffic in conjunction with the addition of Project traffic. None of the intersections near the project site would have peak-hour traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the local meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail. Therefore, the operational CO impact would be less than significant.

Criterion 3: Toxic Air Contaminant Analysis

Toxic Air Pollutants–On-site Workers

A variety of State and national programs protect workers from safety hazards, including high air pollutant concentrations.[37,38]

On-site workers are not required to be addressed through this health risk assessment (HRA) process. A document published by the California Air Pollution Control Officers Association, Health Risk Assessments for Proposed Land Use Projects, indicates that on-site receptors are included in risk assessments if they are persons not employed by the project.[39] Persons not employed by the project would not remain on-site for any significant period. Therefore, an HRA for on-site workers is not required or recommended. No further discussion is necessary.

Health Risk Assessment

During construction and operation, the proposed project would result in emissions of several TACs that could potentially impact nearby sensitive receptors. The SCAQMD has defined health risk significance thresholds. These thresholds are represented as a cancer risk to the public and a non-cancer hazard from exposures to TACs. Cancer risk represents the probability (in terms of risk per million individuals) that an individual would contract cancer resulting from exposure to TACs continuously over a period of several years. The principal TAC emission analyzed in this assessment was DPM from operation of off-road equipment and diesel-powered delivery and worker vehicles during construction and operation. DPM has been identified by the ARB as a carcinogenic substance. For purposes of this analysis, DPM is represented as exhaust emissions of PM_{10}. As the project did not screen out needing to complete project-specific air quality modeling to determine significance for PM_{10} and $PM_{2.5}$ by applying the applicable LSTs (see Table 3.2-8), this construction health risk assessment is used to determine localized impacts related to PM. DPM represented as exhaust PM_{10} adequately addresses impacts from PM_{10} and $PM_{2.5}$ emissions, as $PM_{2.5}$ comprises a component of

[37] Occupational Safety and Health Administration (OSHA). 2003. United States Department of Labor. Safety and Health Topics: Methane. Website: www.osha.gov/dts/chemicalsampling /data/CH_250700.html. Accessed December 30, 2019.

[38] Centers for Disease Control and Prevention (CDC). 2012. Construction—website: www.cdc.gov/niosh/construction/. Indoor Environmental Quality—website: www.cdc.gov/niosh/topics/indoorenv/constructionieq.html. Accessed December 30, 2019.

[39] California Air Pollution Control Officers Association (CAPCOA). 2009. Health Risk Assessments for Proposed Land Use Projects.

PM_{10}. Fugitive dust components of PM_{10} and $PM_{2.5}$ would be controlled through the implementation of required dust control practices during project construction.

The SCAQMD and California Office of Environmental Health Hazard Assessment (OEHHA) recommends that an exposure duration (residency time) of 30 years be used to estimate individual cancer risk for the maximally individual resident.[40] Exposures to TACs can also result in both short-term (acute) or long-term (chronic) non-cancer health impacts. Such impacts could include illnesses related to reproductive effects, respiratory effects, eye sensitivity, immune effects, kidney effects, blood effects, central nervous system, birth defects, or other adverse environmental effects.

Estimation of Cancer Risks

Cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer as a direct result of exposure to potential carcinogens over a specified exposure duration. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF). A risk level of 10 in a million implies a likelihood (or risk) that up to 10 persons, out of 1 million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of TACs over a specified duration of time. This risk would be an excess cancer risk that is in addition to any environmental cancer risk borne by a person not exposed to these air toxics.

The OEHHA has developed guidance for estimating cancer risks that considers the increased sensitivity of infants and adults to TAC emissions, different breathing rates, and time spent at home. This guidance was applied in estimating cancer risks from the construction and operation of the project.

The recommend method for the estimation of cancer risk is shown in the equations.

$$\text{Cancer Risk} = \text{CDPM} \times \text{Inhalation Exposure Factor} \qquad \text{(EQ-1)}$$

Where:

Cancer Risk=Total individual excess cancer risk defined as the cancer risk a hypothetical individual faces if exposed to carcinogenic emissions from a particular source for specified exposure durations; this risk is defined as an excess risk because it is above and beyond the background cancer risk to the population; cancer risk is expressed in terms of risk per million exposed individuals.

C_{DPM}=Period average DPM air concentration calculated from the air dispersion model in $\mu g/m^3$

Inhalation is the most important exposure pathway to impact human health from DPM and the inhalation exposure factor is defined as follows:

$$\text{Inhalation Exposure Factor} = \text{CPF} \times \text{EF} \times \text{ED} \times \text{DBR} \times \text{AAF/AT} \qquad \text{(EQ-2)}$$

[40] Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program-Risk Assessment Guidelines. February.

Where:

CPF=Inhalation cancer potency factor for the TAC: 1.1 $(mg/kg\text{-}day)^{-1}$ for DPM
EF=Exposure frequency (days/year)
ED=Exposure duration (years of construction)
AAF=set of age-specific adjustment factors that include age sensitivity factors (ASF), daily breathing rates (DBR), and time at home factors (TAH)
AT=Averaging time period over which exposure is averaged (days)

Estimation of Chronic Non-Cancer Hazards

An evaluation of potential non-cancer effects of chronic chemical exposures was also conducted. Adverse health effects are evaluated by comparing the annual receptor concentration of each chemical compound with the appropriate Reference Exposure Level (REL). Available RELs promulgated by OEHHA were considered in the assessment.

Risk characterization for non-cancer health hazards from TACs is expressed as an HI. The HI is a ratio of the predicted concentration of the project's emissions to a concentration considered acceptable to public health professionals, termed the REL.

To quantify non-carcinogenic impacts, the HI approach was used.

$$HI=C_{ann}/REL \qquad \text{(EQ-3)}$$

Where:

HI=chronic hazard index
C_{ann}=annual average concentration of TAC as derived from the air dispersion model ($\mu g/m^3$)
REL=reference exposure level above which a significant impact is assumed to occur ($\mu g/m^3$)

The HI assumes that chronic exposures to TACs adversely affect a specific organ or organ system (toxicological endpoint) of the body. For each discrete chemical exposure, target organs presented in regulatory guidance were used. To calculate the HI, each chemical concentration or dose is divided by the appropriate toxicity REL. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds 1, a health hazard is presumed to exist. OEHHA has defined a REL for DPM of 5 $\mu g/m^3$. The principal toxicological endpoint assumed in this assessment was through inhalation.

Toxic Air Contaminant Construction Analysis

Major sources of DPM during construction include off-road construction equipment and heavy-duty delivery truck activities. The results of the HRA prepared for project construction for cancer risk and long-term chronic cancer risk are summarized below. Air dispersion modeling was utilized to assess the project's potential health risks using AERMOD Version 19191, which is the air dispersion model accepted by the EPA and the SCAQMD for preparing HRAs. Exhaust emissions of DPM (as PM_{10} exhaust) were estimated using CalEEMod Version 2016.3.2. The construction emissions were assumed to be distributed over the project area with a working schedule of eight hours per day and five days per week. Emissions were adjusted by a factor of 4.2 to convert for use with a 24-hour-per-

day, 365 day-per -year averaging period. Detailed parameters, a description of methodology, and complete calculations are contained in Appendix B.

The estimated health and hazard impacts at the Maximum Impacted Sensitive Receptor (MIR) from the project's unmitigated construction emissions are provided in Table 3.2-10.

Table 3.2-10: Estimated Health Risks and Hazards During Project Construction (Unmitigated)

Source	Cancer Risk (risk per million)	Chronic Non-Cancer HI[1]
Risks and Hazards at the MIR: Infants	6.7	0.01
Risks and Hazards at the MIR: Child	1.0	0.01
Risks and Hazards at the MIR: Adult	0.2	0.01
Significance Threshold	**10**	**1**
Exceeds Individual Source Threshold?	**No**	**No**

Notes:
[1] Chronic non-cancer HI was estimated by dividing the maximum annual DPM concentration (as PM_{10} exhaust) by the REL of 5 $\mu g/m^3$.
Source: Appendix B.

As noted in Table 3.2-10, the project's construction DPM emissions would not exceed the cancer risk significance threshold or non-cancer hazard index significance threshold at the MIR. Therefore, the project would not result in a significant impact on nearby sensitive receptors from TACs during construction.

Toxic Air Contaminant Operational Analysis

Common sources of TACs include high traffic freeways, distribution centers, large gas dispensing facilities, and dry cleaners. The project proposes to develop two concrete tilt-up industrial warehouse logistics facilities with totaling 960,040 square feet, which would include on-site sources of TACs during operation. The proposed project would primarily generate passenger vehicle trips from employees, visitors, and light-duty delivery vehicles traveling to and from the project site; however, the project would also be served with daily truck deliveries. The main source of DPM from the long-term operations of logistical centers is from combustion of diesel fuel in diesel-powered engines in on-road delivery trucks. Motor vehicle emissions refer to DPM exhaust emissions from the motor vehicle traffic that would travel to and from the project site each day.

Operational emissions for the proposed project were assessed assuming the first year of operations would occur in 2022. The emission factors for DPM emissions were estimated for the following years: 2022, 2025, 2030, 2040 and 2050. This was done to account for the future reductions in DPM emissions forecasted by the ARB EMFAC 2017 emission model from motor vehicles. The emission factors, AERMOD Output, and emission estimation spreadsheets used to estimate motor vehicle DPM emissions during project operations are provided in the Air Quality and GHG Emissions Analysis Report including in Appendix B.

The results from the HRA prepared for project operations, for cancer risk and long-term chronic cancer risk, are summarized below. Similar to the HRA performed for construction emissions, air dispersion modeling was utilized to assess the proposed project's potential health risks using AERMOD Version 19191. Exhaust emissions of DPM (as PM_{10} exhaust) were estimated using CalEEMod Version 2016.3.2 and EMFAC2017. The OEHHA-recommended values for the various cancer risk parameters used in the operational HRA are provided below in Table 3.2-11. The parameters, methodology, and detailed calculations are provided in the Air Quality and GHG Emissions Analysis Report included in Appendix B.

Table 3.2-11: Exposure Assumptions for Cancer Risk

Receptor Type	Exposure Frequency		Exposure Duration (years)	Age Sensitivity Factors	Time at Home Factor (%)
	Hours/day	Days/year			
Sensitive/Residential—Infant					
3rd Trimester	24	350	0.25	10	85
0–2 years	24	350	2	10	85
Sensitive Receptor—Child					
3–16 years	24	350	14	3	72
Sensitive Receptor—Adult					
> 16 to 30 years	24	350	14	1	73
> 30 years	24	350	1	1	73

Notes:
(1) The daily breathing rates for sensitive/residential receptors assume the 95th percentile breathing rates for all individuals less than 2 years of age and 80th percentile breathing rates for all older individuals.
(l/kg-day)=liters per kilogram body weight per day
Source: Appendix B.

An operational HRA was performed to determine calculate the cancer health risks and the non-hazard indices for sensitive receptors within 1,000 feet of the project boundary. Because the same off-site receptors would be exposed to emissions from both construction and operation of the project, DPM (as PM_{10} exhaust) from short-term construction of the project and long-term operations of the project were combined to calculate the cancer health risk and the non-hazard index at all modeled receptors to determine the MIR. The results of this analysis are summarized in Table 3.2-12.

Table 3.2-12: Summary of Health Risk Impacts Year 2021-2052

Health Impact Metric	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index(1)
Risks and Hazards at the MIR over 30-year exposure	7.3	0.009
SCAQMD Significance Threshold	**10**	**1**
Exceeds Individual Source Threshold?	**No**	**No**

Health Impact Metric	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index[(1)]
Notes: MIR=Maximum Impacted Sensitive Receptor [1] Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as $PM_{2.5}$ exhaust) by the REL of 5 $\mu g/m^3$. Source: Appendix B.		

The maximum cancer risks at the MIR over the approximate 1.24-year construction period combined with cancer risks over a 30-year operational exposure duration would be less than 10 in one million, and the maximum hazard index for chronic HI would be less than 0.1. As noted in Table 3.2-12, the health risks and hazard index are below the SCAQMD's thresholds of significance. Therefore, the proposed project's operation would not expose sensitive receptors to substantial pollutant concentrations.

Cumulative Toxic Air Contaminant Operational Analysis

As previously discussed, projects that exceed project-specific significance thresholds are considered by the SCAQMD cumulatively considerable. Conversely, projects that do not exceed project-specific thresholds are generally not considered cumulatively significant. As discussed in Criteria 1 through 3, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. Since the proposed project would not exceed project-specific thresholds it would not be considered to result in cumulatively significant impacts.

Level of Significance Before Mitigation

Less than significant impact.

Objectionable Odors Exposure

Impact AIR-4: The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Impact Analysis

Odors can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Odor-related symptoms reported in several studies include nervousness, headache, sleeplessness, fatigue, dizziness, nausea, loss of appetite, stomachache, sinus congestion, eye irritation, nose irritation, runny nose, sore throat, cough, and asthma exacerbation.[41]

The SCAQMD's role is to protect the public's health from air pollution by overseeing and enforcing regulations.[42] The SCAQMD's resolution activity for odor compliance is mandated under California

[41] South Coast Air Quality Management District (SCAQMD). 2007. Odor Detection, Mitigation and Control Technology Forum and Roundtable Discussion. 2007. Website: www.aqmd.gov/tao/conferencesworkshops/OdorForum/OdorForumSummary.pdf.
[42] Ibid.

Health and Safety Code Section 41700 and falls under SCAQMD Rule 402. This rule on Public Nuisance Regulation states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

The SCAQMD does not provide a suggested screening distance for a variety of odor-generating land uses and operations. However, the San Joaquin Valley Air Pollution Control District (SJVAPCD) does have a screening distance for odor sources.[43] Those distances are used as a guide to assess whether nearby facilities could be sources of significant odors. Projects that would site a new receptor farther than the applicable screening distances from an existing odor source would not likely have a significant impact. These screening distances by type of odor generator are listed in Table 3.2-13.

Table 3.2-13: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Source: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Accessed October 13, 2020.	

Construction-related Odors

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the low intensity nature of these emissions, intermittent nature of construction activities, and highly diffusive properties of diesel PM exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed project site. Additionally, the proposed project would utilize typical

[43] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Accessed October 13, 2020.

construction techniques, and odors would be typical of most construction-sites, transient and low intensity in nature. Impacts would be less than significant.

Operational-related Odors

The proposed project includes construction and development of an industrial two warehouse buildings, parking spaces, and associated landscaping. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roasters, asphalt batch plants, and rendering plants. The proposed project would not engage in any of these activities and would not be considered an odor generator as identified in Table 3.2-13. Therefore, the proposed project would not be considered a generator of objectionable odors during operations. Minor sources of odors, such as exhaust from mobile sources, are not typically associated with numerous odor complaints, but are known to have temporary and less concentrated odors. Neither construction nor operation of the proposed project is anticipated to generate any significant objectionable odors that affect a substantial number of people. In summary, the project's long-term operational activities would not have any substantial odor sources that would expose nearby receptors. Considering the low intensity of potential odor emissions, the project's operational activities would not expose receptors to objectionable odor emissions. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

3.3 - Biological Resources

3.3.1 - Introduction

This section describes the existing biological setting of the project site and surrounding area and analyzes the potential effects of project implementation on biological resources. This section also identifies mitigation measures to avoid, minimize, and/or reduce these potential effects to less than significant levels. The Biological Resources Assessment that was prepared to support this section is included in Appendix C.

The proposed project site is in the City of Colton about 0.5-mile south of the Santa Ana River. The La Loma Hills rise immediately to the west of the project site and the Box Springs Mountains lie approximately 3 miles southeast. The project site is located within the *San Bernardino South, California*, United States Geological Survey (USGS) 7.5-minute Topographical Quadrangle Map.

Comments from the California Department of Fish and Wildlife (CDFW) were received during the Environmental Impact Report (EIR) scoping period recommending that the following biological resources be reviewed and discussed (Appendix C):

- Burrowing owl (*Athene cunicularia*)
- Rare plants
- Sensitive bat species
- Orange-throated whiptail (*Aspidoscelis hyperythra*)
- Jurisdictional drainage features
- Direct and indirect cumulative impacts on sensitive biological resources as a result of the development of the proposed project.

3.3.2 - Environmental Setting

Records Searches and Pedestrian Survey to Identify Existing Biological Resources

Literature Review

FirstCarbon Solutions (FCS) Biologists reviewed existing environmental documentation for information about the biological setting and resources on the project site and immediate vicinity. This documentation included literature pertaining to the habitat requirements of special-status species with the potential to occur on or near the project site, and Federal Register listings, protocols, and species data provided by the United States Fish and Wildlife Service (USFWS) and CDFW. Aerial photographs, topographic maps, and soils maps were also reviewed.

Elevation and Drainage

An FCS Biologist reviewed current USGS 7.5-minute topographic quadrangle maps and aerial photographs as part of the preliminary analysis of the existing conditions within the project site and immediate vicinity. Information obtained from the topographic map review included elevation range,

general watershed information, and potential drainage feature locations.[1] Aerial photographs provide a perspective of the most recent site conditions relative to on-site and off-site land use, plant community locations, and potential locations of wildlife movement corridors.

Soil

The United States Department of Agriculture (USDA) publishes soil surveys describing soil series (i.e., group of soils with similar profiles) for a defined area.[2] The soil profile descriptions include major horizons with similar thickness, arrangement, and other important characteristics. The series are further subdivided into soil mapping units that provide specific information about soil characteristics. Many special-status plant species have a limited distribution based exclusively on soil type. Therefore, USDA soil survey maps were reviewed to determine existing soil mapping units within the project site and assess whether soil conditions on-site are suitable for any special-status plant species (Exhibit 3.3-1).[3]

Special-status Wildlife and Plant Species

An FCS Biologist compiled a list of threatened, endangered, and other special-status species previously recorded in the general project vicinity (Appendix C) based on a search of the CDFW California Natural Diversity Database (CNDDB), a special-status species and natural vegetation community database,[4] and the California Native Plant Society Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California database[5] for the *San Bernardino South, California* USGS 7.5-minute topographic quadrangle map.

Trees

Prior to conducting the reconnaissance-level field survey, FCS Biologists reviewed applicable City ordinances pertaining to tree preservation and protective measures and tree replacement conditions or permit requirements.

Jurisdictional Waters and Wetlands

Prior to conducting the reconnaissance-level field survey, FCS Biologists reviewed USGS topographic maps and aerial photography to identify potential natural drainage features and water bodies on or adjacent to the project site. In general, all surface drainage features identified as blue-line streams on USGS maps and linear patches of vegetation are expected to exhibit evidence of flows and considered potentially subject to State and federal regulatory authority as "waters of the United States and/or State." A preliminary assessment was conducted to determine the location of any existing drainages and limits of project-related grading activities, to aid in determining if a formal delineation of waters of the United States or State would be necessary.

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1 United States Geological Survey (USGS). 1986. California 7.5-minute Topographic Quadrangle Map: *San Bernardino South*, *California*. Washington, D.C.: U.S. Government Printing Office.

2 United States Department of Agriculture (USDA). 1980. Soil Survey of San Bernardino Southwestern Part, California. Washington, D.C.: U.S. Government Printing Office.

3 Web Soil Survey (WSS) United States Department of Agriculture. Natural Resources Conservation Service (NRCS). 2020. Official Soil Series Descriptions. Website: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed March 3, 2020.

4 California Department of Fish and Wildlife (CDFW). 2020. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed February 13, 2020.

5 California Native Plant Society (CNPS), Rare Plant Program. 2020. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website: http://www.rareplants.cnps.org. Accessed February 13, 2020.

Field Survey

FCS Biologist, Alec Villanueva, surveyed the project site on February 28, 2020. The purpose of the reconnaissance-level survey was to assess general biological conditions on and adjacent to the project site, identify vegetation and wildlife habitats, and identify any potentially suitable habitat areas for various special-status plant and wildlife species. Special attention was paid to habitats and areas that could support special-status plant and animal species, including those identified during the literature review.

Common plant species observed during the survey were identified by visual characteristics and morphology in the field and recorded in a field notebook. Uncommon and less familiar plants were identified later with the use of taxonomical guides.[6,7,8,9] Taxonomic nomenclature used in analysis follows The Jepson Manual: Vascular Plants of California.[10] Common plant names, when not available from The Jepson Manual, were taken from other regionally specific references.

Wildlife species detected during the field-level survey by sight, calls, tracks, scat, or other signs were recorded in a field notebook. Appropriate field guides were used to assist with species identification during surveys. Observations about habitat(s) that could support occurrence of special-status species were recorded in field notes.

Physical Habitat/Vegetation

As shown on Exhibit 3.3-2, the project area is dominated by two main habitat types, including ruderal/disturbed (6.42 acres) and urban/developed (48.40 acres).

Ruderal & Developed Land

Disturbed land is classified as areas that have been physically disturbed (by previous human activity) and are no longer recognizable as a native or naturalized vegetation association but continue to retain a soil substrate. Vegetation, if present, is nearly exclusively composed of non-native, annual plant species that readily invade disturbed areas. Ruderal lands typically have little value to most wildlife species. Examples of disturbed land include areas that have been graded, repeatedly cleared for fuel management purposes and/or experienced repeated use that prevents natural revegetation (i.e., dirt parking lots, trails that have been present for several decades), recently graded firebreaks, graded construction pads, construction staging areas, off-road vehicle trails, and old home-sites.

The project site contains approximately 6.42 acres of ruderal/disturbed habitat, mostly concentrated in the vacant parcel located along the northeast corner of South Terrace Avenue and Barton Road. This ruderal habitat is dominated by species including prickly Russian thistle (*Kali tragus*), telegraph weed (*Heterotheca grandiflora*), common sowthistle (*Sonchus oleraceus*), London rocket (*Sisymbrium irio*), stork's-bill (*Erodium* sp.) and castor bean (*Ricinus communis*) as well as non-native annual grasses including wild oat (*Avena* sp.) and red brome (*Bromus madritensis*).

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6 Clarke, O.F., D. Svehla, G. Ballmer, and A. Montalvo. 2007. Flora of the Santa Ana River and Environ: With References to World Botany. Berkeley, California: Heyday Books.

7 Hitchcock, A. 1971. Manual of the Grasses of the United States in Two Volumes, Volume One. Second Edition. New York: Dover Publications, Inc.

8 McAuley, M. 1996. Wildflowers of the Santa Monica Mountains, 2nd Edition. Canoga Park, California: Canyon Publishing Company.

9 Munz, P. 1974. A Flora of Southern California. Berkeley: University of California Press.

10 Baldwin, B. et al. 2012. The Jepson Manual: Vascular Plants of California. Berkeley: University of California Press. County of San Bernardino (Bernardino). 2007 (amended 2015).

Urban Land

Urban/Developed land is classified as areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported, and soil substrates are no longer exposed. Developed land is characterized by permanent or semi-permanent structures, pavement, or hardscape, and landscaped areas that often require irrigation. Areas where no natural land is evident because of large amounts of debris or other materials have been placed upon it may also be considered urban/developed (e.g., car recycling plant, quarry). Characteristic vegetation includes unvegetated or landscaped with a variety of ornamental (usually non-native) plants.

The project site, with the exception of the vacant parcel south of Barton Road, is almost entirely developed (48.40 acres). The project site consists of several warehouse buildings, parking lots, paved roads and loading docks for trucks. Vegetation in these developed areas consists of grass lawns, hedges, and ornamental trees.

Sensitive Biological Communities

No sensitive biological communities are present on or adjacent to the project site.

Wetlands and Waters of the United States and the State

The project site does not contain any wetlands or other areas designated as waters of the United States or State and no further studies or regulatory permitting would be required.

Common Species

Wildlife activity was low during the field survey and most species observed were avian. The following section is a brief discussion of wildlife species observed within the project site during the field survey, separated into taxonomic groups. Each discussion contains representative examples of a particular taxonomic group either observed on-site or expected to occur.

Birds

Wildlife activity at the time of FCS's site visit was low with most of the species observed being avian, including Anna's hummingbird (*Calypte anna*), house sparrow (*Passer domesticus*), lesser goldfinch (*Spinus psaltria*), northern mockingbird (*Mimus polyglottos*), California scrub jay (*Aphelocoma californica*), black phoebe (*Sayornis nigricans*) and white-crowned sparrow (*Zonotrichia leucophrys*). Common raven (*Corvus corvax*), American crow (*Corvus brachyrhynchos*), and red-tailed hawk (*Buteo jamacianesis*) were observed flying overhead.

Mammals

Many small mammal burrows 3 inches or less in diameter were observed in the vacant parcel in the center of the project site (Appendix C). Based on the size of these burrows, FCS Biologists concluded that these burrows are most likely those of valley pocket gophers (*Thomomys bottae*) based on their size and position. However, gophers were not observed, and the burrows may have been excavated by other small mammals.

Invertebrates

Insect species observed on-site included honeybee (*Apis mellifera*) as well as tiger swallowtail (*Papilio rutulus*) and painted lady butterfly (*Vanessa cardui*).

Reptiles

Western fence lizard (*Sceloporus occidentalis*) was the only reptile species observed on-site.

Special-status Species

Special-status Plants on the Project Site

The Special-status Plant Species Table (Appendix C) identifies 24 special-status plant species and California Native Plant Society (CNPS) sensitive species that have been observed on the *San Bernardino South, California* topographic quadrangle,[11] as recorded by the CNDDB and CNPSEI.[12,13] The table also includes the species' status, required habitat, and potential to occur within the project site. The vast majority of special-status plant species recorded in the CNDDB have been determined unlikely to occur on-site based primarily on the absence of suitable habitat and lack of recorded occurrence in the project vicinity. These species are included in the table along with the justification for their exclusion from further discussion.

The majority of the special-status plant species recorded in the CNDDB and CNPS search queries are typically found growing in chaparral, cismontane woodlands or wetlands, and riparian habitats. None of these habitat types are present on the project site. However, smooth tarplant (*Centromadia pungens* ssp. *laevis*) has potential to occur on the project site as this species has been recorded within 3 miles of the project site and is known to occur in disturbed habitats. Smooth tarplant is ranked as 1B.1 by the CNPS, which designates the species as "Rare or endangered in California and elsewhere." This species is not State or federally listed. Impacts to plant species or their habitat within this rank must be analyzed during preparation of environmental documents relating to CEQA.[14] The biological survey of the project site was conducted in February, outside of the known blooming period for this species.

Special-Status Wildlife at the Project Site

The Special-status Wildlife Species Table (Appendix C) identifies 16 federal and State-listed threatened and/or endangered wildlife species and 17 State Species of Special Concern that have been recorded in the CNDDB (CDFW 2020)[15] as occurring within the *San Bernardino South, California* topographic quadrangle.[16] The table also includes the species' status, required habitat, and potential to occur within the project site. All special-status wildlife species were determined unlikely to occur on-site based on the absence of suitable habitat and the lack of recorded occurrence in the project

[11] United States Geological Survey (USGS). 1986. California 7.5-minute Topographic Quadrangle Map: San Bernardino South, California. Washington, D.C.: U.S. Government Printing Office.

[12] California Department of Fish and Wildlife (CDFW). 2020. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed February 13, 2020.

[13] California Native Plant Society (CNPS), Rare Plant Program. 2020. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website: http://www.rareplants.cnps.org. Accessed February 13, 2020.

[14] California Native Plant Society (CNPS), Rare Plant Program. 2020. CNPS Rare Plant Ranks. Website: https://www.cnps.org/rare-plants/cnps-rare-plant-ranks. Accessed February 13, 2020.

[15] California Department of Fish and Wildlife (CDFW). 2020. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed February 13, 2020.

[16] United States Geological Survey (USGS). 1986. California 7.5-minute Topographic Quadrangle Map: San Bernardino South, California. Washington, D.C.: U.S. Government Printing Office.

vicinity. These species are included in the table along with the justification for their exclusion from further discussion.

The vast majority of special-status wildlife species recorded in the CNDDB search are unlikely to occur on the project site due to the lack of suitable habitat. Many of the species recorded in the CNDDB for this quadrangle are associated with riparian habitat. This is due in part to the proposed project's proximity to the Santa Ana River, which lies approximately 0.5 mile north of the project site. The following species that have been recorded along the Santa Ana River but that are unlikely to occur on the project site due to the lack of suitable riparian habitat. Such species include western, yellow-billed cuckoo (*Coccyzus americanus occidentalis*), least Bell's vireo (*Vireo bellii pusillus*), and Santa Ana sucker (*Catostomus santaanae*).

Due to the lack of sage scrub habitat within the project site, coastal California gnatcatcher (*Polioptila californica californica*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), Stephens' kangaroo rat (*Dipodomys stephensi*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), and orange-throated whiptail (*Aspidoscelis hyperythra*) are not expected to occur.

Other species recorded within this quadrangle require very specific conditions, such as Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*) and Quino checkerspot butterfly (*Euphydryas editha quino*). Delhi Sands flower-loving fly only occurs in areas with specific soil conditions and plant communities, which do not occur on the project site. Quino checkerspot requires a select few host plants, including *Plantago erecta,* in which to host its larvae. Additionally, the project site contains less than ideal roosting habitat for several sensitive bat species, including western mastiff bat (*Eumops perotis californicus*), western yellow bat (*Lasiurus xanthinus*), and pocketed free-tailed bat (*Nyctinomops femorosaccus*). No evidence of bat activity in the form of droppings for guano were observed on-site. All three of these bat species have preferences roosting in cliff faces or roosting in large trees and dense foliage often near water or riparian areas[17]. As a result, these species are unlikely to occur on the project site.

Nesting Birds

The many ornamental trees found throughout the project site could provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act (MBTA) and other special-status birds, including raptors covered by Fish and Game Code Section 3503.5.

Burrowing Owl

The project site contains marginally suitable habitat for burrowing owl due to the presence of low-growing ruderal vegetation and annual grasses. Many small mammal burrows, likely those of valley pocket gophers, were observed; however, these burrows were generally too narrow for burrowing owl to inhabit (less than 3-inches in diameter). Burrowing owls prefer burrows with diameters of 4 to 6 inches, such as those excavated by California ground squirrel (*Otospermophilus beecheyi*) and other mammals. No California ground squirrel or other mammals that provide good burrowing opportunities for burrowing owl were observed on-site.

[17] California Department of Fish and Wildlife (CDFW). 2020. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed February 13, 2020.

Wildlife Movement Corridors

The project site does not contain any creeks, washes, or waterways that provide significant wildlife movement corridors in the greater project vicinity. The site does not contain any prominent features expected to convey wildlife movement, as the vegetation within the site is composed of non-native, invasive species and the project site and surrounding areas are bisected by existing roadways and development, much of which is fenced. These existing roadways and residential development would impede the movement of many terrestrial species. The project site is bounded by a utility easement to the east that could allow for the movement of wildlife. However, this potential corridor would not be directly affected by the proposed project. Railroad tracks to the west and the Interstate 215 (I-215) Freeway to the south serve as significant barriers that inhibit the movement of terrestrial wildlife.

Regulated Trees

The project site contains numerous ornamental trees such as pine (*Pinus* sp.), Mexican fan palm (*Washingtonia robusta*), sweetgum (*Liquidambar styraciflua*), and willow (*Salix* sp.). According to the applicant-provided landscape plan, the proposed project would require the removal of all ornamental trees present on the project site, all of which are located on private property. None of the tree species on-site are native to the project area.

3.3.3 - Regulatory Framework

Federal

Federal Endangered Species Act

The United States Congress passed the Federal Endangered Species Act (FESA) in 1973 to protect those species that are endangered or threatened with extinction. FESA is intended to operate in conjunction with the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend.

FESA prohibits the "take" of endangered or threatened wildlife species. "Take" is defined to include harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such conduct (16 United States Code [USC] § 1531 *et seq*.). "Harm" is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns (50 Code of Federal Regulations [CFR] § 17.3). "Harass" is defined as actions that create the likelihood of injury to listed species to such an extent as to significantly disrupt normal behavior patterns (50 CFR § 17.3). Actions that result in take can result in civil or criminal penalties.

FESA and the Clean Water Act (CWA) Section 404 guidelines prohibit the issuance of wetland permits for projects that jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species. The United States Army Corps of Engineers (USACE) must consult with the USFWS and/or the National Marine Fisheries Service (NOAA Fisheries) when threatened or endangered species under their jurisdiction may be affected by a proposed project. In the context of the proposed project, FESA consultation would be initiated if development resulted in take of a threatened or endangered species or if

issuance of a Section 404 permit or other federal agency action could result in take of an endangered species or adversely modify critical habitat of such a species.

Migratory Bird Treaty Act

Raptors (birds of prey), migratory birds, and other avian species are protected by a number of State and federal laws. The federal MBTA prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior.

Clean Water Act

The USACE regulates the discharge of dredge or fill material into waters of the United States under Section 404 of the CWA. "Discharges of fill material" is defined as the addition of fill material into waters of the United States, including, but not limited to, the following: placement of fill that is necessary for the construction of any structure or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; fill for intake and outfall pipes and subaqueous utility lines (33 CFR § 328.2(f)) In addition, Section 401 of the CWA (33 USC § 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards.

Waters of the United States include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, and wet meadows. Boundaries between jurisdictional waters and uplands are determined in a variety of ways, depending on which type of waters is present. Methods for delineating wetlands and non-tidal waters are described below.

- Wetlands are defined as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR § 328.3(b)) Presently, to be a wetland, a site must exhibit three wetland criteria: hydrophytic vegetation, hydric soils, and wetland hydrology existing under the "normal circumstances" for the site.
- The lateral extent of non-tidal waters is determined by delineating the ordinary high water mark (OHWM) (33 CFR § 328.4(c)(1)). The OHWM is defined by the USACE as "that line on shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas" (33 CFR § 328.3(e)).

State

California Endangered Species Act

The State of California enacted the California Endangered Species Act (CESA) in 1984. CESA is similar to FESA but pertains to State-listed endangered and threatened species. CESA requires State agencies to consult with the CDFW when preparing California Environmental Quality Act (CEQA)

documents. The purpose of CESA is to ensure that the lead agency actions do not jeopardize the continued existence of a listed species or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available (Fish and Game Code [FGC] § 2080). CESA directs agencies to consult with CDFW on projects or actions that could affect listed species, directs CDFW to determine whether jeopardy would occur, and allows CDFW to identify "reasonable and prudent alternatives" to the project consistent with conserving the species. CESA allows CDFW to authorize exceptions to the State's prohibition against take of a listed species if the take is incidental to carrying out an otherwise lawful project that has been approved under CEQA (FGC § 2081).

California Fish and Game Code

The California Fish and Game Code defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" (FGC § 86). Except for take related to scientific research, all take of fully protected species is prohibited. Fully protected fish species are protected under Fish and Game Code Section 5515; fully protected amphibian and reptile species are protected under Section 5050; fully protected bird species are protected under Section 3511; and fully protected mammal species are protected under Section 4700. Fish and Game Code Section 3503 prohibits the killing of birds or the destruction of bird nests. Section 3503.5 prohibits the killing of raptor species and the destruction of raptor nests. Fish and Game Code Sections 2062 and 2067 define "endangered and threatened species."

California Department of Fish and Wildlife Species of Concern

In addition to formal listing under FESA and CESA, species receive additional consideration by the CDFW and local lead agencies during the CEQA process. Species that may be considered for review are included on a list of "Species of Special Concern," developed by the CDFW that tracks species in California whose numbers, reproductive success, or habitats may be threatened. In addition to Species of Special Concern, the CDFW identifies animals that are tracked by the CNDDB but warrant no federal interest and no legal protection. These species are identified as "California Special Animals."

Porter-Cologne Water Quality Control Act

The CDFW is a trustee agency that has jurisdiction under Fish and Game Code Section 1600, *et seq*. Under Fish and Game Code Sections 1602 and 1603, a private party must notify the CDFW if a proposed project would "substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds . . . except when the department has been notified pursuant to Section 1601." Additionally, the CDFW may assert jurisdiction over native riparian habitat adjacent to aquatic features, including native trees over 4 inches in diameter at breast height (DBH). If an existing fish or wildlife resource may be substantially adversely affected by the activity, CDFW may propose reasonable measures that will allow protection of those resources. If these measures are agreeable to the parties involved, they may enter into an agreement with CDFW identifying the approved activities and associated mitigation measures.

Section 13260(a) of the Porter-Cologne Water Quality Control Act (contained in the California Water Code) requires any person discharging waste or proposing to discharge waste, other than to a community sewer system, within any region that could affect the quality of the waters of the State (all surface and subsurface waters) to file a report of waste discharge. The discharge of dredged or fill material may constitute a discharge of waste that could affect the quality of waters of the State.

Historically, California relied on its authority under Section 401 of the CWA to regulate discharges of dredged or fill material to California waters, which requires an applicant to obtain "water quality certification" from the California State Water Resources Control Board (State Water Board) through one of its nine Regional Water Quality Control Boards (RWQCBs) to ensure compliance with State water quality standards before certain federal licenses or permits may be issued. The permits subject to Section 401 include permits for the discharge of dredged or fill material (CWA Section 404 permits) issued by the USACE. Waste discharge requirements under the Porter-Cologne Water Quality Control Act were typically waived for projects requiring certification. The State Water Board has needed to rely on the report of waste discharge process due to recent changes with federal guidelines that have limited the jurisdiction of wetlands under the CWA.

California Native Plant Society

The CNPS maintains a rank of plant species native to California that has low population numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the CNPSEI. Potential impacts to populations of CNPS ranked plants receive consideration under CEQA review. The following identifies the definitions of the CNPS ranks:

- **Rank 1A:** Plants presumed Extinct in California
- **Rank 1B:** Plants Rare, Threatened, or Endangered in California and elsewhere
- **Rank 2:** Plants Rare, Threatened, or Endangered in California, but more numerous elsewhere
- **Rank 3:** Plants about which we need more information—A Review List
- **Rank 4:** Plants of limited distribution—A Watch List

All plants appearing on CNPS List 1 or 2 are considered to meet the CEQA Guidelines Section 15380 criteria. While only some of the plants ranked 3 and 4 meet the definitions of threatened or endangered species, the CNPS recommends that all Rank 3 and Rank 4 plants be evaluated for consideration under CEQA.

Local

Colton Municipal Code

Title 12, Chapter 12.20 of the City of Colton's Municipal Code outlines guidelines for the protection, removal, and preservation of trees. "Protected tree" means a native, specimen, heritage-eligible, mature (except for the trees in RS or RM-12 zones), or public tree. Most of the guidelines pertain to trees on public property; however, the code provides several guidelines for trees on private property that contains a City easement. Specifically, an owner of private property whose property has a City easement must:

- Accept, protect, and provide adequate water to any City tree planted in the public easement over his or her property, and not to interfere with the City's provision of water to such trees.
- Notify the Public Works Director of any suspected tree hazards or maintenance needs of any City tree to his or her property.
- Remove any vines from City street trees planted in the easement within his or her property.
- Remove all fallen leaves and other deadfall from any City tree planted in the public easement over his or her property dispose of the deadfall in an appropriate waste receptacle.

Additionally, it is unlawful and a violation of City code to allow any tree, shrub or plant located primarily on private property to create a hazard or to create danger or likelihood of harm to any public place, public area, parkway or street or to public health, safety or welfare.

3.3.4 - Impacts and Mitigation Measures

Significance Criteria

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. The standards of significance used in this Draft Focused EIR are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G, the City of Colton's Municipal Code and adopted City policies, the judgment of the technical experts who prepared the technical studies in support of this Draft Focused EIR, performance standards adopted, implemented, and monitored by regulatory agencies, significance standards recommended by regulatory agencies, and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local Guidelines for Implementing CEQA, Appendix J, Environmental Checklist, to determine whether biological resources impacts resulting from the implementation of the proposed project would be considered significant, the following questions should be analyzed and evaluated. Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

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

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

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

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

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

The following Appendix J impacts related to biological resources were determined to be less than significant and are therefore addressed in Section 7, Effects Found not to be Significant, of this Draft Focused EIR:

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

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

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

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

The following Appendix J impacts were found to be potentially significant and warranted a thorough analysis in this section based on the Notice of Preparation comments, public concerns, or a more detailed analysis conducted as part of the Draft Focused EIR preparation process. These include the following:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

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

3.3.5 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the proposed project and provides mitigation measures where appropriate.

Special-status Species

Impact BIO-1: **The project could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.**

Special-status Plant Species

Based on the database search results and the determination of habitat suitability within the project site for special-status plants, smooth tarplant has the potential to occur on the project site. This species has been recorded within 3 miles of the project site, and it is known to occur in disturbed habitats. There is potential for this species to occur on the vacant lot in the middle of the project site or along the utility easement east of the project site. The project site lacks suitable alkali meadow/alkali scrub microhabitat that the species prefers, however smooth tarplant is known to occur within ruderal habitats as well which are present on the project site. Thus, there is potential that this species would be present on-site, albeit a lower potential compared to undisturbed habitats.

Construction of the proposed project could result in direct loss of this special-status plant species due to the clearing of vegetation and ground disturbing activities such as grading, should the plant be present on-site. Permanent impacts to this special-status plant species could occur through degradation of habitat due to construction impacts, the introduction of invasive or noxious plant species, and increased human activity on the project site attributable to project operations. Implementation of Mitigation Measure (MM) BIO-1a is required to reduce potential impacts on smooth tarplant to less than significant levels by requiring a biologist to conduct pre-construction focused plant surveys to confirm the species is absent from the project site. If species are identified on-site, MM BIO-1a establishes a protocol for avoidance or salvage. Accordingly, with implementation of MM BIO-1a, impacts on special-status plan species are less than significant.

Special-status Wildlife Species

Nesting Birds

The ornamental trees found throughout the project site provide suitable nesting habitat for birds protected under the MBTA and other special-status birds, including raptors covered by Fish and Game Code Section 3503.5. The proposed project anticipates the removal of all existing ornamental trees on-site, which could have significant impacts on nesting birds. Therefore, it is recommended that pre-construction nesting bird surveys be conducted to determine the presence of and extent of nesting within the project site and that tree removal be limited to times outside the nesting season in order to avoid impacting any protected bird species, as described in MM BIO-1b. The implementation of MM BIO-1b would reduce impacts to nesting bird species to a less than significant level.

Burrowing Owl

The project site contains marginally suitable habitat for burrowing owl due to the presence of low-growing ruderal vegetation and annual grasses. Many small mammal burrows were observed on the project site; however, most of these burrows exhibited entrances of less than 3 inches in diameter

and are therefore less favorable for occupancy by burrowing owl. No California ground squirrel or other burrowing mammal that could provide adequate burrowing opportunities for burrowing owl were observed on-site. However, the lack of suitable sized burrows does not completely rule out the potential for burrowing owl to occur on-site, as the site may still provide suitable foraging habitat for burrowing owl. For this reason, pre-construction surveys as outlined in MM BIO-1c should be implemented to reduce any potential adverse impact to burrowing owl to a less than significant level by establishing procedures to avoid or relocate any burrowing owl that is found on-site at the time that construction commences.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

MM BIO-1a Smooth Tarplant Protection

Prior to any vegetation removal or ground disturbing activities, a qualified Biologist shall conduct a protocol-level rare plant survey at the appropriate time of year to determine if smooth tarplant is present on the project site in areas of suitable habitat, focusing on the vacant lot in the center of the project site and along the utility easement east of the project site. Field surveys shall be scheduled to coincide with known blooming periods of the species, and/or during periods of physiological development that are necessary to identify the plant species of concern. The rare plant surveys should be conducted between April and September to identify the plant during its blooming period. If no smooth tarplant or other special-status plant species are found within the project site, then the project will not have any impacts to the species and no additional mitigation measures are necessary.

If the qualified Biologist determines smooth tarplant exists on site, then a smooth tarplant mitigation plan shall be developed for review and approval by City of Colton staff. The plan shall include measures to salvage seed and topsoil from the project site. The plan shall also include success criteria for implementing smooth tarplant mitigation at both on-site and off-site locations. The plan shall be implemented prior to construction. Seed or salvaged topsoil will be distributed at a suitable location on-site, as determined by a qualified Biologist. The qualified Biologist will determine whether there is a suitable location on-site that could support smooth tarplant. If a suitable location is not available on-site, then seeds will be distributed off-site at a nearby location with suitable habitat, as determined by the qualified Biologist in concurrence with City staff. City staff will have the discretion on whether to seek input from CDFW.

Additionally, a Worker Environmental Awareness Program (WEAP) shall be implemented to educate construction workers about the presence of special-status species or other sensitive resources, and to instruct them on proper avoidance, required measures and practices for protecting biological resources and contacts and procedures in case species are injured or encountered during construction.

MM BIO-1b Nesting Bird Protection

To prevent impacts to Migratory Bird Treaty Act (MBTA) protected birds and their nests by the proposed project, tree removal would be limited to outside the nesting season, or between September 1 and February 14, and will adhere to the provisions of the City's Tree Preservation Ordinance. If trees cannot be removed outside the nesting season, pre-construction surveys will be conducted 3 days prior to tree removal to verify the absence of active nests.

If an active nest is located during pre-construction surveys, United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Construction activities shall be restricted as necessary to avoid disturbance of the nest until it is as determined by a qualified Biologist. Restrictions may include the establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around an active raptor nest and a 50-foot radius around an active migratory bird nest) to help ensure project activities do not cause nest failure and subsequent violations of the MBTA, or alter the construction schedule.

A qualified Biologist will delineate the buffer using Environmentally Sensitive Area (ESA) fencing, pin flags, and/or yellow caution tape. The buffer zone will be maintained around the active nest site(s) until the young have fledged and are foraging independently.

MM BIO-1c Burrowing Owl Surveys

1. On the parcel where the activity is proposed, the Biologist shall perform a series of breeding season and non-breeding season surveys of the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. The surveys shall take place near the sunrise or sunset in accordance with California Department of Fish and Wildlife (CDFW) (2012) guidelines. All burrows or burrowing owl shall be identified and mapped. During the breeding season (February 1–August 31), a series of three surveys shall document whether burrowing owl are nesting on or directly adjacent to disturbance areas. During the non-breeding season (September 1–January 31), a series of three surveys shall document whether burrowing owl are using habitat on or directly adjacent to any disturbance area. Survey results will be valid only for the season during which the survey is conducted.
2. If burrowing owl are not discovered, further mitigation is not required. If burrowing owl are observed during the breeding season or non-breeding season surveys, the applicant shall perform the following measures to limit the impact on the burrowing owl.
3. No more than 30 days prior to the first ground-disturbing activities, the project applicant shall retain a qualified Biologist to conduct a pre-construction survey of the project site. The survey shall establish the presence or absence of western

burrowing owl and/or habitat features and evaluate use by owls in accordance with CDFW (2012) survey guidelines.

4. Avoidance shall include the establishment of a 160-foot non-disturbance buffer zone. Construction may occur during the breeding season if a qualified Biologist monitors the nest and determines that the birds have not begun egg-laying and incubation, or that the juveniles from the occupied burrows have fledged. During the non-breeding season (September 1-January 31), the project applicant shall avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a 160-foot non-disturbance buffer zone.
5. If it is not possible to avoid occupied burrows, passive relocation shall be implemented. Owls shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors shall be in place for 48 hours prior to excavation. The project area shall be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows should be excavated using hand tools and refilled to prevent re-occupation. Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

Level of Significance After Mitigation

Less than significant with mitigation.

Local Policies or Ordinances

Impact BIO-2:	**The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.**

The project site contains numerous ornamental trees such as pine, Mexican fan palm, sweetgum, and willow. According to the applicant-provided landscape plan, the proposed project would require the removal of all ornamental trees present on the project site, all of which are located on private property. None of the tree species on-site are native to the project area or meet the City's definition of "protected tree." Section 12.20.020 of the Colton Municipal Code defines a "protected tree" as "a native, specimen, heritage-eligible, mature (except for the trees in RS or RM-12 zones) or public tree."[18] None of the tree species on-site are native to the project area and therefore none of the existing trees are subject to the City's "protected tree" requirements because they are located on private property. The City does not have any other local policies or ordinances regarding biological resources that are relevant to the proposed project. Therefore, the proposed project will have a less than significant impact on local policies and/or ordinances protecting biological resources.

The proposed project will comply with City requirements related to new development projects. The City of Colton requires that any new development projects replace existing trees "like for like" (1:1

[18] Code of Ordinances City of Colton, California Codified through Ordinance. February 5, 2019.

ratio) in order to maintain its existing urban canopy.[19] Consistent with City requirements, the applicant has submitted a detailed landscaping plan of the proposed project to the City for review.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than significant.

[19] City of Colton (personal communication, July 8, 2020) The City requires "like for like" replacement of trees for new developments

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Sou rce: ESRI Aerial Imagery. USDA Soils Data Mart, Southwest San Bernardino.

FIRSTCARBON SOLUTIONS™

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Exhibit 3.3-1
Soils Map

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Source: ESRI Aerial Imagery.

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Exhibit 3.3-2
Vegetation Communities

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3.4 - Cultural Resources

3.4.1 - Introduction

This section describes the existing environmental setting for cultural resources setting and the potential impacts on cultural resources on the project site and its surrounding area that may result from project implementation. The descriptions and analysis in this section is based on information provided by the Native American Heritage Commission (NAHC), a records search of the Sacred Lands File, archival research, and a pedestrian survey, as presented in the Phase I Cultural Resource Assessment (Phase I CRA) that FCS prepared for this project (see Appendix D). The recommendations provided in the Phase I CRA to address potential project impacts on cultural resources during ground-disturbing activities are incorporated into this section where appropriate.

3.4.2 - Environmental Setting

Overview

The term "cultural resources" encompasses historic resources, archaeological resources, and burial sites, which are generally defined as follows:

- **Historic Resources:** Historic resources are associated with the recent past. In California, historic resources are typically associated with the Spanish, Mexican, and American periods in the State's history and are generally less than 200 years old.
- **Archaeological Resources:** Archaeology is the study of artifacts and material culture with the aim of understanding prehistoric human activities and cultures in the past. Archaeological resources are generally associated with indigenous cultures as well as historic periods.
- **Burial Sites and cemeteries:** Burial sites and cemeteries are formal or informal locations where human remains are interred.

Cultural Setting

Prehistory

Fagan,[1] Moratto,[2] and Chartkoff and Chartkoff[3] provide recent overviews of California archaeology and historical reviews of the inland Southern California, among other locales. An early and widely used regional chronology for coastal Southern California is Wallace's four-part Horizon format,[4] which was later updated and revised by Warren[5] and more recently by Chartkoff and Chartkoff[6] and King.[7,8] The sequence provides a framework that relates societal change to change in material

[1] Fagan, B.M. 2003. Before California: An Archaeologist Looks at Our Earliest Inhabitants. New York: Alta Mira Press.
[2] Moratto, M.J. 1984. California Archaeology. San Diego. Academic Press.
[3] Chartkoff J.L. and K.K. Chartkoff. 1984. he Archaeology of California. Menlo Park. Stanford University Press.
[4] Wallace, W.J. 1955. "A Suggested Chronology for Southern California Coastal Archaeology." Southwestern Journal of Anthropology 11(3):214-230.
[5] Warren, C.N. 1968. "Cultural Tradition and Ecological Adaptation on the Southern California Coast." Archaic Prehistory in the Western United States, C. Irwin-Will.
[6] Chartkoff J.L. and K.K. Chartkoff. 1984. The Archaeology of California. Menlo Park. Stanford University Press.
[7] King, Chester D. 1990. Evolution of Chumash Society: A Comparative Study of Artifacts used for Social System Maintenance in the Santa Barbara Channel Region before A. D. 1804. Garland Publications, New York.
[8] King, Chester D. 2000. Early Southern California; Southern California Early Period. In Encyclopedia of Prehistory Volume 6: North

culture; the advantages and weaknesses of Southern California chronological sequences are reviewed by Warren (in Moratto),[9] Chartkoff and Chartkoff,[10] and Heizer.[11]

2.1.1-Paleoamericans

In North America, radiocarbon dates from existing samples of archaeological materials demonstrates human presence as early as 15,000 years Before Present (BP).[12] The lithics from the earliest documented sites in North America (14,000 to 15,000 BP) include cores, flakes, and flake tools (e.g., 5 blades, 14 bladelets, 12 bifaces, one discoidal flake core, and 23 edge-modified tools including scrapers and gravers from the Debra L. Friedkin site in Texas) with an absence of projectile points.[13,14] The first known projectile points in North America are from 13,000 years BP, with lanceolate fluted points (Clovis Complex) in sites from central and eastern North America, and stemmed projectile points from sites in non-glaciated areas of western North America.[15,16] Glennan[17] provides an early study of the hypothesis of Pre-Clovis in Southern California. The oldest California radiocarbon date from archaeological materials, as of 2007, confirms a human presence in the northeastern part of the State (from site CA-SIS-218) as early as 13,500 years BP.[18] The radiocarbon date corresponds to the period of fluted points and fluted points have been found throughout California[19,20] although projectile points and other chronologically and culturally informative materials are absent from the SIS-218 sample.

Pleistocene flora and fauna are regularly uncovered from sediments at the La Brea Tar Pits, deep construction-related excavations in coastal Orange County, and the Santa Ana watershed. Such studies reinforce the idea that much of Southern California exhibited a climate similar to that of Monterey or the San Francisco Bay area during this Period,[21] with slightly drier conditions away from the coast.

America. Edited by P.N. Peregrine and M. Ember, pp. 144–157. Kluwer Academic/Plenum Publishers, New York.

9 Moratto, M.J. 1984. California Archaeology. San Diego. Academic Press.

10 Chartkoff J.L. and K.K. Chartkoff. 1984. The Archaeology of California. Menlo Park. Stanford University Press.

11 Heizer, R. F., ed. 1978. Handbook of North American Indians, Vol. 8: California. Washington, D.C. Smithsonian Institute.

12 Waters, M.R., J.L. Keene, S.L. Forman, E.R. Prewitt, D.L. Carlson, J.E. Wiederhold. 2018. Pre-Clovis projectile points at the Debra L. Friedkin site, Texas-Implications for the Late Pleistocene peopling of the Americas. Science Advances.

13 Waters, M.R., S.L. Forman, T.A. Jennings, L.C. Nordt, S.G. Driese, J.M. Feinberg, J.L. Keene, J. Halligan, A. Lindquist, J. Pierson, C.T. Hallmark, M.B. Collins, and J.E. Wiederhold. 2011. The Buttermilk Creek complex and the origins of Clovis at the Debra L. Friedkin site, Texas. Science 331:1599–1603.

14 Waters, M. R., J. L. Keene, S. L. Forman, E. R. Prewitt, D. L. Carlson, and J. E. Wiederhold. 2018. Pre-Clovis projectile points at the Debra L. Friedkin site, Texas-Implications for the Late Pleistocene peopling of the Americas. Science Advances.

15 Jenkins, D.L., L.G. Davis, T.W. Stafford Jr., P.F. Campos, B. Hockett, G.T. Jones, L.S. Cummings, C. Yost, T.J. Connolly, R.M. Yohe II, S.C. Gibbons, M. Raghavan, M. Rasmussen, J.L.A. Paijmans, M. Hofreiter, B.M. Kemp, J.L. Barta, C. Monroe, and M.T.P. Gilbert, E. Willerslev. 2012. Clovis Age Western Stemmed Projectile Points and Human Coprolites at the Paisley Caves. Science 337: 223-228

16 Beck, C. and G.T. Jones. 2010. Clovis and Western Stemmed: Population migration and the meeting of two technologies in the Intermountain West. American Antiquity 75:81–116.

17 Glennan, William S. 1972. The Hypothesis of an Ancient, Pre-Projectile Point Stage in American Prehistory: Its Application and Validity in Southern California. Unpublished Anthropology doctoral dissertation, University of California, Los Angeles.

18 Jones, Terry L. and Kathryn A. Klar. 2007. California Prehistory: Colonization, Culture, and Complexity, In California Prehistory, Edited by, Terry L. Jones and Kathryn A. Klar, pp. 439–632, Altimira Press, New York.

19 Rondeau, Michael L., Jim Cassidy, and Terry L. Jones. 2007. Colonization Technologies: Fluted Projectile Points and the San Clemente Island Woodworking/Microblade Complex, In California Prehistory, Edited by, Terry L. Jones and Kathryn A. Klar, pp. 102–115, Altimira Press, New York.

20 Rondeau, Michael F. 2009. Fluted Points of the Far West. Proceedings of the Society for California Archaeology 21:265–274.

21 Chartkoff J.L. and K.K. Chartkoff. 1984. The Archaeology of California. Menlo Park. Stanford University Press.

2.1.2-Millingstone Complex or Early Period

During the early post glacial period after 8,500 BP, the Southern California climate became warmer and drier.[22] Groundstone artifacts that include manos and metates correspond to the Early Period. The Early Period in Southern California begins as early or earlier than 8,000 BP and ends by about 2,800 BP.[23] The Early Period corresponds to the earliest known sites in Southern California with year round habitation and cemeteries. Manos and metates consist of a variety of types. Mano and metates of the Early Period in Southern California correspond to types from studies in the U.S. Southwest that efficiently grind small, oily, annual and biennial wild seeds.[24,25,26,27,28] Most annual and biennial wild seed plant types in Southern California are best adapted for warm and dry environments (e.g., *Hemizonia fasciculata*, which is a summer seed source). Annual and biennial seed crops are highly reliable, nutritious, and productive. Annual and biennial seed producers are also, diverse and afford reliable seed production throughout the year. Compared to later periods, utilitarian artifacts are most frequently found with Early Period burials.

Manos and metates are "kitchen tools" and concentrate within residential areas of Early Period habitation sites in Southern California.[29,30] Other kinds of lithics that correspond to the Early Period include many kinds of core tools (e.g., hammers, choppers, and scraper planes), knives, bifaces, scrapers (many types), gravers, burins, dart points, and compound bone fishhooks. Sedentism apparently increased in areas with abundant resources that were available for longer periods. Arid inland regions and offshore desert islands (e.g., San Nicolas Island) provided less opportunity for long term residence without trade and possibly for more mobile subsistence. The Early Period ends about 2,800 BP.[31]

2.1.3-Middle Period

The Middle Period lasted from about 2,800 BP to 750 BP.[32] Excavated assemblages retain many attributes of the Early Period but with more diverse artifact types. Middle Period sites can contain large-stemmed or notched small projectile points suggestive of bow and arrow use, especially near the end of the Period, and the use of portable grinding tools continued. Intensive use of mortar and pestles signaled processing of acorns as the primary vegetative staple as opposed to a mixed diet of

[22] Fagan, B.M. 2003. Before California: An Archaeologist Looks at Our Earliest Inhabitants. New York: Alta Mira Press.
[23] King, Chester D. 1990. Evolution of Chumash Society: A Comparative Study of Artifacts used for Social System Maintenance in the Santa Barbara Channel Region before A. D. 1804. Garland Publications, New York.
[24] Adams, Jenny. 1999. Refocusing the Role of Food-Grinding Tools as Correlates for Subsistence Strategies in the U.S. Southwest. American Antiquity 64(3):475–498.
[25] Ciolek-Torrello, R. 1995. The Houghton Road Site, The Agua Caliente Phase, and the Early Formative Period in the Tucson Basin. Kiva 60:531–574.
[26] Gilman, P. A. 1988. Sedentism/Mobility, Seasonality, and Tucson Basin Archaeology. In Recent Research on Tucson Basin Prehistory: Proceedings of the Second Tucson Basin Conference, edited by W. H. Doelle and P. R. Fish, pp. 411–417. Anthropological Papers No. 10. Institute for American Research, Tucson.
[27] Lancaster, J. 1984. Groundstone Artifacts. In The Galaz Ruin: A Prehistoric Mimbres Village in Southwestern New Mexico, edited by R. Anyon and S. A. LeBlanc, pp. 247–262. University of New Mexico Press, Albuquerque.
[28] Whittlesey, S. 1995. Mogollon, Hohokam, and O'otam: Rethinking the Early Formative Period in Southern Arizona. Kiva 60(4):465–480.
[29] King, Chester D. and Michael Merrill. 2002. Significance of Ahmanson Ranch Archaeological Sites. Report Prepared for City of Calabasas by Topanga Anthropological Consultants, Topanga.
[30] Merrill, Michael L. 2015. Lattice Theory to Discover Spatially Cohesive Sets of Artifacts. In Mathematics and Archaeology, edited by Juan A. Barcelo and Igor Bagdanovic, pp. 383–401. CRC Press, Boca Raton.
[31] King, Chester D. 1990. Evolution of Chumash Society: A Comparative Study of Artifacts used for Social System Maintenance in the Santa Barbara Channel Region before A. D. 1804. Garland Publications, New York.
[32] Ibid.

seeds and acorns. Because of a general lack of data, neither the settlement and subsistence systems nor the cultural evolution of this Period are well understood, but it is very likely that the nomadic ways continued. It has been proposed that sedentism increased with the exploitation of storable food resources, such as acorns, but coastal sites from the Period exhibit higher fishing activity than in previous periods. The first permanently occupied villages make their appearance in this Period.[33]

2.1.4-Late Prehistoric

Extending from 750 BP to Spanish Contact in 1769, the Late Prehistoric includes changes in trade networks and political and secular economic subsystems. There was also a differentiation of types of political economies. Exploitation of marine resources continued to intensify. Assemblages characteristically contain projectile points, and toward the end of the Period the size of the points decreased and notched and stemmed bases appeared, which implies the use of the bow and arrow. Use of personal ornaments, such as shell beads, were widely distributed east of the coast, suggesting well-organized and codified trade networks. Additional assemblages in this Period included steatite bowls, asphaltum, grave goods, and elaborate shell ornaments. The use of bedrock milling stations was widespread during this horizon. Increased hunting efficiency and widespread exploitation of acorns provided reliable and storable food resources. Village size increased during this time, and some of these villages may have held 1,500 or more residents.[34] Analyses of skeletons showed that the first signs of malnutrition appeared in this Period, signaling greater competition for food resources.[35]

The earliest part of this Period may have seen an incursion of Cupan-Takic speakers from the Great Basin (the "Shoshonean wedge" of Kroeber 1925) may have replaced the Hokan speakers in the area. At the time of Spanish conquest, Cupan-Takic speakers were distributed throughout Orange County, western Riverside County, and the Los Angeles Basin (Gabrieliño, Juaneño, and Cahuilla peoples). Serran-Takic speakers are now represented by the Serranos in the San Bernardino Mountains. Recent work (O'Neil 2002) suggests that the "Shoshonean wedge" is misnamed—the original Los Angeles inhabitants replaced by the incoming Takic-speakers may have actually been Yuman speakers (similar to those in the California Delta region of the Colorado River) and not Hokan Salinan-Seri (Chumash) speakers as was suggested by Kroeber.

At the time of Spanish conquest, local indigenous groups were composed of constantly moving and shifting clans and cultures. Early ethnographers applied the concept of territorial boundaries to local indigenous groups purely as a conceptualization device, and the data was based on fragmented information provided to them from second-hand sources. At least three Native American groups, the Cahuilla, Serrano, and Gabrieliño, are known to have occupied or utilized resources in the project vicinity at different points in history. A brief overview of these tribal groups follows.

[33] Chartkoff, J.L. and K.K. Chartkoff. 1984. The Archaeology of California. Menlo Park. Stanford University Press.
[34] Ibid.
[35] Fagan, B.M. 2003. Before California: An Archaeologist Looks at Our Earliest Inhabitants. New York: Alta Mira Press.

Native American Background

2.1.5-Cahuilla

The project area is located in the region known to have been occupied by the Cahuilla Indians. Cahuilla territory was bounded on the north by the San Bernardino Mountains; on the east by the Orocopia Mountains; on the west by the Santa Ana River, the San Jacinto Plain and the eastern slope of the Palomar Mountains; and on the south by Borrego Springs and the Chocolate Mountains.[36] The diversity of the territory provided the Cahuilla with a variety of foods. It has been estimated that the Cahuilla exploited more than 500 native and non-native plants.[37] Acorns, mesquite, screw beans, piñon nuts, and various types of cacti were used. A variety of seeds, wild fruits and berries, tubers, roots, and greens were also a part of the Cahuilla diet. A marginal agricultural existence provided corn, beans, squashes, and melons. Rabbits and small animals were hunted to supplement the diet. During high stands of Ancient Lake Cahuilla, fish, migratory birds, and marshland vegetation were also taken for sustenance and utilitarian purposes.[38]

Structures within permanent villages ranged from small brush shelters to dome-shaped or rectangular dwellings. Villages were situated near water sources, in the canyons near springs, or on alluvial fans at man-made walk-in wells.[39] Mortuary practices entailed cremation of the dead. Upon a person's death, the body was bound or put inside a net and then taken to a place where the body would be cremated. Secondary interments also occurred. A mourning ceremony took place about a year after a person's death. During this ceremony, an image of the deceased was burned along with other goods.[40,41] Precontact Cahuilla population has been estimated as low as 2,500 to as high as 10,000. At the time of first contact with Europeans, around 1774, the Cahuilla numbered approximately 6,000. Although they were the first to come into contact with the Cahuilla, the Spanish had little to do with those of the desert region. Some of the Cahuilla who lived in the plains and valleys west of the desert and mountains, however, were missionized through the asistencia located near present day San Bernardino. Cahuilla political, economic, and religious autonomy was maintained until 1877 when the United States government established Indian reservations in the region. Protestant missionaries came into the area to convert and civilize the Native American population. During this era, traditional cultural practices, such as cremation of the dead, were prohibited. Today, the Cahuilla reside on eight separate reservations in southern California, from Banning in the north to Warner Springs in the south and from Hemet in the west to Thermal in the east.[42]

[36] Bean, L.J. 1978. Cahuilla. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, pp. 575-587. Washington, DC: Smithsonian Institution.

[37] Bean, Lowell John and Katherine Siva Saubel. 1972. Temalpakh: Cahuilla Indian Knowledge and Use of Plants. Malki Museum, Banning, California.

[38] Bean, L.J. 1978. Cahuilla. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, pp. 575-587. Washington, DC: Smithsonian Institution.

[39] Bean, L.J. 1972. Mukat's People: The Cahuilla Indians of Southern California. Los Angeles: University of California Press.

[40] Lando, Richard and Ruby E. Modesto. 1977. Temal Wakhish: A Desert Cahuilla Village. Journal of California Anthropology 4:95-112.

[41] Strong, W.D. 1929. Aboriginal Society in Southern California. University of California Publications in American Archaeology and Ethnology 26(1):1-358.

[42] Bean, L.J. 1978. Cahuilla. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, pp. 575-587. Washington, DC: Smithsonian Institution.

2.1.6-Serrano

Ethnographic accounts indicate that the Serrano were the dominant group of Native Americans in the region that includes the project site. The Serrano occupied an area in and around the San Bernardino Mountains between approximately 1,500 and 11,000 feet above mean sea level. Their territory extended west into the Cajon Pass, east as far as Twentynine Palms, north to Victorville, and south to the Yucaipa Valley. The Serrano were mainly hunters and gatherers who occasionally fished. Game that was hunted included mountain sheep, deer, antelope, rabbits, small rodents, and various birds, particularly quail. Vegetable staples consisted of acorns, piñon nuts, bulbs and tubers, shoots and roots, berries, mesquite, barrel cacti, and Joshua tree.[43]

A variety of materials were used for hunting, gathering, and processing food, as well as for shelter, clothing, and luxury items. Shells, wood, bone, stone, plant materials, and animal skins and feathers were used for making baskets, pottery, blankets, mats, nets, bags and pouches, cordage, awls, bows, arrows, drills, stone pipes, musical instruments, and clothing.[44] Settlement locations were determined by water availability, and most Serranos lived in small villages near water sources. Houses and ramadas were round and constructed of poles covered with bark and tule mats (Kroeber 1925). Most Serrano villages also had a ceremonial house used as a religious center. Other structures within the village might include granaries and sweathouses.[45]

The Serrano were loosely organized along patrilineal lines and associated themselves with either the Tukum (wildcat) or the Wahilyam (coyote) moiety. Organization of individual bands of Serrano was considered by Kroeber[46] to be similar to political groups. Tribes, as opposed to bands, were larger in numbers, and were distinguished from each other by having distinct dialects. Unlike, bands, tribes often had names that were more than merely a designation for the place where they lived (Kroeber 1925). Partly due to their mountainous inland territory, contact between Serrano and European-Americans was minimal prior to the early 1800s. In 1819, a Capilla (chapel) was established near present-day Redlands and was used to help relocate many Serrano to Mission San Gabriel. However, small groups of Serrano remained in the area northeast of the San Gorgonio Pass and were able to preserve some of their native culture. Today, most Serrano live either on the Morongo or San Manuel reservations.[47]

2.1.7-Gabrielino

Ethnographic accounts of Native Americans indicate that the Tongva (or Gabrieliño) once occupied the region that encompasses the project area. At the time of contact with Europeans, the Tongva were the main occupants of the southern Channel Islands, the Los Angeles basin, much of Orange County, and extended as far east as the western San Bernardino Valley. The term “Gabrielino” came from the group’s association with Mission San Gabriel Arcangel, established in 1771, but today the

[43] Bean, L.J. and C.R. Smith. 1978. Serrano. In R.F. Heizer, (ed.), Handbook of North American Indians, Vol. 8: California. Washington, D.C.: Smithsonian Institution.
[44] Ibid.
[45] Bean, L.J. and C.R. Smith. 1978. Serrano. In R.F. Heizer, (ed.), Handbook of North American Indians, Vol. 8: California. Washington, D.C.: Smithsonian Institution.
[46] Kroeber, A.L. 1925. Handbook of the Indians of California. Bulletin 78. Bureau of American Ethnology. Washington, DC. Smithsonian Institution.
[47] Bean, L.J. and C.R. Smith. 1978. Serrano. In R.F. Heizer, (ed.), Handbook of North American Indians, Vol. 8: California. Washington, D.C.: Smithsonian Institution.

group prefers to be known by their ancestral name, Tongva. The Tongva are believed to have been one of the most populous and wealthy Native American tribes in southern California prior to European contact, second only to the Chumash.[48,49,50]

The Tongva occupied numerous villages with populations ranging from 50 to 200 inhabitants. Residential structures within the villages were domed, circular, and made from thatched tule or other available wood. Tongva society was organized by kinship groups, with each group composed of several related families who together owned hunting and gathering territories. Settlement patterns varied according to the availability of floral and faunal resources.[51,52,53] Vegetal staples consisted of acorns, chia, seeds, piñon nuts, sage, cacti, roots, and bulbs. Animals hunted included deer, antelope, coyote, rabbits, squirrels, rodents, birds, and snakes. The Tongva also fished.[54,55,56] By the late 18th century, the Tongva population had dwindled due to introduced diseases and dietary deficiencies. Tongva communities near the missions disintegrated as individuals succumbed to Spanish control, fled the region, or died. Later, many of the Tongva fell into indentured servitude to Anglo-Americans. By the early 1900s, few Tongva people had survived and much of their culture had been lost.[57,58,59] However, a revival of the Tongva culture began in the 1970s and continues today, with growing interest and support.

Historic Background

Spanish and Mexican Exploration and Settlement

The Spanish Period (1769-1821)

The first Europeans to pass through the region were Spanish military commander, Don Pedro Fages, and Father Francisco Garces. Fages first passed through the area in 1771, in an attempt to recover several soldiers that had abandoned their garrison in San Diego. Fages is credited with discovering El Cajon Pass and traveled through the Mojave Desert.[60] Father Francisco Garces first entered present day San Bernardino in 1773, accompanying the Spanish explorer, Juan Batista de Anza, in expedition to find a safer route via land from Mexico to Alta-California by way of the Colorado River. Father Garces joined de Anza on his first expedition from Sonora to San Gabriel; however, they split during the second trip, with Father Garces deciding to stay behind and explore what would eventually become San Bernardino County.[61] Father Garces helped further establish the trail that was used by de Anza, which in time proved to be pivotal for transportation of goods from Sonora, Mexico to

[48] Bean, L.J. and C.R. Smith. 1978. Serrano. In R.F. Heizer, (ed.), Handbook of North American Indians, Vol. 8: California. Washington, D.C.: Smithsonian Institution.
[49] McCawley, William. 1996. The First Angelinos: The Gabrielino Indians of Los Angeles. Maliki Museum Press: Banning.
[50] Moratto, M.J. 1984. California Archaeology. San Diego. Academic Press.
[51] Bean, L.J. and C.R. Smith. 1978. Serrano. In R.F. Heizer, (ed.), Handbook of North American Indians, Vol. 8: California. Washington, D.C.: Smithsonian Institution.
[52] McCawley, William. 1996. The First Angelinos: The Gabrielino Indians of Los Angeles. Maliki Museum Press: Banning.
[53] Miller, Bruce W. 1991. The Gabrielino. Sand River Press: Los Osos, California
[54] Bean, L.J. and C.R. Smith. 1978. Serrano. In R.F. Heizer, (ed.), Handbook of North American Indians, Vol. 8: California. Washington, D.C.: Smithsonian Institution.
[55] McCawley, William. 1996. The First Angelinos: The Gabrielino Indians of Los Angeles. Maliki Museum Press: Banning.
[56] Miller, Bruce W. 1991. The Gabrielino. Sand River Press: Los Osos, California
[57] Bean, L.J. and C.R. Smith. 1978. Serrano. In R.F. Heizer, (ed.), Handbook of North American Indians, Vol. 8: California. Washington, D.C.: Smithsonian Institution.
[58] McCawley, William. 1996. The First Angelinos: The Gabrielino Indians of Los Angeles. Maliki Museum Press: Banning.
[59] Miller, Bruce W. 1991. The Gabrielino. Sand River Press: Los Osos, California
[60] Lech, Steve. 2012. Pioneers of Riverside County: The Spanish, Mexican and Early American Periods. Arcadia Publishing.
[61] Beattie, G.W., 1923. San Bernardino valley in the Spanish period. Annual Publication of the Historical Society of Southern California, 12(3), pp. 10-28.

Mission San Gabriel. The trail grew and several small missions and small towns were erected, one of which was Politana, named after Hipolito, the Native American who was put in charge of the town. The trail remained continuously in use until 1781, when a massacre of 50 people in Yuma, including Father Garces, halted the use of the trail for a few years.[62,63]

As the influence of Mission San Gabriel grew, so did the land that it controlled. At its height, Mission San Gabriel controlled roughly 1,500,000 acres of land, extending from the ocean to the San Bernardino Mountains. In 1810, a party of missionaries, soldiers, and Native Americans from Mission San Gabriel entered the region and begun referring to it as San Bernardino.[64] The mission settlement quickly grew with the addition of adobe buildings and various mission activities, and San Bernardino Rancho was officially incorporated into the mission system on May 20, 1819.[65,66,67] The town of Politana was quickly incorporated into the Rancheria. However, a series of earthquakes in 1812 destroyed Politana, with only remnants of the old buildings remaining. In 1822, the area was rebuilt with help from the San Gabriel Mission fathers, and the Guachama Rancheria began to prosper and grow.

The Mexican Period (1821-1848)

In 1821, Mexico overthrew Spanish rule and the monopoly that the missions had in the area began to decline. By 1833, the Mexican government passed The Secularization Act, and the missions, reorganized as parish churches, lost their vast land holdings.[68] Following The Secularization Act, the Mexican government initially planned on redistributing the land to the Native Americans; instead they were redistributed to prominent citizens. The first land grant in the area was the Jurupa Land Grant of 1838, given to Juan Bandini.[69] In 1842, Antonio Maria Lugo, owner of Rancho San Antonio and Rancho Santa Ana, helped his sons, Vicente Lugo and Maria Lugo, and nephew, Diego Sepulveda, acquire the San Bernardino Land Grant, which was on the former Mission San Gabriel Chapel property.[70] The large ranchos became important financial and social centers with the focus going towards cattle and agriculture. The prosperity in the region attracted Americans from the east seeking to make their own fortune. The influx of American settlers contributed to raised tension across the south and southwestern United States, eventually leading to the Mexican-American War (1846-1848), with Mexico ceding its northern territories to the United States after the Treaty of Guadalupe Hidalgo.

After the Mexican-American War and the cessation of California to the United States, American pioneers, businessmen, and members of The Church of Latter-Day Saints eventually settled in the

[62] Brown, J. and Boyd, J. eds. 1922. History of San Bernardino and Riverside Counties: With Selected Biography of Actors and Witnesses of the Period of Growth and Achievement. (Vol. 2). Western Historical Association.
[63] Beattie, G.W. 1923. San Bernardino Valley in the Spanish period. Annual Publication of the Historical Society of Southern California, 12(3), pp. 10-28.
[64] Brown, J. and Boyd, J., eds. 1922. History of San Bernardino and Riverside Counties: With Selected Biography of Actors and Witnesses of the Period of Growth and Achievement. (Vol. 2). Western Historical Association.
[65] Ibid.
[66] Beattie, G.W. 1923. San Bernardino valley in the Spanish period. Annual Publication of the Historical Society of Southern California, 12(3), pp. 10-28.
[67] Lech, Steve. 2012. Pioneers of Riverside County: The Spanish, Mexican and Early American Periods. Arcadia Publishing.
[68] Beattie, George W. and Helen P. Beattie. 1974. Heritage of the Valley: San Bernardino's First Century. Biobooks: Oakland.
[69] Barrows, H.D. 1899. Juan Bandini. Annual Publication of the Historical Society of Southern California and Pioneer Register, Los Angeles, 4(3), pp. 243-246.
[70] Sheffield, L. 2004. Colton. Arcadia Publishing.

area, purchasing land from the Lugo families and the Bandini family. The Lugo family fortune fell into disarray and they sold their land to George and Ellen Cooley, the Hunt Family, and other Mormon pioneers caravanning from Salt Lake City, Utah to California, settling in Rancho San Bernardino before purchasing it. Juan Bandini sold a portion of his land to his son-in-law, who sold a portion of his land to Benjamin Wilson.[71] The land went through several owners before settling with Louis Rubidoux.

Local History

San Bernardino County

San Bernardino County was named after the feast day of San Bernardino of Sienna. The County of San Bernardino was established in April 1953 after dividing from the County of Los Angeles quickly followed by the creation of three townships including San Bernardino, which would become the county seat the following year. During the Mexican-American War, the Mormon settlers in the area offered their services to the Unites States, which included the company Captain Jefferson Hunt, who would be called the father of San Bernardino County and help create the first American settlement in present day San Bernardino before being recalled back to Salt Lake City, Utah.[72,73] The following decade, there was a flourishing agricultural industry, which helped increase trade and commerce in the area. San Bernardino County established the San Bernardino Fire company and the first artesian well and housed the first commercially run winery in Cucamonga. The growing population saw the incorporation of road tax being imposed on every citizen aged 21 to 50, and welfare programs were introduced to aid citizens. By the late 1880s, San Bernardino had entered an economic boom ushered by the introduction of Southern Pacific Railroad in 1875, which ran a line from Los Angeles to Colton. The introduction of the railroad brought an influx of settlers with aims at acquiring land, which at the time was rapidly changing ownership and being sold at increased prices, creating a buzz for investment.[74,75,76]

World War II saw the introduction of the San Bernardino Army Air Field (formerly known as the Municipal Airport) and Kaiser Steel operation, both of which opened in 1942, bringing thousands of jobs to the region. The base was later renamed the Norton Air force Base in honor of Captain Leland Norton.[77] However, by the early 1990s, the closure and/or movement of several industries led to the loss of thousands of jobs and an overall decline in economic growth. Currently, the County of San Bernardino is the largest county in California and has the fourth largest population. Encompassing over 20,000 square miles of land and 24 cities, the County is currently going through a political and economic reform aimed at fiscal sustainability and supporting the housing growth.[78]

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[71] Sheffield, L., 2004. Colton. Arcadia Publishing.

[72] Brown, J. and Boyd, J. eds. 1922. History of San Bernardino and Riverside Counties: With Selected Biography of Actors and Witnesses of the Period of Growth and Achievement. (Vol. 2). Western Historical Association.

[73] Beattie, G.W. 1923. San Bernardino valley in the Spanish period. Annual Publication of the Historical Society of Southern California, 12(3), pp. 10-28.

[74] Brown, J. and Boyd, J. eds. 1922. History of San Bernardino and Riverside Counties: With Selected Biography of Actors and Witnesses of the Period of Growth and Achievement. (Vol. 2). Western Historical Association.

[75] Beattie, G.W. 1923. San Bernardino valley in the Spanish period. Annual Publication of the Historical Society of Southern California, 12(3), pp. 10-28.

[76] San Bernardino County. 2020. Website: https://www.sbcounty.gov/Main/Pages/150Years.aspx. Accessed April 27, 2020.

[77] Air Force Civil Engineer Center (AFCEC). 2020. Website: https://www.afcec.af.mil/Home/BRAC/Norton/History/. Accessed June 6, 2020.

[78] Pisano, M. and Callahan, R.F. 2013. County of San Bernardino. National Civic Review, 102(1), pp. 3-6.

The City of Colton

The City of Colton was established in 1874 (officially incorporated in 1887), after the Western Development Company, the construction arm of Southern Pacific Railroad, acquired 604 acres of land from The Slover Mountain Colony Association to be used for a new town with direct business ties to the railroad.[79] Named after David Douty Colton, Vice President of the Southern Pacific Railroad at the time, Colton was the last stop of the transcontinental leg of the railroad. The railroad fostered such population growth that Colton earned the nickname "The Hub City" after the railroad extended its line to San Diego.[80,81] In 1887, Colton's prominence grew when the California Portland Cement Company began mining Limestone and again when the Pacific Fruit Express opened its rail car pre-cooling plant in 1907.[82]

Colton went through a phase of relative economic calm in the first half of the 20th Century but underwent a period of growth after World War II, when the construction of Interstate 10 (I-10) and Interstate 215 (I-215) encouraged transportation-based businesses to establish operations in Colton. The growth of industry and commercial development attracted more people to Colton, creating a housing boom. Currently, Colton has a population of approximately 54,741 people and education is the largest job sector.[83,84]

3.4.3 - Regulatory Framework

Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA), as amended, established the National Register of Historic Places (NRHP), which contains an inventory of the nation's significant prehistoric and historic properties. Under Title 36 Code of Federal Regulations Part 60, a property is recommended for possible inclusion on the NRHP if it is at least 50 years old, has integrity, and meets one of the following criteria:

- It is associated with significant events in history, or broad patterns of events.
- It is associated with significant people in the past.
- It embodies the distinctive characteristics of an architectural type, period, or method of construction; or it is the work of a master or possesses high artistic value; or it represents a significant and distinguishable entity whose components may lack individual distinction.
- It has yielded, or may yield, information important in history or prehistory.

[79] Sheffield, L. 2004. Colton. Arcadia Publishing.
[80] Ibid.
[81] City of Colton. 2000. Cultural Resources Preservation Element. September 5. https://www.ci.colton.ca.us/DocumentCenter/View/275/GP-90-Cultural-Resources-Preservation-Element?bidId=. Accessed April 27, 2020.
[82] Sheffield, L. 2004. Colton. Arcadia Publishing.
[83] United States Census. 2020. https://www.census.gov/quickfacts/coltoncitycalifornia. Accessed March 23, 2020.
[84] Southern California Association of Government (SCAG). 2019. https://www.ci.colton.ca.us/DocumentCenter/View/4311/Colton_2019-Local-Profile?bidId=. Accessed March 23, 2020.

Certain types of properties are usually excluded from consideration for listing in the NRHP, but they can be considered if they meet special requirements in addition to meeting the criteria listed above. Such properties include religious sites, relocated properties, graves and cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) amended the Antiquities Act of 1906 (16 United States Code [USC] §§ 431–433) and set a broad policy that archaeological resources are important to the nation and should be protected, and required special permits before the excavation or removal of archaeological resources from public or Indian lands. The purpose of ARPA was to secure, for the present and future benefit of the American people, the protection of archaeological resources and sites that are on public lands and Indian lands, and to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals having collections of archaeological resources and data that were obtained before October 31, 1979.

American Indian Religious Freedom Act

The American Indian Religious Freedom Act (AIRFA) established federal policy to protect and preserve the inherent rights of freedom for Native groups to believe, express, and exercise their traditional religions. These rights include but are not limited to access to sites, use and possession of sacred objects, and freedom to worship through ceremonials and traditional rites.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

State

California Environmental Quality Act

The CEQA Guidelines state that a resource need not be listed on any register to be found historically significant and direct lead agencies to evaluate archaeological sites to determine if they meet the criteria for listing in the California Register of Historical Resources (CRHR). If an archaeological site is a historical resource, in that it is listed or eligible for listing in the CRHR, potential adverse impacts to it must be considered. If an archaeological site is considered not to be an historical resource but meets the definition of a “unique archeological resource” as defined in Public Resources Code Section 21083.2, then it would be treated in accordance with the provisions of that section.

CEQA Guidelines Section 15064.5(a)—CEQA Definition of Historical Resources

CEQA Guidelines Section 15064.5(a), in Title 14 of the California Code of Regulations, defines a "historical resource" as:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code [PRC] § 5024.1; Title 14 California Code of Regulations [CCR] § 4850 *et seq.*).

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

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

   A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
   B. Is associated with the lives of persons important in our past;
   C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
   D. Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

Therefore, under the CEQA Guidelines, even if a resource is not included on any local, State, or federal register, or identified in a qualifying historical resources survey, a lead agency may still determine that any resource is a historical resource for the purposes of CEQA if there is substantial evidence supporting such a determination. A lead agency must consider a resource to be historically significant if it finds that the resource meets the criteria for listing in the CRHR.

Archaeological and historical sites are protected pursuant to a wide variety of State policies and regulations, as enumerated in the Public Resources Code. Cultural resources are recognized as

nonrenewable resources and receive additional protection under the Public Resources Code and CEQA.

CEQA Guidelines Section 15064.5(c)—Effects on Archaeological Resources

CEQA Guidelines state that a resource need not be listed on any register to be found historically significant. CEQA Guidelines direct lead agencies to evaluate archaeological sites to determine if they meet the criteria for listing in the CRHR. If an archaeological site is a historical resource, in that it is listed or eligible for listing in the CRHR, potential adverse impacts to it must be considered. If an archaeological site is considered not to be an historical resource but meets the definition of a "unique archeological resource" as defined in Public Resources Code Section 21083.2, then it would be treated in accordance with the provisions of that section.

CEQA Guidelines Section 15064.5(d)—Effects on Human Remains

Native American human remains and associated burial items may be significant to descendant communities and/or may be scientifically important for their informational value. They may be significant to descendant communities for patrimonial, cultural, lineage, and religious reasons. Human remains may also be important to the scientific community, such as prehistorians, epidemiologists, and physical anthropologists. The specific stake of some descendant groups in ancestral burials is a matter of law for some groups, such as Native Americans (CEQA Guidelines § 15064.5(d); PRC § 5097.98). CEQA and other State regulations regarding Native American human remains provide the following procedural requirements to assist in avoiding potential adverse effects on human remains within the contexts of their value to both descendant communities and the scientific community:

- When an initial study identifies the existence or probable likelihood that a project would affect Native American human remains, the lead agency is to contact and work with the appropriate Native American representatives identified through the NAHC to develop an agreement for the treatment and disposal of the human remains and any associated burial items (CEQA Guidelines § 15064.5(d); PRC § 5097.98).
- If human remains are accidentally discovered, the county coroner must be contacted. If the county coroner determines that the human remains are Native American, the coroner must contact the NAHC within 24 hours. The NAHC must identify the Most Likely Descendant (MLD) to provide for the opportunity to make recommendations for the treatment and disposal of the human remains and associated burial items.
- If the MLD fails to make recommendations within 24 hours of notification or the project applicant rejects the recommendations of the MLD, the Native American human remains and associated burial items must be reburied in a location not subject to future disturbance within the project site (PRC § 5097.98).
- If potentially affected human remains or a burial site may have scientific significance, whether or not it has significance to Native Americans or other descendent communities, then under CEQA, the appropriate mitigation of effect may require the recovery of the scientific information of the remains/burial through identification, evaluation, data recovery, analysis, and interpretation (CEQA Guidelines § 15064.5(c)(2)).

California Register of Historical Resources Criteria

As defined by Section 15064.5(a)(3)(A-D) of the CEQA Guidelines, a resource shall be considered historically significant if the resource meets the criteria for listing on the California Register of Historical Resources (CRHR). The CRHR and many local preservation ordinances have employed the criteria for eligibility to the NRHP as a model (see criteria described above under the description of the NHPA), since the NHPA provides the highest standard for evaluating the significance of historic resources. A resource that meets the NRHP criteria is clearly significant. In addition, a resource that does not meet the NRHP standards may still be considered historically significant at a local or State level.

California Public Resources Code Section 5024.1—California Register of Historic Resources

Public Resources Code Section 5024.1 states that the CRHR is a guide to be used by state and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected from substantial adverse change. Administration of the CRHR is to be overseen by the NAHC. Section 5024.1 indicates that the register shall include historical resources determined by the NAHC, according to adopted procedures, to be significant and to meet the criteria in subdivision (c).

California Public Resources Code Section 5097.91—Native American Heritage Commission

Public Resources Code Section 5097.91 established the NAHC, whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Public Resources Code Section 5097.91, a State policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Public Resources Code Section 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a County Coroner. Public Resources Code Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

Local

City of Colton Historic Preservation Ordinance

In 1987, the City adopted the Historic and Scenic Preservation Ordinance of the City of Colton (Ordinance No. 0-11-87). This ordinance establishes rules and regulations governing the designation, preservation, and perpetuation of historic and scenic properties; establishes a nomination and designation program for historic resources ; authorizes a Historic and Scenic Preservation Commission; and establishes the Commission's membership, organization, procedures, powers, and duties.

In 1996, the City adopted the Historic Preservation Ordinance of the City of Colton (Ordinance No. 0-11-96). This ordinance further establishes rules and regulations governing the designation, preservation, and perpetuation of historic and scenic properties.

In 1999, Ordinance No. 0-02-99 amended the Historic Preservation Ordinance nomination and designation program for historic resources to allow for the creation and placement of historic districts on the list of nominated resources. This amendment also defined the "Historic Preservation Officer" as the City Manager, who is authorized to appoint a staff liaison to the Historic Preservation Commission. However, the amendment also specifies that "at no time will the staff liaison be an employee of the Community Development Department."[85]

According to the City of Colton Historic Preservation Ordinance, a Cultural Resource is defined as, "Improvements, buildings, structures, signs, features, sites, places, areas, or other objects of scientific, aesthetic, educational, cultural, architectural, or historical significance to the citizens of the City, State, or nation which may be eligible for designation, or designated and determined to be appropriate for preservation" pursuant to the Historic Preservation Ordinance.

Historic Resources are defined as "any improvement, natural feature, structure, place, site, fence, gate, wall, work of art or other object constituting a physical feature of Real Property that is 50 years old or older that has significant historic, architectural, or cultural value and which have been designated a Historic Resource" pursuant to the Historic Preservation Ordinance.

The criteria for determining eligibility for historic designation of a property or building includes the following:[86]

- It has significant character, interest, or value as part of the development, heritage, or cultural characteristics of the City, State of California, or the United States;
- It is the site of a significant historic event;
- It is strongly identified with a person or persons who significantly contributed to the culture, history, or development of the City;
- It is one of the few remaining examples in the City possessing distinguishing characteristics of an architectural type or specimen;
- It is a notable work of an architect or master builder whose individual work has significantly influenced the development of the City;
- It embodies elements of architectural design, detail, materials, or craftsmanship that represent a significant architectural innovation;
- It has a unique location or singular physical characteristics representing an established and familiar visual feature of a neighborhood, community, or the City;
- It has unique design or detailing;
- It is a particularly good example of a period or style;

[85] City of Colton. 2000. City of Colton General Plan - Cultural Resources Preservation Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/275. Accessed June 25, 2020.

[86] City of Colton. 2018. Colton Code of Ordinances. Title 15.40 – Historic Preservation. Website: https://librarystage.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.40HIPR. Accessed June 25, 2020.

- It contributes to the historical or scenic heritage or historical or scenic properties of the City (to include, but not limited to, landscaping, light standards, trees, curbing, and signs);
- It is located within a Historic District, being a geographically definable area possessing a concentration of historic or scenic properties which contribute to each other and are unified aesthetically by plan or physical development.

City of Colton Cultural Resources Preservation Element

The City of Colton General Plan, Cultural Resources Preservation Element, defines cultural resources as almost anything that connotes a human past presence. These can include, but are not limited to, prehistoric sites, artifacts, buildings, groups of buildings, and landscapes. The goals, policies, and implementation measures presented in the Cultural Resources Preservation Element are designed to protect and maintain the City's historic and archaeological resources. Relevant goals, policies, and implementation measures are as follows:[87]

- **Goal 1**: Identify, protect, and preserve Colton's rich archaeological resources for the enjoyment of future generations.
- **Goal 2**: Identify, designate and preserve specific historically significant structures, landscapes, and facilities.
- **Policy 2f**: Ensure future development is compatible with existing structures and district characteristics.

3.4.4 - Methodology

The information in this section is based on the Phase I CRA prepared for this project on May 26, 2020, by FirstCarbon Solutions (FCS). The Phase I CRA used the following methods to characterize the potential cultural resources in the project area and analyze the potential impacts of project implementation on these resources:

Records Searches

On March 30, 2020, a records search for the project site and a 0.5-mile radius beyond the project boundaries was conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. To identify additional historic properties or resources, the current inventories of the NRHP, the CRHR, the California Historical Landmarks (CHL) list, the California Points of Historical Interest (CPHI) list, and the California Historical Resources Inventory (HRI) for San Bernardino County were reviewed to determine the existence of previously documented local historical resources. Native American correspondence and consultation efforts, including those falling under the purview of AB 52, are detailed in Section 3.12, Tribal Cultural Resources.

Historical Aerials

A review of 16 historical aerial photographs depicting the project site from 1938 until 2016 indicates that from the earliest aerial in 1938 until sometime before 1978, the project site and the

[87] City of Colton. 2000. City of Colton General Plan - Cultural Resources Preservation Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/275. Accessed June 25, 2020.

surrounding general land areas were undeveloped and used for agricultural purposes.[88] The 1980 image depicts residential and commercial development surrounding the project site, and between 1980 and 1995, the area became more urbanized and residential development was prevalent throughout project vicinity. Aerials from 1995 to 2016 illustrate the progressive development of the area.

Pedestrian Survey

On April 17, 2020, an FCS Staff Archaeologist surveyed the project site to identify any unrecorded cultural resources that may be present. The survey area was relatively flat with no obstructions, other than overgrown flora covering the northeastern portion of the project site. The survey covered roughly 6.3 acres of the 54.82-acre project site, because the remainder of the project site was covered in hardscape and industrial buildings and native soils were not visible. The survey began on the southwestern corner of the vacant lot within the project site, using north/south transects spaced at 15-meter intervals. Visibility during the survey was poor due to the overgrown flora and tall grasses, ranging from less than 10 percent to 90 percent in small sections of the survey area. The records search indicated that there were two homesteads recorded in the year 2000; however, as of the date of the survey, no foundations remained to indicate that there were ever homesteads in the area. Review of historic aerial photographs indicates that the homes may have been demolished between 2005 and 2009. Much of the project area not already paved was covered by vegetation.

Additionally, the other areas of the 54.82-acre project site consisted of the existing Elsinore Valley Municipal Water District building on the northern end of the project survey area. The project site also contained three buildings that are over 45 years old and therefore required an assessment of their historic significance and eligibility for listing on the CRHR.

The survey effort was documented using digital photography and field notes. During the survey, the exposed surface was examined for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, tool-making debris, ceramics) soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics). No prehistoric cultural resources or raw materials commonly used in the manufacture of tools (e.g., obsidian, Franciscan chert) were observed. The most eastern part of the project area appears to have been previously disturbed by environmental factors and human activities.

3.4.5 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J, and are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts that prepared the technical analyses summarized in this Draft Focused EIR; performance standards adopted, implemented, and

[88] Historic Aerials. 2020.

monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local CEQA Guidelines, Appendix J, Environmental Checklist, cultural resources impacts resulting from the implementation of the proposed project would be considered significant if the project would:

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5.

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

c) Disturb any human remains, including those interred outside of formal cemeteries.

3.4.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Historic Resources

Impact CUL-1: **The project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.**

Impact Analysis

Construction

The project site is not located within a historic district as established by the City of Colton.[89] The Phase I CRA determined that based on the records search results, eleven (11) cultural resources, two prehistoric resources and nine historic resources are present within 0.5 mile of the project site, as shown in Table 3.4-1. Two historic resources are located within the project boundary (P-36-012875 and P-36-012876), and two are immediately adjacent to the project boundaries (P-36-006101 and P-36-006847). The two historic resources within the project boundary were homesteads originally located on the eastern border of the project site. Both have been evaluated and determined ineligible for listing in the NRHP and the CRHR, and they have since been demolished. No foundations remain to indicate the historic presence of the homesteads. The two historic resources immediately adjacent to the project site would not be impacted by the proposed project. The proposed project would therefore not have an impact on these historic resources.

Table 3.4-1: Cultural Resources within 0.50 Mile of the Project Area

Resource No.	Resource Description	Date Recorded
P-36-000792	La Loma Village Site (Prehistoric): AP02 Lithic scatter; AP04 Bedrock Milling Feature.	1973

[89] City of Colton. 2000. City of Colton General Plan – Cultural Resources Preservation Element, Figure 3: Historic District Boundaries Map. Website: https://www.ci.colton.ca.us/DocumentCenter/View/275. Accessed June 25, 2020.

Resource No.	Resource Description	Date Recorded
P-36-001577	La Cadena-Colton Site (Prehistoric): AP02 Lithic Scatter; AP04 Bedrock Milling Feature; AP16 Other.	1940
P-36-006101	Union Pacific Railroad (Historic): AH07 Roads/trails/railroad grades; AH15 Standing structures; AH16 Other; HP19 Bridge; HP39 Other.	1987,2007, 2008, 2009
P-36-006102	C-22 Structure (Historic): AH07 Roads/trails/railroad grades; AH15 Standing structures; AH16 Other.	1987
P-36-006847	Old Kite Route/ATS&F/BNSF: AH07 Roads/trails/railroad grades; HP11 Engineering structure; HP18 Train; HP19 Bridge.	1990, 1995, 1997, 1998, 2000, 2008, 2010, 2014, 2016
P-36-006859	West Riverside Canal (Historic): AH06 Water conveyance system.	1990, 1993, 2019
P-36-007169	Riverside-Warm Creek Canal/ Santa Ana Siphon (Historic): AH06 Water conveyance system; HP20 Canal/aqueduct.	1992, 2007
P-36-012875	Milles and Irene Oaks Residence (Historic): HP02 Single-family property.	2000
P-36-012876	Frederick and Clara Doty Residence (Historic): HP02 Single-family property.	2000
P-36-027692	Southern California Edison West of Devers (Historic): HP39; Other.	2014, 2019
P-36-033118	LSA-TPR1901-S-1 Site (Historic): AH04 Ancillary building.	2019
Source: SCCIC Records Search. March 30, 2020.		

Additionally, the project site currently contains three existing buildings over 45 years old. Based on the age of these structures, an assessment of their historic significance and eligibility for listing on the CRHR was required. The buildings were evaluated for historic significance relative to four eligibility criteria:

- **Criterion 1:** Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- **Criterion 2:** Associated with the lives of persons important to local, California, or national history.
- **Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
- **Criterion 4:** Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The analysis contained in the Phase I CRA determined that the structures do not qualify as historical resources under any of the above criteria. Therefore, the three buildings are not considered historic resources under CEQA and are not eligible for any local listings. Impacts would be less than significant.

Descriptions and CRHR Evaluations: 21700 Barton Road

The subject property consists of three parcels, Assessor's Parcel Numbers (APNs) 0275-223-44, -45, and -23, located at 21700 Barton Road. According to parcel data obtained at the San Bernardino County Assessor's Office, the existing Buildings B and C, previously shown on Exhibit 2-2, were constructed in 1961 and the construction of Building A (located at the northern end of subject property) began in 1967 and was completed sometime before 1970. The concrete rectangular structures (Buildings A and B) consist of an industrial warehouse and distribution center, and the brick and glass oblong-shaped building (Building C) is a miscellaneous equipment storage structure that contains no distinct or unique architectural features or markers and is bordered on all sides by residential and commercial/industrial properties. Building B, which is in moderate to poor condition, is accessed by double glass doors located on the western side of the building. Semi-trailer trucks access a loading dock situated at the rear of the building via a driveway (western side) and guard station connected to Barton Road. Building C, which is in moderate to poor condition, is accessed by double glass doors situated through the south side of the building, with an associated parking lot. The Building C entrance faces Barton Road and previously served as the Stater Bros Market facilities and equipment maintenance department. Building A, which is in moderate to poor condition, contains dock high truck loading doors along the north, south, and west sides of the building. There is also a permanently inactive rail spur, loading doors, and tracks on the east side of the building. The purpose-built rail spur and tracks were used for loading and unloading directly from the rail cars. The south, west, and north sides of the building are currently operational and utilized for truck loading and unloading.

CRHR and Local Listing Eligibility Evaluation

The subject property, currently occupied by Atlas International and Home Accents Alliance (Building A on the northern end of the property), and Lineage Logistics (Buildings B and C on the south end of the property), is located in the southern portion of the City of Colton. This property was and continues to be used as a shipping distribution center. The period of significance for the subject property is the 1960s, which saw continued development and expansion of the area following construction of the I-10 and I-215 Freeways. The subject property did contribute to the economic expansion and growth as a distribution center providing resources for a major retail food chain; however, no specific event is associated with this expansion and therefore the building does not meet Criterion 1: Event, as many commercial and residential buildings/structures built during this time provide better examples of 1960s construction relating to industrial expansion.

The history and chain of ownership of the subject property was thoroughly researched through the San Bernardino County Assessor's Office, other archival research, and a search of the California Digital Newspaper Collection (CDNC). Earliest available records show that the property was owned by Petrolane Gas Service, Inc. in 1973 and by 1983 the property was owned by several companies including Stater Bros Market. The relative absence of any specific individuals associated with the subject property use or function in published history indicates that they did not achieve a level of historic importance for the property to be considered eligible under Criterion 2: Person.

Criterion 3: In terms of architecture, the subject property, built by unknown architects, displays no unique architectural features beyond its utilitarian function that could be indicative of a style or

period. This subject property does not possess any ornamental details or design features that would be indicative of a specific architect. The property has fallen slightly into disrepair, is in moderate to poor condition, and modifications to the original design are not present. As such, the subject property appears ineligible for listing on the CRHR under Criteria 3.

Criterion 4: Information Potential, is most often used to evaluate archaeological sites or buildings that employ unusual building techniques. There is no evidence that the subject property exhibits any unusual construction features, or has the ability to contribute significant information to the overall history of the City of Colton. Therefore, the subject property does not appear to meet any of the criteria for historic and/or architectural significance required for listing on the CRHR or NRHP. No analysis of integrity is required when the property fails to meet all four criteria, and therefore property should not be considered a historical resource under CEQA.

Descriptions and CRHR Evaluations: 375 De Berry Street

The subject property consists of one parcel, APN 1167-131-03, located at 375 De Berry Street. According to parcel data obtained at the San Bernardino County Assessor's Office, the building situated on the parcel was constructed in 1956. The concrete and metal rectangular building/ structure contains no architectural features or markers and is located between residential and commercial/ industrial properties in the City of Colton. The building/ structures, which is in moderate to poor condition, is accessed by double glass doors facing De Berry Street. The property extends west to South Terrace Avenue and is enclosed by chain-linked fence with concertina wire. The subject property is currently occupied by RTP Recycling.

CRHR and Local Listing Eligibility Evaluation

The subject property is located near southern boundaries of the City of Colton. This property was and continues to be used as a shipping distribution center.

The period of significance for the subject property is during the mid-1950s which saw continued development and expansion following the construction of the I-10 and I-215 Freeways. The subject property did contribute to the City’s economic expansion and growth as a distribution center, however, no specific event is associated with this expansion and does not meet Criterion 1: Event, as many commercial and residential buildings/ structures built during this time provide better examples of post-war construction.

The history and chain of ownership of the subject property was thoroughly researched through the San Bernardino County Assessor's Office, other archival research, and a search of the CDNC. Earliest available records show that the property was owned by Colane Associates LTD Partnership in 1983, and the property was owned by several other companies throughout the subsequent years. The current owners are Pacific West Management and Robert J. Neal and Bernarda A. Neal. The relative absence of any specific individuals associated with the subject property, use, or function in published history indicates that they did not achieve a level of historic importance for the property to be considered eligible under Criterion 2: Person.

Criterion 3: Architecture, the subject property, built by unknown architects, displays no unique architectural features beyond its utilitarian function that could be indicative of a style or period. This property does not possess any ornamental details or design features that would be indicative of a specific architect. The property has fallen slightly into disrepair, is in moderate to poor condition, and modifications to the original design are not present. As such, the subject property appears ineligible for listing on the CRHR under Criteria 3.

Criterion 4: Information Potential, is most often used to evaluate archaeological sites or buildings that employ unusual building techniques. There is no evidence that the subject property exhibits any unusual construction features, or has the ability to contribute significant information to the overall history of the City of Colton. Therefore, the subject property does not appear to meet any of the criteria for historic and/or architectural significance required for listing on the CRHR or NRHP. No analysis of integrity is required where the property fails to meet all four criteria, and therefore the property should not be considered a historical resource under CEQA.

Descriptions and CRHR Evaluations: 275 De Berry Street

The subject property consists of one parcel, APN 1167-131-03, located at 275 De Berry Street. According to parcel data obtained at the San Bernardino County Assessor's Office, the building situated on the parcel was constructed in 1956. The concrete rectangular industrial building/structure includes grade level overhead loading doors and a small exterior loading dock that wraps around the north and west sides of the building/structure. The building/structure contains no architectural features or markers and is located between an existing parking lot near South Terrace Avenue and commercial/industrial properties in the City of Colton. The building/structure, which is in moderate to poor condition, is accessed by metal garage door facing De Berry Street. The subject property is currently occupied by Hunter Landscape.

CRHR and Local Listing Eligibility Evaluation

The subject property is located near southern boundaries of the City of Colton. This property was and continues to be used as a shipping distribution center.

The period of significance for the subject property is during the 1950s which saw continued development and expansion following the construction of the I-10 and I-215 Freeways. The subject property did contribute to the economic expansion and growth as a distribution center, however, no specific event is associated with this expansion and does not meet Criterion 1: Event, as many commercial and residential buildings/ structures built during this time provide better examples of post-war construction.

The history and chain of ownership of the subject property was thoroughly researched through the San Bernardino County Assessor's Office, other archival research, and a search of the CDNC. Earliest available records show that the property was owned by Colane Associates LTD Partnership in 1983, and the property was owned by several other companies throughout the years. The current owners are Pacific West Management and Robert J. Neal and Bernarda A. Neal. The relative absence of any specific individuals associated with the subject property use or function in published history

indicates that they did not achieve a level of historic importance for the property to be considered eligible under Criterion 2: Person.

Criterion 3: Architecture, the subject property, built by unknown architects, displays no unique architectural features beyond its utilitarian function that could be indicative of a style or period. This subject property does not possess any ornamental details or design features that would be indicative of a specific architect. The property has fallen slightly into disrepair, is in moderate to poor condition, and modifications to the original design are not present. As such, the subject property appears ineligible for listing on the CRHR under Criteria 3.

Criterion 4: Information Potential, is most often used to evaluate archaeological sites or buildings that employ unusual building techniques. There is no evidence that the subject property exhibits any unusual construction features, or has the ability to contribute significant information to the overall history of the City of Colton. Therefore, the subject property does not appear to meet any of the criteria for historic and/or architectural significance required for listing on the CRHR or NRHP. No analysis of integrity is required where the property fails to meet all four criteria, and therefore the property should not be considered a historical resource under CEQA.

Operation

The potential for the project to cause a substantial adverse change in the significance of a historic resource would be limited to the construction phase of the project during ground-disturbing activities. Operation of the project would not affect historic resources. Therefore, operational impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant impact.

Archaeological Resources

Impact CUL-2:	**The project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.**

Impact Analysis

Construction

Results of the records searches, archival research, tribal correspondence, and pedestrian survey indicate that the potential for the project to have an adverse effect on prehistoric cultural resources is moderate. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. The presence of nearby prehistoric sites (within the 0.5-mile search radius) and the unknown boundaries of the

Serrano Village Jurupet increases the potential for potentially significant sub-surface features to be encountered during ground disturbance. Two prehistoric resources (a lithic scatter and bedrock milling features) have been recorded within a 0.5-mile radius of the project site. These resources may be associated with the as-yet undiscovered Serrano Village of Jurupet, which is known to be in the area. Additionally, subsurface features associated with the two demolished homesteads such as privies or trash dumps may be present within the project area. This, in conjunction with overall poor visibility of the 6.3 acres of the 54.82-acre project site, increases the possibility that historic and prehistoric cultural resources may be encountered during the course of project construction.

Implementation of Mitigation Measure (MM) CUL-1 is required to reduce potential impacts to archaeological resources during ground-disturbing activities, because MM CUL-1 would ensure that archaeological monitoring occurs during trenching and ground-disturbing activities. Implementation of MM CUL-2 is also required to ensure that measures are taken to protect any cultural resources that may be inadvertently discovered during project implementation. Implementation of MM CUL-1 and MM CUL-2 would reduce the potential impacts on archaeological resources during construction to less than significant levels. Therefore, the proposed project's impacts would be less than significant with mitigation.

Operation

The potential for the project to cause a substantial adverse change in the significance of an archaeological resource would be limited to the construction phase of the project, during ground-disturbing activities. Therefore, operational impacts are considered less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM CUL-1 A qualified Archaeologist who meets the Secretary of Interior's Professional Qualification Standards for Archaeology shall be present during all trenching and ground disturbance within the project boundaries. The Archaeologist shall monitor all initial ground-disturbing activities, including but not limited to pavement/asphalt removal, brush clearance, vegetation removal, grubbing, grading, and excavation. A Native American Monitor shall be invited to the site as determined by the ongoing consultation efforts. In the event that cultural resources are unearthed during ground-disturbing activities, the Archaeologist shall be empowered to halt or redirect ground-disturbing activities to evaluate the findings.

MM CUL-2 In accordance with Public Resources Code Section 21082 and Section 15064.5 of the California Environmental Quality Act (CEQA) Guidelines, and (36 Code of Federal Regulations 800) of Section 106 of the National Historic Preservation Act, if buried cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramics, fossils, wood, or shell artifacts, or features including hearths, structural remains, or

historic dumpsites. The qualified Archaeologist shall make recommendations to the lead agency concerning appropriate measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Any previously undiscovered resources found during construction within the project area shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria.

If the resources are determined to be unique historic resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the Archaeological Monitor and recommended to the lead agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the lead agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the lead agency where they would be afforded long-term preservation to allow future scientific study.

Level of Significance After Mitigation

Less than significant with mitigation.

Human Remains

Impact CUL-3:	**The project could disturb human remains, including those interred outside of formal cemeteries.**

Impact Analysis

Construction

There is always a possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. Should this occur, Section 7050.5 of the California Health and Safety Code applies. Compliance with Public Resources Code 5097.98 ensures that if any previously unknown human remains are inadvertently discovered during project implementation, the appropriate steps would be taken. Because the project is required to comply with Public Resources Code Section 5097.98, project impacts are considered less than significant.

Operation

The potential for the project to disturb human remains, including those interred outside of formal cemeteries, would be limited to the construction phase of the project during ground-disturbing activities. Therefore, operational impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant impact.

3.5 - Geology, Soils, and Seismicity

3.5.1 - Introduction

This section describes existing conditions related to geology, soils, and seismicity in the project area, as well as the relevant regulatory framework, and evaluates the potential impacts related to geology and soils that could result from implementation of the proposed project. Information included in this section is based, in part, on the California Environmental Quality Act (CEQA)-level Geologic and Geotechnical Review prepared for the project by Leighton Consulting, Inc. (Leighton 2020), and the Geotechnical Engineering Investigation prepared by NorCal Engineering (2019 NorCal Engineering report), which are both included in Appendix E. Leighton Consulting, Inc.'s report summarizes the results of a peer review of the 2019 NorCal Engineering report that reviews the analysis and conclusions and further clarifies the findings presented in the 2019 NorCal Engineering report. Other resources used to prepare this section include the City of Colton General Plan, the City of Colton Municipal Code, and information provided by the United States Geological Survey (USGS).

3.5.2 - Environmental Setting

Geologic Setting

The project site is located in southwestern San Bernardino County within the western San Bernardino Valley, south of the San Bernardino Mountains. The geology of the San Bernardino Valley is characterized by faulting that has resulted in the Transverse Ranges of Southern California. Fault zones include the south branch of the San Andreas Fault, the San Jacinto Fault Zone, and a series of smaller northwest-trending faults.[1] As shown on Exhibit 3.5-1, other faults in the vicinity of the City of Colton include Redlands Fault, Cucamonga Fault, Claremont Fault, Glen Helen Fault, etc.

The 54.82-acre project site is located at the corner of Barton Road and Terrace Avenue, bordered by De Berry Street on the south and Walnut Street on the north, in the City of Colton. The generally rectangular-shaped parcel is elongated in a north to south direction with topography of the relatively level property descending slightly from a northeast to southwest direction. The elevation of the project site is 943.5 feet above mean sea level. The site is occupied by six industrial buildings and one office building with surrounding asphalt and concrete pavement. An undeveloped parcel covered with sparse vegetation of natural grasses and weeds is situated toward the southeast quadrant of the site.[2] The geology of the site consists of very old alluvial-fan deposits and some very young wash deposits.[3]

Existing Soils

Exploratory borings conducted by NorCal Engineering indicated that the existing earth materials on the project site consist of fill and natural soil and bedrock zones. The soils encountered at the site include fill soils classified as a brown to grey, sandy to clayey silt, which are present across the site to

[1] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. Figure 3: Regional Fault Map. May 5.
[2] NorCal Engineering. 2019. Geotechnical Engineering Investigation. January 25.
[3] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. Figure 2: Regional Geology Map. May 5.

depths ranging from 1 to 2 feet below ground surface. These soils were noted to be loose and damp. A natural undisturbed soil classified as a brown to brown grey, sandy to clayey silt and silty clay was encountered beneath the upper fill soils. The native soils as encountered were observed to be firm to stiff and moist and classified as sandy to clayey silt or silty clay. Bedrock material consisted of a decomposed granite material classified as a fine to coarse grained, silty sand beneath the upper fill and natural soils at a depth of 7 to 13 feet below ground surface. The bedrock was observed to be hard to very hard and moist.[4] The site investigation indicated bedrock to be relatively shallow beneath the site.[5] Groundwater was not encountered during the site investigation.

Seismicity

The term seismicity describes the effects of seismic waves that are radiated from an earthquake fault in motion. While most of the energy released during an earthquake results in the permanent displacement of the ground, as much as 10 percent of the energy may dissipate immediately in the form of seismic waves. Seismicity can result in seismic-related hazards such as fault rupture, ground-shaking, and liquefaction. Faults form in rocks when stresses overcome the internal strength of the rock, and fault rupture occurs when movement on a fault breaks through to the surface and can result in damage to infrastructure and persons. Ground movement during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geologic material. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking. Strong ground shaking from an earthquake can result in damage, with buildings shifted off their foundations and underground pipes broken. Liquefaction occurs when an earthquake causes ground-shaking that results in saturated soil to lose shear strength, deform, and act like a liquid. When liquefaction occurs, it can result in ground failure that can result in damage to roads, pipelines, and buildings.

The City of Colton is located in Southern California, which is a seismically active region. The San Jacinto Fault is located 1.86 miles northeast of the project site. As shown on Exhibit 3.5-1, numerous faults in addition to the San Jacinto Fault bisect the City or pass through areas nearby. As such, the City of Colton is prone to seismic hazards such as surface rupture, seismic shaking, and liquefaction, and earthquakes are a frequent occurrence in the City.[6] Faults in the Colton area are part of the San Jacinto Fault Zone.

Slope Disturbance

Slope disturbance from long-term geologic cycle of uplift, mass wasting, intense precipitation or wind, and gravity can result in slope failure in the form of mudslides and rock fall. Mass wasting refers to a variety of erosional processes from gradual downhill soil creep to mudslides, debris flows, landslides, and rock fall—processes that are commonly triggered by intense precipitation or wind, which varies according to climactic shifts. Seismic activity can also trigger landslides and rockfalls. Often, various forms of mass wasting are grouped together as landslides, which are generally used to describe the downhill movement of rock and soil. Soil creep is a long-term, gradual downhill

[4] NorCal Engineering. 2019. Geotechnical Engineering Investigation. January 25.
[5] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.
[6] City of Colton. 2018. Colton General Plan, Safety Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed June 17, 2020.

migration of soil under the influence of gravity and is generally on the order of a fraction of an inch per year. These soils can creep away downslope sides of foundations and reduce lateral support.

The topography of the project site is relatively level, descending slightly from northeast to southwest.[7] The project site is not within the areas identified as having a high risk of landslides by the City of Colton General Plan or in the City's hillside areas that are at risk of slope instability leading to mudslides and landslides.[8]

Landslides

Landslides present some risk to the City of Colton, specifically in La Loma Hills. However, the project site is not located within a high-risk landslide hazard area as mapped on the City of Colton's Landslide Hazard Map.[9]

Subsidence

Much like landslides, subsidence occurs when the ground is no longer able to support the material above it. Steep slopes can be susceptible to subsidence. Subsidence is caused by gradual compaction of loose, water-saturated sediments or the rapid collapse into caves. Most subsidence in California is generally a more drawn-out process that takes place over a longer period. This is particularly hazardous for buildings and municipal infrastructure, as shifting may cause structures to crack or may compromise their integrity.[10] According to the City of Colton Local Hazard Mitigation Plan, subsidence can be caused by the extraction of groundwater or pumping fuels. When these materials are removed, the soil may collapse into the empty space, causing the surface to drop with it. Mining activities, natural cave collapses, and seismic activity may also cause soils to subside. Subsidence can occur quickly, although it is more commonly a gradual event that causes damage over a long period of time.[11]

According to the City of Colton General Plan, Colton's location in the Upper Santa Ana Valley Groundwater Basin makes it susceptible to subsidence. Between 1933 and 1960, the northern portion of Colton experienced approximately 2.5 inches of subsidence while the southern portion of Colton, where the project site is located, experienced approximately 1 inch over the same period. Although recent reports indicate that subsidence has slowed substantially, it still poses a risk to the City.[12]

Flood

According to the City of Colton General Plan, Colton is located in a semi-arid environment; however, flood hazards can still pose a threat. The Santa Ana River is both the primary flood risk, and the primary means for flood control in the city. The river can divert large volumes of water away from

[7] NorCal Engineering. 2019. Geotechnical Engineering Investigation. January 25.
[8] City of Colton. 2018. Colton General Plan, Safety Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed July 10, 2020.
[9] City of Colton. 2018. Colton General Plan, Safety Element Figure S-4: Landslide Hazard Zones. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed July 10, 2020.
[10] City of Colton. 2018. Colton General Plan, Safety Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed June 17, 2020.
[11] City of Colton. 2018. Local Hazard Mitigation Plan. Website: http://www.coltononline.com/DocumentCenter/View/3948. Accessed October 14, 2020.
[12] City of Colton. 2018. Colton General Plan, Safety Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed June 17, 2020.

populated areas, but a catastrophic event such as a large rain event or upstream dam failure could cause the river to overflow.[13] According to the City of Colton General Plan, the project site is not located within a flood hazard zone. The project site is located outside of the 500-year flood zone as indicated on the City of Colton's Flood Hazard Zones map[14] as well as the Federal Emergency Management Agency (FEMA).[15]

Dam failure can be caused by aging infrastructure, overcapacity, and seismic and geologic hazards. The Seven Oaks Dam and reservoir, located approximately 12 miles upstream along the Santa Ana River, could pose a flooding risk to the City of Colton in the unlikely event of dam failure; however, the project site is not located within a dam inundation area as delineated by the California Department of Water Resources (DWR).[16] The Seven Oaks Dam and reservoir can hold more than 47-billion gallons of water when full. The dam's main function is to retain water for flood control purposes. Most of the time, there is little, or no water held behind Seven Oaks Dam, reducing the potential for flooding associated with dam failure.[17] According to the City of Colton's Dam Inundation Zone map, the project site is not at risk of inundation due to failure of the Seven Oaks Dam.[18]

3.5.3 - Regulatory Framework

Federal

National Earthquake Hazards Reduction Program

The National Earthquake Hazards Reduction Program (NEHRP) was established by the U.S. Congress when it passed the Earthquake Hazards Reduction Act of 1977, Public Law 95–124. In establishing the NEHRP, Congress recognized that earthquake-related losses could be reduced through improved design and construction methods and practices, land use controls and redevelopment, prediction techniques and early warning systems, coordinated emergency preparedness plans, and public education and involvement programs. The four basic goals remain unchanged:

- Develop effective practices and policies for earthquake loss reduction and accelerate their implementation.
- Improve techniques for reducing earthquake vulnerabilities of facilities and systems.
- Improve earthquake hazards identification and risk assessment methods, and their use.
- Improve the understanding of earthquakes and their effects.

Several key federal agencies contribute to earthquake mitigation efforts. There are four primary NEHRP agencies:

[13] City of Colton. 2018. Colton General Plan, Safety Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed July 10, 2020.
[14] City of Colton. 2018. Colton General Plan, Safety Element Figure S-5: Flood Hazard Zones. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed July 10, 2020.
[15] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.
[16] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.
[17] City of Colton. 2018. Colton General Plan, Safety Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed July 10, 2020.
[18] City of Colton. 2018. Colton General Plan, Safety Element Figure S-6: Dam Inundation Zone. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed July 10, 2020.

- National Institute of Standards and Technology of the Department of Commerce
- National Science Foundation
- USGS of the Department of the Interior
- FEMA of the Department of Homeland Security

Implementation of NEHRP priorities is accomplished primarily through original research, publications, and recommendations to assist and guide state, regional, and local agencies in the development of plans and policies to promote safety and emergency planning.

Federal Water Pollution Control Act (Clean Water Act)

The National Pollutant Discharge Elimination System (NPDES) permit program, authorized by Section 402(p) of the federal Clean Water Act, controls water pollution by regulating point sources, such as construction-sites and industrial operations that discharge pollutants into waters of the United States. A Storm Water Pollution Prevention Plan (SWPPP) is required to control discharges from a project site, including soil erosion, to protect waterways. A SWPPP describes the measures or practices to control discharges during both the construction and operational phases of the project. A SWPPP identifies project design features and structural and nonstructural Best Management Practices (BMPs) that will be used to control, prevent, remove, or reduce stormwater pollution from the site, including sediment from erosion.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code [PRC] §§ 2621 to 2630) was passed in 1972 to provide a Statewide mechanism for reducing the hazard of surface fault rupture to structures used for human occupancy. The main purpose of the Act is to prevent the siting of buildings used for human occupancy across the traces of active faults. It should be noted that the Act addresses the potential hazard of surface fault rupture and is not directed toward other earthquake hazards, such as seismically induced ground shaking or landslides.

The law requires the State Geologist to identify regulatory zones (known as Earthquake Fault Zones or Alquist-Priolo Zones) around the surface traces of active faults, and to depict these zones on topographic base maps, typically at a scale of 1 inch to 2,000 feet. Earthquake Fault Zones vary in width, although they are often 0.75 mile wide. Once published, the maps are distributed to the affected cities, counties, and State agencies for their use in planning and controlling new or renewed construction. With the exception of single-family wood-frame and steel-frame dwellings that are not part of a larger development (i.e., four units or more), local agencies are required to regulate development within the mapped zones. In general, construction within 50 feet of an active fault zone is prohibited.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (PRC §§ 2690–2699.6), which was passed in 1990, addresses earthquake hazards other than surface fault rupture. These hazards include strong ground shaking, earthquake-induced landslides, liquefaction, or other ground failures. Much like the Alquist-Priolo Earthquake Fault Zoning Act discussed above, these seismic hazard zones are mapped by the State Geologist to assist local government in the land use planning process. The Act states, “it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the

safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety." The Act also states, "cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard."

California Building Standards Code

The State of California provides minimum standards for building design through the California Building Standards Code (California Code of Regulations [CCR], Title 24). Where no other building codes apply, Chapter 29 regulates excavation, foundations, and retaining walls. The California Building Standards Code (CBC) applies to building design and construction in the State and is based on the federal Uniform Building Code (UBC) used widely throughout the country (generally adopted on a state-by-state or district-by-district basis). The CBC has been modified for California conditions with more detailed and/or more stringent regulations.

The State earthquake protection law (California Health and Safety Code § 19100 *et seq*.) requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes. Specific minimum seismic safety and structural design requirements are set forth in Chapter 16 of the CBC. The CBC identifies seismic factors that must be considered in structural design. Chapter 18 of the CBC regulates the excavation of foundations and retaining walls, and Appendix Chapter A33 regulates grading activities, including drainage and erosion control and construction on unstable soils, such as expansive soils and areas subject to liquefaction.

The CBC is updated every 3 years, and the current 2019 CBC took effect January 1, 2020. The 2019 CBC has been adopted by the City of Colton and is incorporated in the City of Colton Municipal Code Title 15.[19]

Local Regulations

City of Colton

General Plan Safety Element

The City of Colton General Plan Safety Element contains the following goals and policies that are relevant to geology, soils, and seismicity:

> **GOAL S-1**: Improve the community's resilience to seismic and geologic hazards by ensuring the integrity of the built environment.
>
> **Policy S-1.2:** Identify if existing and new structures are located within Earthquake Fault Hazard Zones and in areas at risk from liquefaction, landslides, and subsidence, and take corrective action to minimize the risk of injury or damage from seismic or geologic events.
>
> **Policy S-1.4:** Require new development to observe 100-foot setbacks from all faults, active or inactive.

[19] City of Colton. 2020. Building and Safety Division. Website: https://www.ci.colton.ca.us/307/Building-Safety-Division. Accessed June 24, 2020.

Policy S-1.5: Require new development to observe 30-foot setbacks from all hillsides and other sloped surfaces that show medium to high landslide susceptibility.

Policy S-1.7: Restrict development in areas prone to liquefaction or subsidence unless an independent geotechnical investigation determines the site is safe for development.

City of Colton Municipal Code

Building and Construction

As discussed previously, Title 15, Buildings and Construction, of the City of Colton Municipal Code contains adopted building codes pursuant to the 2019 CBC, as well as City amendments to the codes. The CBC is updated every 3 years, and the current 2019 CBC took effect January 1, 2020. The 2019 CBC has been adopted by the City of Colton and is incorporated in the City of Colton Municipal Code Title 15.[20]

Grading, Soils, and Erosion Control Ordinances

Native soils and fill slopes constructed with native soils can be susceptible to erosion, particularly during site development, and especially during heavy rains. Title 14, Storm Drains and Floodplain Management, of the City of Colton Municipal Code controls discharges into the City's storm drain system by eliminating all non-permitted discharges to the municipal storm sewers, controlling discharge from spills, dumping, or disposal of materials, and reducing pollutant in stormwater discharges. Title 14 is intended to protect and enhance water quality of watercourses, water bodies, groundwater, and wetlands pursuant to federal, State, and local laws and regulations.[21] Pursuant to Title, 14, compliance with the provisions of the NPDES permitting process is required.

3.5.4 - Methodology

FirstCarbon Solutions (FCS) relied upon the information contained in the CEQA-Level Geologic and Geotechnical Review prepared by Leighton Consulting, Inc., on May 5, 2020; as well as the Geotechnical Engineering Investigation prepared by NorCal Engineering on January 25, 2019, as the basis for evaluating impacts associated with geology, soils, and seismicity on the project site. The purpose of these studies was to assess potential geotechnical concerns associated with the proposed development on the project site. NorCal Engineering conducted a site reconnaissance, subsurface geotechnical exploration and sampling, laboratory testing, soil infiltration testing, engineering analysis of field and laboratory data, and preparation of the report, which included recommended mitigation measures. Leighton Consulting, Inc. reviewed the relevant data and recommendations from the 2019 NorCal Engineering report to ensure they were valid, appropriate, thorough, and technically sound, as requested by City staff. The purpose of Leighton Consulting, Inc.'s review was to assess the geologic and geotechnical conditions of the site with respect to the proposed development based on available data and to discuss potential geologic and geotechnical impacts associated with the project in accordance with CEQA.[22]

[20] City of Colton. 2020. Building and Safety Division. Website: https://www.ci.colton.ca.us/307/Building-Safety-Division. Accessed June 24, 2020.

[21] City of Colton. Colton Municipal Code, Title 14 – Storm Drains and Floodplain Management. Website: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT14STDRFLMA. Accessed June 18, 2020.

[22] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.

The Geotechnical Engineering Investigation conducted by NorCal Engineering consisted of the placement of 21 subsurface exploratory borings by a truck mounted drill rig with 8-inch outside diameter hollow-stem continuous flight augers to depths ranging between 5 and 20 feet below current ground elevations. The borings were placed at accessible locations throughout the property. The explorations were visually classified and logged by a Field Engineer. Additionally, relatively undisturbed samples of the subsurface soils were obtained to perform laboratory testing and analysis for direct shear, consolidation tests, and to determine in-place moisture/densities. These relatively undisturbed ring samples were obtained by driving a thin-walled steel sampler to a depth of 6 inches into undisturbed soils. Bulk bag samples were obtained in the upper soils for expansion index tests and maximum density tests.

FCS obtained additional information from sources including the City of Colton General Plan, the City of Colton Municipal Code, and USGS.

3.5.5 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. The standards of significance used in this Draft Focused EIR are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies in support of this Draft Focused EIR; performance standards adopted, implemented, and monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local Guidelines for Implementing CEQA, Appendix J, Environmental Checklist, to determine whether geology, soils, and seismicity impacts from implementation of the proposed project would be considered significant, the following questions should be analyzed and evaluated. Would the project:

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

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

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

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

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

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

The following Appendix J impacts related to geology, soils, and seismicity were determined to be less than significant and are therefore briefly discussed in Section 7, Effects Found not to be Significant, of this Draft Focused EIR:

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

The following Appendix J impacts warranted a more thorough analysis in this section based on the Notice of Preparation comments, public concerns, or a more detailed analysis conducted as part of the Draft Focused EIR preparation process:

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

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

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

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

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

3.5.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the proposed project and provides mitigation measures where necessary to avoid, minimize, and/or reduce impacts to less than significant levels.

Earthquakes

Impact GEO-1: **The project could directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

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

ii) Strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction.

iv) Landslides.

Impact Analysis

i) According to the seismicity evaluation section of the NorCal Engineering Geotechnical Engineering Investigation, dated January 25, 2019, the project site is located outside of any Alquist-Priolo Special Studies Zone, and the potential for damage due to a direct fault rupture is considered unlikely.[23] The Colton General Plan also indicates that the project site is not located within an Alquist-Priolo Earthquake Fault Zone.[24] The site has been mapped to be outside of an Alquist-Priolo Earthquake Fault Zone as designated by the California Geological Survey. Fault-induced ground rupture is possible within the Alquist Priolo Earthquake Fault Zones. The Alquist-Priolo Earthquake Fault Zones address the potential hazard of surface fault rupture around the surface traces of active faults. Alquist-Priolo Earthquake Fault Zones vary in width, although they are often 0.75-mile wide. In general, construction within 50 feet of an active fault is prohibited.[25] Additionally, the City of Colton General Plan Safety Element Policy S-1.4 requires new development to observe 100-foot setbacks from all faults, active or inactive.[26] The site has no known active faults mapped on-site nor trending towards the site. The closest known active faults to the site are related to the San Jacinto Fault, which has been mapped to trace approximately 1.86 miles northeast of the site. Considering the site's location relative to mapped active faulting, the potential for fault-induced ground rupture is less than significant.[27]

ii) The intensity of ground shaking at a given location depends on several factors, but primarily on the earthquake magnitude, the distance from the hypocenter to the site of interest, and the response characteristics of the soil or bedrock units underlying the site. The San Jacinto Fault Zone is currently known to be potentially capable of producing the most intense ground accelerations at the site, due to its location relevant to the project site and potential magnitude. The maximum earthquake expected from the San Jacinto Fault Zone in this area is of magnitude (maximum moment magnitude [M_w]=6.5 to 7.5).

[23] NorCal Engineering. 2019. Geotechnical Engineering Investigation. January 25.

[24] City of Colton. 2018. Colton General Plan, Safety Element. Figure S-2: Faults and Alquist-Priolo Zones. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed June 17, 2020.

[25] California Department of Conservation. 2019. Alquist-Priolo Earthquake Fault Zones. Website: https://www.conservation.ca.gov/cgs/alquist-priolo. Accessed November 3, 2020.

26 City of Colton. 2018. Colton General Plan, Safety Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed November 3, 2020.

27 Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.

In the project area, the hazard posed by seismic shaking is considered high due to the proximity of known active faults. Therefore, seismic ground shaking is considered to be a potentially significant impact. According to the Geotechnical Engineering Investigation, the San Jacinto Fault is located 1.86 miles from the project site and is capable of producing a magnitude 6.7 earthquake. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults, including the San Andreas fault located approximately 10.36 miles northeast of the project site.[28] As previously shown on Exhibit 3.5-1, other faults in the vicinity of the City of Colton include Redlands Fault, Cucamonga Fault, Claremont Fault, Glen Helen Fault, etc. The potential for future ground shaking at the site appears no greater than at many other sites in southern California. However, it should be recognized that while it is not considered feasible to make structures totally resistant to seismic shaking, they should be designed not to collapse in accordance with the current CBC and American Society of Civil Engineers (ASCE).[29] As outlined in Mitigation Measure (MM) GEO-1, the potential effects of seismic shaking on structures associated with the proposed project can be reduced through conformance with the recommendations of the geotechnical consultant for the project, the Structural Engineers Association of California, the CBC, and/or other local governing agencies' codes or requirements. Implementation of MM GEO-1 would promote safety in the event of a large earthquake and minimize damage related to seismic events. Design in accordance with these measures as required under MM GEO-1 would reduce impacts associated with strong seismic ground shaking to a less than significant level.

iii) According to the City of Colton General Plan Safety Element, the project site is not located in a liquefaction hazard zone and is therefore not susceptible to liquefaction.[30] Additionally, the County of San Bernardino has mapped the project site to be outside a Zone of Suspected Liquefaction Susceptibility. The State of California has not prepared a map delineating zones of potential liquefaction for the USGS quadrangle that contains the site. The potential for liquefaction and lateral spreading are low due to the presence of shallow bedrock and the lack of groundwater underlying the site as reported in the 2019 NorCal Engineering report. The potential for liquefaction and lateral spreading is considered to be less than significant.[31]

iv) According to the City of Colton General Plan Safety Element, the project site is not located within an area that has a medium to high landslide susceptibility and is not located in and of the City's hillside areas that are at risk of slope instability leading to mudslides and landslides.[32] Furthermore, the project site is not located within a high-risk landslide hazard

[28] NorCal Engineering. 2019. Geotechnical Engineering Investigation. January 25.
[29] American Society of Civil Engineers (ASCE). 2020. ASCE 7. Website: https://www.asce.org/asce-7/. Accessed July 9, 2020.
[30] City of Colton. 2018. Colton General Plan, Safety Element. Figure S-3: Liquefaction Hazard Zones. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed June 17, 2020.
[31] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.
[32] City of Colton. 2018. Colton General Plan, Safety Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed July 10, 2020.

area as mapped on the City of Colton's Landslide Hazard Map.[33] The project site is also not at risk of slope disturbance due to the relatively flat topography of the project site.[34] The project site is not at risk of subsidence as determined by Leighton Consulting, Inc.[35]

Although the project site is not within the areas identified as having a high risk of landslides by the City of Colton General Plan, a small portion of the project site, located at the northern end of the site north of Barton Road, has a low landslide risk.[36] Additionally, the County of San Bernardino has mapped the site to be outside an area of Generalized Landslide Susceptibility. The State of California has not prepared a map delineating zones seismically induced landsliding for the USGS quadrangle that contains the site. The potential for landsliding on-site is considered less than significant due to the relative flatness and levelness of the site and immediate surroundings.[37]

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM GEO-1 The effects of seismic shaking on structures shall be reduced through conformance with the applicable recommendations from the 2019 NorCal Engineering report, with incorporation of the amended recommendations and review contained in the Leighton Consulting, Inc. Geologic and Geotechnical Review. Construction of the proposed project shall also comply with the Structural Engineers Association of California, the California Building Standards Code (CBC), and/or other local governing agencies' codes or requirements. This has the purpose of promoting safety in the event of a large earthquake and minimizing damage.

Level of Significance After Mitigation

Less than significant impact with mitigation.

Soil Erosion or Topsoil Loss

Impact GEO-2: The project could result in substantial soil erosion or the loss of topsoil.

Impact Analysis

Construction

A total of 1,238 cubic yards of soil would be imported to balance materials during grading of the proposed site of Building 1 north of Barton Road. No fill material would be exported from the site. The native soils on-site, as well as fill slopes constructed with native soils, would have a high

[33] City of Colton. 2018. Colton General Plan, Safety Element Figure S-4: Landslide Hazard Zones. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed July 10, 2020.
[34] NorCal Engineering. 2019. Geotechnical Engineering Investigation. January 25.
[35] Ibid.
[36] City of Colton. 2018. Colton General Plan, Safety Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed July 10, 2020.
[37] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.

susceptibility to erosion. These materials would be particularly prone to erosion during site development, especially during heavy rains. Therefore, impacts associated with erosion at the project site are potentially significant.

Prior to construction grading, the project applicant would file a Notice of Intent with the State Water Resources Control Board to comply with the General NPDES Permit and prepare the SWPPP, which addresses the measures that would be included in the project to minimize and control construction and post-construction runoff to the "maximum extent practicable." The SWPPP prepared for the project would outline the measures that would be needed to minimize and control the proposed project's construction and post-construction runoff to the maximum extent practicable. The SWPPP would identify the sources of sediment and other pollutants that could affect the quality of stormwater discharges. It would also describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater discharges resulting from construction activity. The SWPPP must be prepared prior to issuance of grading permits. In addition, development of the project would be required to comply with the City Code requirements pertaining to grading and excavation.

Operation

Because the proposed project would increase the number of impervious surfaces on the project site, a project-specific Water Quality Management Plan (WQMP) is also required. The City of Colton Public Works Department, Engineering Division, has provided guidance regarding the preparation of a WQMP. The applicant and/or future operator(s) must comply with the requirements of the City of Colton and the NPDES Areawide Stormwater Program for the preparation and implementation of a WQMP. All applicable non-structural and structural BMPs recommended in the WQMP shall be implemented in the proposed project.[38] The Preliminary WQMP that was prepared for the project provides BMPs. These BMPs would include, but not be limited to, the use of on-site detention systems and minimization of impervious areas to the maximum extent practicable, as well as the implementation of Low Impact Development (LID) BMPs to collect runoff from impervious areas for infiltration and treatment.

Other BMPs recommended in the WQMP that would be implemented in the project include structural and non-structural source control, pollution prevention, preventative LID site design practices, establishment of project performance criteria and project conformance analysis, hydrologic source control, retention and infiltration, harvest and use practices, biotreatment, hydromodification control, as well as an inspection and maintenance plan for BMPs. An alternative compliance plan consisting of on-site and off-site structural treatment control and urban runoff fund or in-lieu program may be implemented.

Underground retention systems would be utilized to temporarily store stormwater runoff for infiltration or treatment of the water quality Design Capture Volume (DCV). A low-flow pipe, set at a low invert elevation, would direct the DCV into the retention systems. A high-flow pipe, set at a higher invert elevation, would accommodate flows greater than the DCV. Flows would ultimately drain to a proposed public storm drain in De Berry Street.

[38] Thienes Engineering, Inc. 2020. Preliminary Water Quality Management Plan. January 21.

Due to the low infiltration rates on a portion of the site, the drainage in that area would be partially infiltrated into the subsoil of the underground chamber system, then treated via proprietary biofiltration units, a pump, and an underground retention system. Treated flows would connect back to the main line.

In addition to the WQMP's recommended BMPs, the CEQA-level Geologic and Geotechnical Review completed by Leighton Consulting, Inc., recommends reducing the potential for erosion through appropriate paving of exposed ground surfaces, landscaping, terraces on slopes, berms or V-ditches near the tops of slopes, and adequate storm drain systems, in addition to other practices to reduce and control erosion as discussed in MM GEO-2a.[39]

Landscaping would include the installation of trees along Terrace Avenue, Barton Road, Walnut Avenue, and at the driveways of both buildings (Section 2, Project Description, Exhibit 2-8 and 2-9). A total of 258 trees, as well as shrubs and ground covers with low water needs, are proposed for Building 1. The proposed landscaping for Building 1 would cover approximately 323,765 square feet, or nearly 16 percent of the site. A total of 199 trees similar to those planted for Building 1, with low and medium water needs, are proposed for Building 2. The proposed landscaping for Building 2 would cover 130,665 square feet, or 15 percent of the site. Slopes would be stabilized with erosion control measures. The landscaped areas that are incorporated throughout the project site would serve as self-treating areas for runoff and would drain off-site. Underground retention systems would be utilized to temporarily store stormwater runoff for infiltration or treatment. the proposed underground retention system would accommodate 100-year runoff from the site and would result in a significant decrease from the existing 25-year discharge and 100-year discharge conditions from the project site.

Implementation of WQMP BMPs and implementation of MM GEO-2a and MM GEO-2b, together with compliance with the NPDES permitting process and the City of Colton Municipal Code, would reduce impacts to less than significant levels.

Soil erosion and loss of topsoil pose a potentially significant risk during the construction phase. Operation-related impacts would be reduced through implementation of MM GEO-2a, along with compliance with the requirements of WQMP and the City of Colton Municipal Code. Implementation of these measures in addition to the landscaping plan prepared for the proposed project would ensure that the project would not result in erosion or the loss of topsoil during operation of the project. Therefore, impacts related to soil erosion during operation would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM GEO-2a In addition to implementation of the Best Management Practices (BMPs) recommended in the Water Quality Management Plan (WQMP), an erosion control

[39] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.

plan shall be provided by the project applicant for review by the City of Colton Engineering Division prior to the issuance of construction permits. The erosion control plan shall consider drainage and include temporary control measures to be implemented during construction activities. Temporary erosion control measures include, but are not limited to those required under current applicable grading codes, such as the latest CBC and City of Colton Municipal Code Chapter 16.72. Additional measures typically include appropriate paving of exposed ground surfaces, installation of landscaping, providing terraces on slopes, placing berms or V-ditches near the tops of slopes, and installing adequate storm drainage systems, temporary catchment basins, and/or sandbagging to control runoff and contain sediment transport within the project site. Additional temporary erosion control measure examples can be found in Appendix E of this Focused Draft EIR. Graded slopes shall be protected by the use of sprayed polymers, straw waddles, jute mesh, or other measures, until healthy plant growth is established as determined by the City of Colton Engineering Division.

MM GEO-2b Any vegetation and/or demolition debris shall be removed and hauled from proposed grading areas prior to the start of grading operations. Existing vegetation shall not be mixed or disposed into the soils. Any removed soils may be reutilized as compacted fill once any deleterious material or oversized materials (in excess of 8 inches) is removed. Grading operations shall be performed in accordance with the Specifications for Placement of Compacted Fill as presented in the Geotechnical Engineering Investigation prepared by NorCal Engineering on January 25, 2019.

Level of Significance After Mitigation

Less than significant impact with mitigation.

Unstable Geologic Location

Impact GEO-3:	**The project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.**

Impact Analysis

Construction

The proposed project would raze and redevelop the project site with two large light industrial structures. Construction of the proposed project would require the overexcavation and recompaction of compressible soils on-site in order to support the anticipated structures. A total of 1,238 cubic yards of soil would be imported to balance materials during grading of the proposed site of Building 1 north of Barton Road. Soils would be graded, compacted, and adequately tested for compliance in accordance with American Society of Testing and Materials (ASTM) International standards[40] and CBC standards. No fill material would be exported from the site.

[40] American Society of Testing and Materials (ASTM) International. 2020. About Us. Website: https://www.astm.org/ABOUT/overview.html. Accessed July 9, 2020.

Operation

Soil stability

Based on NorCal Engineering's Geotechnical Engineering Investigation, the project site is underlain by fill, natural soil (consisting mostly of silts and clays), and bedrock. The fill that was encountered was loose, classified as sandy to clayey silt, and extended to depths ranging from 1 to 2 feet below the existing ground surface. The undifferentiated natural soils NorCal encountered were firm/stiff and classified as sandy to clayey silt or silty clay. The bedrock was decomposed granite, hard to very hard, encountered at depths ranging from 7 to 13 feet. Based on the relatively thin layer of soil, the potential total settlement resulting from seismic loading is within typical tolerable limits. Seismically induced differential settlement is not considered to be a major constraint. As such, the risk associated with seismically induced settlement would be less than significant.[41]

According to the 2019 NorCal Engineering report, approximately 1 to 7 feet of potentially compressible soils are present at the surface of the project site. Therefore, the impact posed by compressible soils is potentially significant. The construction contractor would implement soil removals and overexcavation with appropriate observation by the project geotechnical consultant during grading, compacted fill blanket, and removal and compaction of soils as recommended in the geotechnical reports and in compliance with MM GEO-3a, MM GEO-3b, and MM GEO-3c. With implementation of these mitigation measures, impacts are expected to be reduced to less than significant levels with mitigation.

Subsidence

The site is located outside a zone of historic regional subsidence from groundwater pumping. Regional subsidence is not a known issue in the site vicinity, and a lack of intense removal of significant quantities of water or oil extraction in the area makes the potential for ground subsidence very low. Therefore, impacts associated with subsidence would be less than significant.[42]

Landslide

As previously discussed in the response to Impact GEO-1, the project site is not located in the City's hillside areas or within an area that is at high risk of landslides and does not contain any steep slopes that may be susceptible to mudflows or landslides. Impacts would be less than significant.

Lateral Spreading and Liquefaction

As previously discussed in the response to Impact GEO-1, the project site is not located in a liquefaction hazard zone and is therefore not susceptible to liquefaction.[43] The potential for liquefaction and lateral spreading are low as reported in the 2019 NorCal Engineering report. Therefore, impacts associated with liquefaction and lateral spreading are considered less than significant.[44]

[41] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.
[42] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.
[43] City of Colton. 2018. Colton General Plan, Safety Element. Figure S-3: Liquefaction Hazard Zones. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed June 17, 2020.
[44] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.

Collapse

Compliance with mandatory standards and BMPs, and implementation of mitigation measures as discussed throughout this section would ensure that project foundations are adequately supported and are not at risk of collapse due to unstable geologic units or soils. Impacts associated with collapse would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM GEO-3a Remedial removals of potentially compressible soil will be required in structural areas on-site. Potentially compressible soils, which were estimated to be 1 to 7 feet thick from the surface, shall be removed. Furthermore, where compacted fill material is used under slabs and foundations, it shall be at least 2 feet thick. Actual removal depths would vary based on the project geotechnical consultant's observations of subsurface conditions during grading. At a minimum, removals shall need to include any existing undocumented artificial fill or soils deemed in incompetent for the intended purpose, considering the required bearing support of the proposed project. The Geotechnical Engineering Investigation, included as Appendix E of this Focused Draft EIR, includes a detailed series of measures in Section 8, Conclusions and Recommendations (pages 7 through 16) that shall be incorporated during construction activities.

MM GEO-3b Due to the potential for differential settlement of foundations placed on compacted fill and native materials, all foundations including floor slab areas shall be underlain by a uniform compacted fill blanket at least 2 feet in thickness. This fill blanket shall extend a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater.

MM GEO-3c All disturbed soils or fill materials (approximately the first 1 to 7 feet below ground surface) shall be removed to competent native materials. The exposed surface shall be scarified to a depth of 12 inches, brought to within 2 percent optimum moisture content, and compacted to a minimum of 90 percent of the laboratory standard outlined in American Society of Testing and Materials (ASTM) D-1557 standards prior to the placement of any additional compacted fill soils, foundations, or slabs-on-grade and pavement. Furthermore, grading shall extend a minimum of 5 horizontal feet outside of the edges of the foundations or equidistant to the depth of fill placed, whichever is greater. [45] Additionally, remedial removals and overexcavation shall be performed until potentially compressible soils have been removed, or to 2 feet below building foundations, whichever is deeper. [46] In addition to the removal and compaction of soils on-site, any imported material shall be similar to the upper soils encountered at the project site. The contractor shall maintain adequate lateral support for all adjacent improvements and structures at all times during the grading

[45] NorCal Engineering. 2019. Geotechnical Engineering Investigation. January 25.

[46] Leighton Consulting, Inc., 2020. CEQA-Level Geological and Geotechnical Review for the Proposed Barton Warehouse Project, Barton Road and Terrace Avenue, City of Colton, California. May 5.

operations and construction phase. Adequate drainage away from the structures, pavement, and slopes shall be implemented through applicable BMPs and provided at all times.

Level of Significance After Mitigation

Less than significant impact with mitigation.

Expansive Soil

Impact GEO-4: **The project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.**

Impact Analysis

Construction

Expansive soils are typically measured on a scale identified as the expansion index which ranges from zero to above 130. Soils with an expansion index less than 20 are considered to have a very low potential for expansion. According to the Geotechnical Engineering Investigation, the upper soils on the project site are non-expansive and have an expansion index less than 20. However, further investigation by Leighton indicated expansion indices of 18 and 60 from samples collected during borings. Based on these results, the on-site soils are expected to have very low to medium expansion potential. The Geotechnical Engineering Investigation recommended project design that considers soils with medium expansion potential. MM GEO-4a requires soils with medium expansion potential to be considered in the project design and maintenance and requires engineers, architects, owner, maintenance personnel, and other interested parties to review the *Expansive Soil Guidelines* provided in the 2019 NorCal Engineering Report (see Appendix E). With implementation of MM GEO-4, expansive soils would not be a significant issue. Accordingly, implementation of MM GEO-4 pursuant to the geotechnical foundation and retaining wall recommendations would reduce potential impacts to a less than significant level.

Operation

According to the Geotechnical and Geological Review produced by Leighton Consulting, Inc., on-site soils are expected to have very low to medium expansion potential. Considering this, the impact posed by expansive soils is considered potentially significant. As such, implementation of MM GEO-4 is required to reduce operational impacts associated with expansive soils to a less than significant level.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM GEO-4 Geotechnical foundation and retaining wall recommendations shall consider soils with medium expansion potential. When soils have an expansion index of 20 or more, special attention shall be given to the project design and maintenance. The *Expansive Soil Guidelines* provided in the Geotechnical Engineering Investigation

shall be reviewed by the engineers, architects, owner, maintenance personnel, and other interested parties and shall be implemented during the design of the project and future property maintenance.

Level of Significance After Mitigation

Less than significant impact with mitigation.

Destruction of Paleontological Resource or Unique Geologic Feature

Impact GEO-5: The project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impact Analysis

Construction

The proposed project site is currently developed with multiple light industrial structures, an office building, and parking lots. No specific geological or paleontological features were identified on the project site during the Geotechnical Engineering Investigation. However, because the project site is underlain by undisturbed, native soils, as well as artificial fill, the potential exists for undiscovered paleontological resources to be present beneath the project site.

During a paleontological records search conducted pursuant to the Phase I Cultural Resources Assessment (Phase I CRA) (see Appendix D) it was determined that the likelihood of impacts to significant paleontological resources in undisturbed surface or subsurface sediments is considered to be extremely low. The records search concluded that neither a paleontological walkover of the project site nor monitoring was required and that all necessary mitigation measures had been fulfilled. However, it is always possible that ground-disturbing activities during construction may uncover previously unknown, buried paleontological resources. In the unlikely event that previously undiscovered paleontological resources are discovered during construction activities, implementation of MM GEO-5 would reduce impacts. With implementation of MM GEO-5, impacts would be less than significant.

Operation

Potential impacts to paleontological resources would be limited to the grading and construction phase. No impacts would occur during operation of the proposed project.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM GEO-5 In the event that buried paleontological resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified Paleontologist shall be consulted to determine whether the resource requires further study. The qualified Paleontologist and shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds

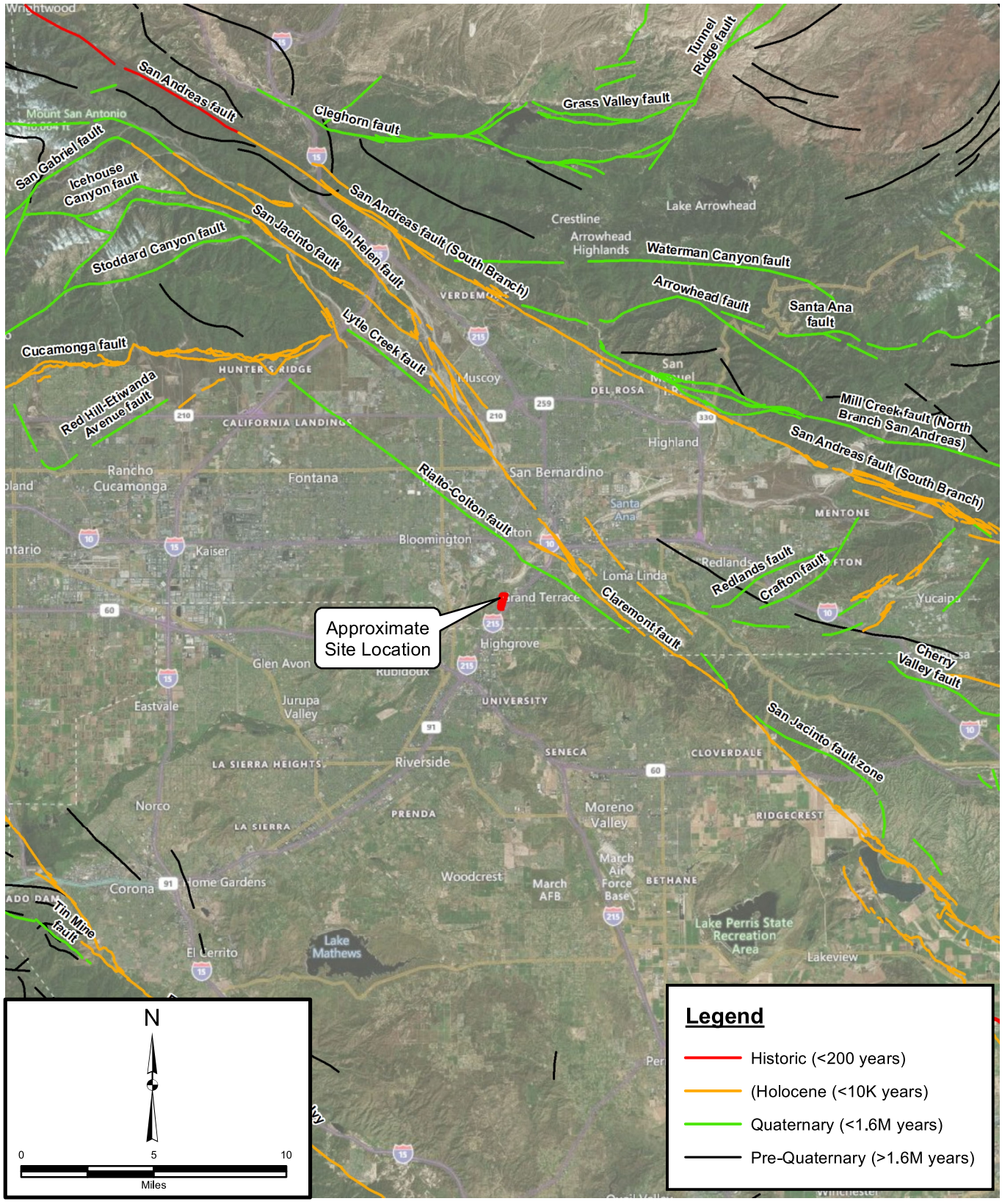
and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines.

If the resources are determined to be unique resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the qualified Paleontologist and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include but are not limited to avoidance, data recovery, and excavations of the finds, collection, identification, preparation, and preservation of the fossilized materials, curation in an appropriate establishment, and preparation of an itemized findings report.

No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any paleontological materials recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency where they would be afforded long-term preservation to allow future scientific study.

Level of Significance After Mitigation

Less than significant impact with mitigation.



Source: Leighton Consulting, April 2020.

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Exhibit 3.5-1
Regional Fault Map

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3.6 - Greenhouse Gas Emissions

3.6.1 - Introduction

This section describes the existing conditions pertaining to greenhouse gas (GHG) emissions, summarizes the relevant regulatory framework, and evaluates the potential effects related to GHG emissions that could result from of project implementation. Descriptions and conclusions in this section are based, in part, on the Air Quality and GHG Emissions Analysis Report prepared by FirstCarbon Solutions[1] and included as Appendix B of this Draft Focused Environmental Impact Report (Draft Focused EIR). The following public comments related to GHG emissions were received during the Notice of Preparation (NOP) public comment period and were taken into consideration during the preparation of this Draft Focused EIR:

- Concerns about global climate change impacts.
- Concerns about compliance with applicable State and regional regulations, guidance, and recommendations related to GHG emissions.

3.6.2 - Environmental Setting

Greenhouse Effect, Global Warming, and Climate Change

Most of the energy that affects the Earth's climate comes from the sun. Some solar radiation is absorbed by the Earth's surface, and a smaller portion of this radiation is reflected by the atmosphere back toward space. As the Earth absorbs high-frequency solar radiation, its surface gains heat and then re-radiates lower frequency infrared radiation back into the atmosphere.[2]

Most solar radiation passes through gases in the atmosphere classified as GHGs; however, infrared radiation is selectively absorbed by GHGs. GHGs in the atmosphere play a critical role in maintaining the balance between the earth's absorbed and radiated energy, the earth's radiation budget,[3] by trapping some of the infrared radiation emitted from the earth's surface that otherwise would have escaped to space (Figure 3.6-1).[4] Radiative forcing is the difference between the incoming energy and outgoing energy.[5] Specifically, GHGs affect the radiative forcing of the atmosphere,[6] which in turn affects the earth's average surface temperature. This phenomenon, the greenhouse effect, keeps the Earth's atmosphere near the surface warmer than it would be otherwise and allows successful habitation by humans and other forms of life.

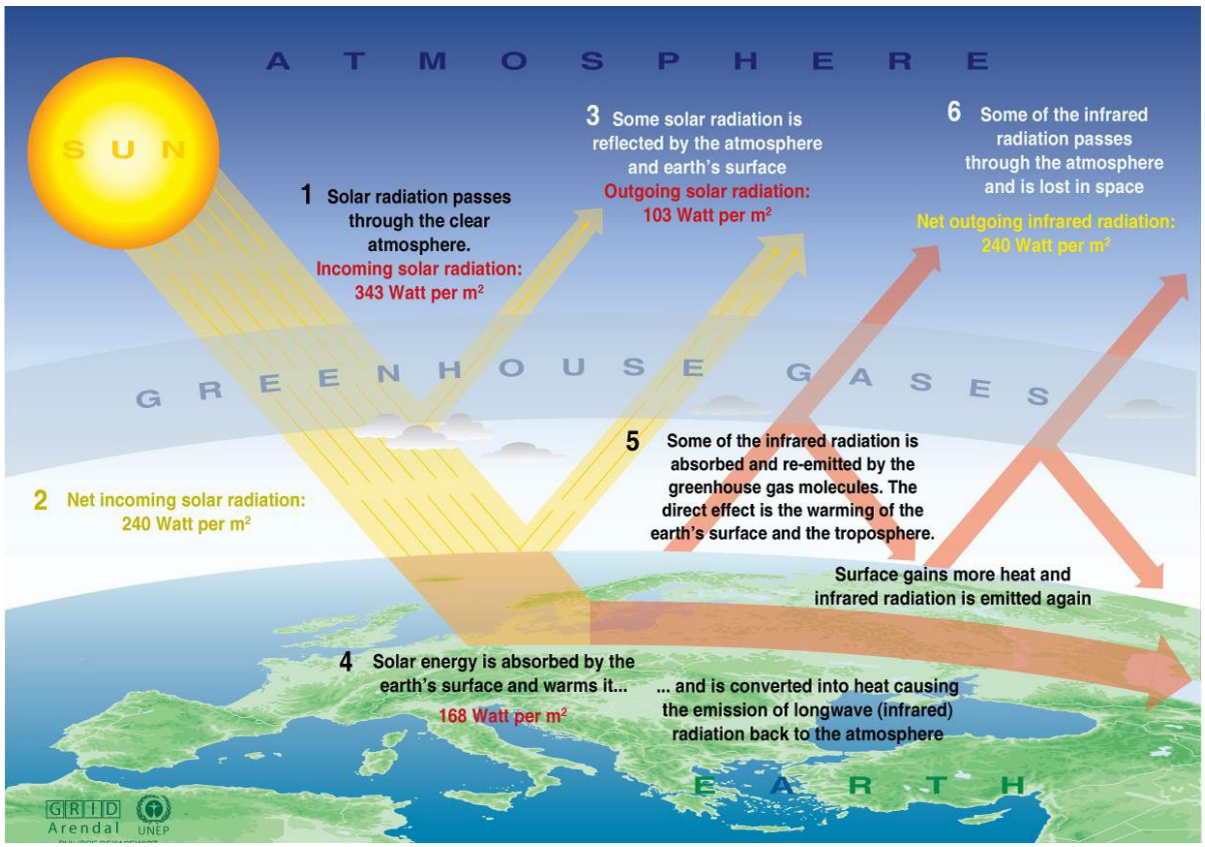
Combustion of fossil fuels and deforestation release carbon into the atmosphere that historically has been stored underground in sediments or in surface vegetation, thus exchanging carbon from the geosphere and biosphere to the atmosphere in the carbon cycle. With the accelerated increase in

1 FirstCarbon Solutions. 2020. Air Quality and Greenhouse Gas Emissions Analysis Report. October 9.
2 Frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun and emits radiation at a lower frequency (longer wavelength) than the high-frequency (short-wavelength) solar radiation emitted by the sun.
3 This includes all gains of incoming energy and all losses of outgoing energy; the planet is always striving to be in equilibrium.
4 Philippe Rekacewicz, UNEP/GRID-Arendal. 2005. Website: https://www.grida.no/resources/6467. Accessed October 13, 2020.
5 Positive forcing tends to warm the surface while negative forcing tends to cool it.
6 This is the change in net irradiance at the tropopause after allowing stratospheric temperatures to readjust to radiative equilibrium, but with surface and tropospheric temperatures and state held fixed at the unperturbed values.

fossil fuel combustion and deforestation since the Industrial Revolution of the 19th Century, concentrations of GHGs in the atmosphere have increased exponentially. Such emissions of GHGs in excess of natural ambient concentrations contribute to the enhancement of the natural greenhouse effect. This enhanced greenhouse effect has contributed to *global warming*, an increased rate of warming of the earth's average surface temperature.[7] Specifically, increases in GHGs lead to increased absorption of infrared radiation by the earth's atmosphere and warm the lower atmosphere further, thereby increasing temperatures and evaporation rates near the surface.[8]

Variations in natural phenomena such as volcanoes and solar activity produced most of the global temperature increase that occurred during preindustrial times; more recently, however, increasing atmospheric GHG concentrations resulting from human activity have been responsible for most of the observed global temperature increase.[9,10]

Figure 3.6-1: The Greenhouse Effect



Source: Philippe Rekacewicz, UNEP/GRID-Arendal. Website: https://www.grida.no/resources/6467. Accessed on April 26, 2019.

[7] This condition results when the earth has to work harder to maintain its radiation budget, because when more GHGs are present in the atmosphere, the earth must force emissions of additional infrared radiation out into the atmosphere.

[8] United States Environmental Protection Agency (EPA). 2017. Causes of Climate Change. May. Website: https://archive.epa.gov/epa/climate-change-science/causes-climate-change.html. Accessed October 13, 2020.

[9] These basic conclusions have been endorsed by more than 45 scientific societies and academies of science, including all of the national academies of science of the major industrialized countries. Since 2007, no scientific body of national or international standing has maintained a dissenting opinion.

[10] United States Environmental Protection Agency (EPA). 2017. Causes of Climate Change. May. Website: https://archive.epa.gov/epa/climate-change-science/causes-climate-change.html. Accessed October 13, 2020.

Global warming affects global atmospheric circulation and temperatures; oceanic circulation and temperatures; wind and weather patterns; average sea level; ocean acidification; chemical reaction rates; precipitation rates, timing, and form; snowmelt timing and runoff flow; water supply; wildfire risks; and other phenomena, in a manner commonly referred to as climate change. Climate change is a change in the average weather of the earth that is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past, such as during previous ice ages. Many of the concerns regarding climate change use this data to extrapolate a level of statistical significance specifically focusing on temperature records since the Industrial Age that differ from previous climate changes in rate and magnitude.[11]

Temperature Predictions by the Intergovernmental Panel on Climate Change

The United Nations Intergovernmental Panel on Climate Change (IPCC) was established by the World Meteorological Organization and United Nations Environment Programme to assess scientific, technical, and socioeconomic information relevant to the understanding of climate change, its potential impacts, and options for adaptation and mitigation. The IPCC constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. In its Fourth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1°C (degrees Celsius) to 6.4°C. [12] Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios. The report also concluded that "[w]arming of the climate system is unequivocal," and that "[m]ost of the observed increase in global average temperatures since the mid-20th Century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations." Warming of the climate system is now considered to be unequivocal, with the global surface temperature increasing approximately 1.33°F (degrees Fahrenheit) over the last 100 years. The IPCC predicts increases in global average temperature of between 2°F and 11°F over the next 100 years, depending on the scenario.

Greenhouse Gases and Global Emission Sources

Gases that trap heat in the atmosphere are referred to as GHGs. The effect is analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), chlorofluorocarbons, hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride (SF_6), ozone, and aerosols. Natural processes and human activities emit GHGs. The presence of GHGs in the atmosphere affects the earth's temperature. It is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

[11] United States Environmental Protection Agency (EPA). 2017. Causes of Climate Change. May. Website: https://archive.epa.gov/epa/climate-change-science/causes-climate-change.html. Accessed October 13, 2020.

[12] Intergovernmental Panel on Climate Change (IPCC). 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change (Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller [eds.]). Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA. Website: www.ipcc.ch/publications_and_data/ar4/wg1/en/contents.html. Accessed June 15, 2020.

Individual GHG compounds have varying global warming potential and atmospheric lifetimes. The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere. To describe how much global warming a given type and amount of GHG may cause, the CO_2 equivalent (CO_2e) is used. The calculation of the CO_2 equivalent is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent reference gas, CO_2. For example, CH_4's warming potential of 25 indicates that CH_4 has 25 times greater warming effect than CO_2 on a molecule-per-molecule basis. A CO_2 equivalent is the mass emissions of an individual GHG multiplied by its global warming potential. As described in Table 3.6-1, the GHGs defined by Assembly Bill (AB) 32 (see the Climate Change Regulatory Environment section for a description) include CO_2, CH_4, N_2O, HFC, PFC, and SF_6. A seventh GHG, nitrogen trifluoride (NF_3), was added to Health and Safety Code Section 38505(g)(7) as a GHG of concern.

Table 3.6-1: Description of Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Sources
Nitrous oxide	Nitrous oxide (laughing gas) is a colorless GHG. It has a lifetime of 114 years. Its global warming potential is 298.	Microbial processes in soil and water, fuel combustion, and industrial processes.
CH_4	Methane is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years. Its global warming potential is 25.	Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.
CO_2	CO_2 is an odorless, colorless, natural GHG. CO_2's global warming potential is 1. The concentration in 2005 was 379 parts per million (ppm), which is an increase of about 1.4 ppm per year since 1960.	Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
HFCs	HFCs are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Global warming potentials range from 140 to 11,700.	HFCs are synthetic man-made chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.
PFCs	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Global warming potentials range from 6,500 to 9,200.	Two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
SF_6	SF_6 is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. It has a high global warming potential, 23,900.	This gas is man-made and used for insulation in electric power transmission equipment in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Greenhouse Gas	Description and Physical Properties	Sources
Nitrogen trifluoride	Nitrogen trifluoride (NF_3) was added to Health and Safety Code Section 38505(g)(7) as a GHG of concern. It has a high global warming potential of 17,200.	This gas is used in electronics manufacture for semiconductors and liquid crystal displays.
Sources: Compiled from a variety of sources, primarily: Intergovernmental Panel on Climate Change (IPCC). 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA. Website: www.ipcc.ch/publications_and_data/ar4/wg1/en/contents.html. Accessed December 13, 2019. Intergovernmental Panel on Climate Change (IPCC). 2007. Climate Change 2007: Synthesis Report. Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, Pachauri, R.K. and Reisinger, A. (eds.)]. IPCC, Geneva, Switzerland. Website: https://www.ipcc.ch/report/ar4/syr/. Accessed December 13, 2019.		

The State of California has begun the process of addressing pollutants referred to as short-lived climate pollutants. The short-lived climate pollutants include three main components: black carbon, fluorinated gases, and methane. The California Air Resources Board (ARB) approved the Short-Lived Climate Pollutant Reduction Strategy in March 2017. The ARB has completed an emission inventory of these pollutants, identified research needs, identified existing and potential new control measures that offer co-benefits, and coordinate with other State agencies and districts to develop measures.[13] Sources of black carbon are already regulated by the ARB, and air district criteria pollutant and toxic regulations that control $PM_{2.5}$ from diesel engines and other combustion sources.[14] Additional controls on the sources of black carbon specifically for their GHG impacts beyond those required for toxic and fine particulates are not likely to be needed.

Global Climate Change Issue

Climate change is a global problem because GHGs are global pollutants, unlike criteria air pollutants and hazardous air pollutants (also called toxic air contaminants), which are pollutants of regional and local concern. Pollutants with localized air quality effects have relatively short atmospheric lifetimes, approximately 1 day; by contrast, GHGs have long atmospheric lifetimes, several years to several thousand years. GHGs persist in the atmosphere for a long enough time to be dispersed around the globe.

Although the exact lifetime of any particular GHG molecule depends on multiple variables and cannot be pinpointed, more CO_2 is currently emitted into the atmosphere than is sequestered. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through photosynthesis and dissolution, respectively. These are two of the most common processes of CO_2 sequestration. Of the total annual human-caused CO_2 emissions, approximately 54 percent is sequestered through ocean uptake, Northern Hemisphere forest regrowth, and other terrestrial sinks within a year, whereas the remaining 46 percent of human-caused CO_2 emissions is stored in the atmosphere.[15]

[13] California Air Resources Board (ARB). 2016. Proposed Short-Lived Climate Pollutant Reduction Strategy. Website: http://www.arb.ca.gov/cc/shortlived/shortlived.htm.
[14] California Air Resources Board (ARB). 2015. Low Carbon Fuel Standard Regulation. Website: http://www.arb.ca.gov/regact/2015/lcfs2015/lcfs2015.htm. Accessed July 28, 2020.
[15] Seinfeld, J. H. and S.N. Pandis. 1998. Atmospheric Chemistry and Physics from Air Pollution to Climate Change. New York. John Wiley & Sons.

Similarly, effects of GHGs are borne globally, as opposed to the localized air quality effects of criteria air pollutants and hazardous air pollutants. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known and cannot be quantified, and no single project would be expected to measurably contribute to a noticeable incremental change in the global average temperature, or to global or local climates or microclimate.

Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. A cumulative discussion and analysis of project impacts on global climate change is presented in this EIR because, although it is unlikely that a single project will contribute significantly to climate change, cumulative emissions from many projects affect global GHG concentrations and the climate system.

Global climate change has the potential to result in sea level rise (resulting in flooding of low-lying areas), to affect rainfall and snowfall (leading to changes in water supply), to affect temperatures and habitats (affecting biological resources and public health), and to result in many other adverse environmental consequences.

Although the international, national, state, and regional communities are beginning to address GHGs and the potential effects of climate change, worldwide GHG emissions will likely continue to rise over the next decades.

Climate and Topography

Climate is the accumulation of daily and seasonal weather events over a long period of time, whereas weather is defined as the condition of the atmosphere at any particular time and place. For a detailed discussion of existing regional and project site climate and topography, see Section 3.2, Air Quality.

Existing GHG Emissions

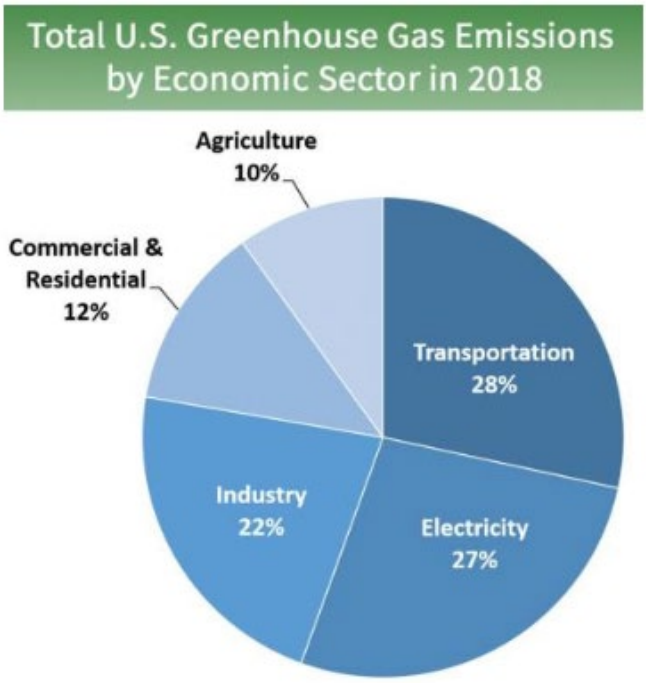
U.S. GHG Inventory

In 2018, total United States GHG emissions totaled 6,677 million metric tons (MMT) CO_2e.[16] Figure 3.6-2 presents 2018 United States GHG emissions by economic sector. Emissions increased from 2017 to 2018 by approximately 3 percent. This increase was largely driven by an increase in emissions from fossil fuel combustion, which was a result of multiple factors, including more electricity use greater due to greater heating and cooling needs due to a colder winter and hotter summer in 2018 in comparison to 2017. Total GHG emissions in the United States increased by 3.7 percent from 1990 to 2018 (from 6,437 MMT CO_2e in 1990 to 6,677 MMT CO_2e in 2018). Since 1990, United States emissions have increased at an average annual rate of 0.1 percent. GHG emissions in 2018 were 10.2 percent below 2005 levels.[17]

[16] United States Environmental Protection Agency (EPA). 2020. Inventory of U.S. Greenhouse Gas Emissions and Sinks. April. Website: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed June 24, 2020.

[17] United States Environmental Protection Agency (EPA). 2020. Inventory of U.S. Greenhouse Gas Emissions and Sinks. April. Website: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed June 24, 2020.

Figure 3.6-2: 2018 U.S. Greenhouse Gas Emissions by Economic Sector



Source: United States Environmental Protection Agency (EPA). 2020. Inventory of U.S. Greenhouse Gas Emissions and Sinks. April. Website: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed June 24, 2020.

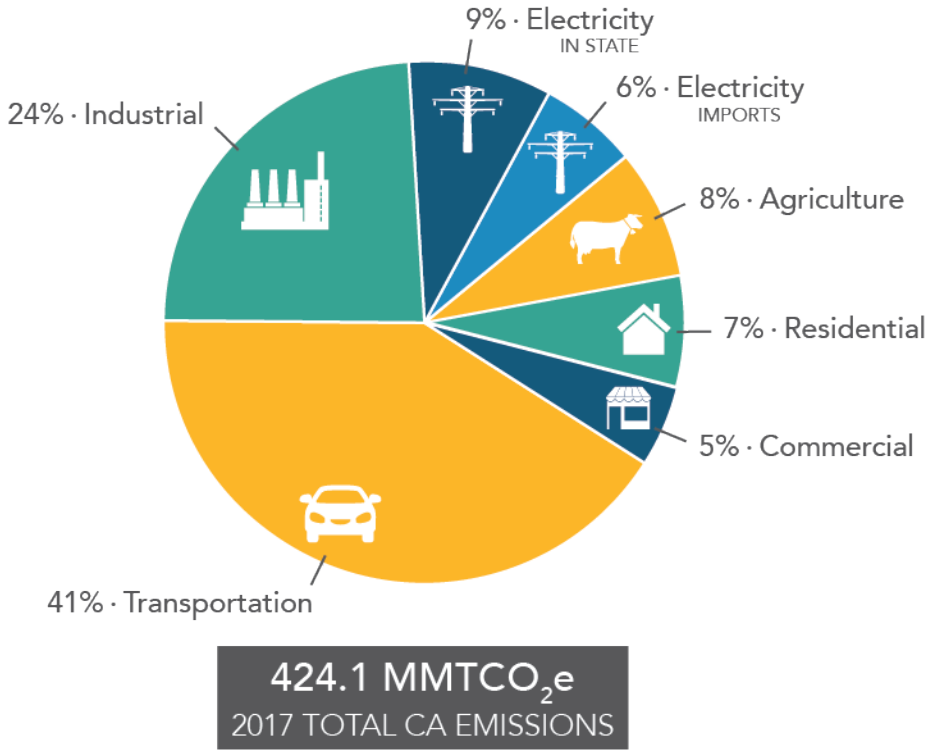
Note: Emissions shown do not include carbon sinks such as change in land uses and forestry.

California GHG Inventory

As the second largest emitter of GHG emissions in the U.S., California contributes a large quantity (424.1 MMT CO_2e in 2017) of GHG emissions to the atmosphere. Emissions of CO_2 are byproducts of fossil-fuel combustion and are attributable in large part to human activities associated with transportation, industry/manufacturing, electricity and natural gas consumption, and agriculture.[18] In California, the transportation sector is the largest emitter at 41 percent of GHG emissions, followed by industry/manufacturing at 24 percent of GHG emissions (Figure 3.6-3).

[18] California Air Resources Board (ARB). 2019. California Greenhouse Gas Emission Inventory - 2019 Edition. Website: https://ww3.arb.ca.gov/cc/inventory/data/data.htm. Accessed May 18, 2020.

Figure 3.6-3: California GHG Emissions by Sector



Source: California Air Resources Board (ARB). 2019. California Greenhouse Gas Emission Inventory - 2019 Edition. Website: https://ww3.arb.ca.gov/cc/inventory/data/data.htm. Accessed May 18, 2020.

Climate Change Trends and Effects

CO_2 accounts for more than 75 percent of all anthropogenic GHG emissions, the atmospheric residence time of CO_2 is decades to centuries, and global atmospheric concentrations of CO_2 continue to increase at a faster rate than ever previously recorded. Thus, the warming impacts of CO_2 will persist for hundreds of years after mitigation is implemented to reduce GHG concentrations.

California

Substantially higher temperatures, more extreme wildfires, and rising sea levels are just some of the direct effects experienced in California.[19,20] As reported by the California Natural Resources Agency in 2009, despite annual variations in weather patterns, California has seen a trend of increased average temperatures, more extreme hot days, fewer cold nights, longer growing seasons, less winter snow, and earlier snowmelt and rainwater runoff. Statewide average temperatures increased by about 1.7°F from 1895 to 2011, and a larger proportion of total precipitation is falling as rain instead of snow.[21]

[19] California Natural Resources Agency (CNRA). 2009. 2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008. Website: http://resources.ca.gov/docs/climate/Statewide_Adaptation_Strategy.pdf. Accessed June 5, 2020.

[20] California Energy Commission (CEC). 2012. Our Changing Climate 2012: Vulnerability & Adaptation to the Increasing Risks from Climate Change in California. Website: http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf. Accessed June 5, 2020.

[21] California Energy Commission (CEC). 2006. Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004. Draft Final Report. CEC-600-2006-013-D. Website: http://www.energy.ca.gov/2006publications/CEC-600-2006-013/CEC-600-2006-013-D.PDF. Accessed June 5, 2020.

Sea level rose by as much as 7 inches along the California coast over the last century, leading to increased erosion and adding pressure to the State's infrastructure, water supplies, and natural resources.

These observed trends in California's climate are projected to continue in the future.[22] Research indicates that California will experience overall hotter and drier conditions with a continued reduction in winter snow (with concurrent increases in winter rains), as well as increased average temperatures and accelerating sea level rise. The frequency, intensity, and duration of extreme weather events such as heat waves, wildfires, droughts, and floods will also change. In addition, increased air pollution and spread of insects potentially carrying infectious diseases will also occur as the climate-associated temperature and associated species clines shift in latitude.

The following is a summary of climate change factors and predicted trends specific to California.

In California, climate change may result in consequences such as the following.[23,24]

- **A reduction in the quality and supply of water from the Sierra snowpack.** If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. This can lead to challenges in securing adequate water supplies. It can also lead to a potential reduction in hydropower.
- **Increased risk of large wildfires.** If rain increases as temperatures rise, wildfires in the grasslands and chaparral ecosystems of Southern California are estimated to increase by approximately 30 percent toward the end of the 21st Century because more winter rain will stimulate the growth of more plant "fuel" available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more Northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.
- **Reductions in the quality and quantity of certain agricultural products.** The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.
- **Exacerbation of air quality problems.** If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.

[22] California Natural Resources Agency (CNRA). 2009. 2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008. Website: http://resources.ca.gov/docs/climate/Statewide_Adaptation_Strategy.pdf. Accessed June 5, 2020.

[23] California Climate Change Center (CCCC). 2006. Our Changing Climate, Assessing the Risks to California: A Summary Report from the California Climate Change Center. July 2006. CEC-500-2006-077. Website: www.scc.ca.gov/webmaster/ftp/pdf/climate_change/assessing_risks.pdf.

[24] Moser, Susie, Guido Franco, Sarah Pittiglio, Wendy Chou, and Dan Cayan. 2009. The Future Is Now: An Update on Climate Change Science Impacts and Response Options for California. California Energy Commission, PIER Energy-Related Environmental Research Program. CEC-500-2008-071. Website: www.energy.ca.gov/2008publications/CEC-500-2008-071/CEC-500-2008-071.PDF.

- **A rise in sea levels resulting in the displacement of coastal businesses and residences.** During the past century, sea levels along California's coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Elevations of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.
- **An increase temperature and extreme weather events.** Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.
- **A decrease in the health and productivity of California's forests.** Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.

3.6.3 - Regulatory Framework

International

Intergovernmental Panel on Climate Change. In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical and socio-economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

United Nations Framework Convention on Climate Change (Convention). On March 21, 1994, the United States joined a number of countries around the world in signing the Convention. Under the Convention, governments gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

Kyoto Protocol. The Kyoto Protocol is an international agreement linked to the Convention. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions at average of five percent against 1990 levels over the 5-year period from 2008–2012. The Convention (as discussed above) encouraged industrialized countries to stabilize emissions; however, the Protocol commits them to do so. Developed countries have contributed more emissions over the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."

In 2001, President George W. Bush indicated that he would not submit the treaty to the United States Senate for ratification, which effectively ended American involvement in the Kyoto Protocol. There have been several meetings held to address international climate change commitments post Kyoto, the most notable of which were held by the United Nations Climate Change Committee. The meetings are gradually gaining consensus among participants on individual climate change issues. At the Climate Summit hosted by the United Nations in September 2014, heads of government, business and civil society announced actions in areas that would have the greatest impact on

reducing emissions, including climate finance, energy, transport, industry, agriculture, cities, forests, and building resilience.

Paris Climate Change Agreement. Parties to the Convention reached a landmark agreement on December 12 in Paris, charting a fundamentally new course in the two-decade-old global climate effort. Culminating a 4-year negotiating round, the new treaty ends the strict differentiation between developed and developing countries that characterized earlier efforts, replacing it with a common framework that commits all countries to put forward their best efforts and to strengthen them in the years ahead. This includes, for the first time, requirements that all parties report regularly on their emissions and implementation efforts, and undergo international review. The agreement and a companion decision by parties were the key outcomes of the conference, known as the 21st Session of the Convention Conference of the Parties, or COP 21.[25]

On June 1, 2017, President Trump announced the decision for the United States to withdraw from the Paris Climate Accord.[26] California remains committed to combating climate change through programs aimed to reduce GHGs.[27]

Federal

The following are actions regarding the federal government, GHGs, and fuel efficiency.

GHG Endangerment. *Massachusetts v. EPA* (Supreme Court Case 05-1120) was argued before the United States Supreme Court on November 29, 2006, in which it was petitioned that the EPA regulate four GHGs, including CO_2, under Section 202(a)(1) of the Clean Air Act. A decision was made on April 2, 2007, in which the Supreme Court found that GHGs are air pollutants covered by the Clean Air Act. The Court held that the Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act. These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section "Clean Vehicles" below. After a lengthy legal challenge, the United States Supreme Court declined to review an Appeals Court ruling upholding that upheld the EPA Administrator findings.

Clean Vehicles. Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation's National Highway Safety Administration announced a joint final rule establishing a

[25] Center for Climate and Energy Solutions (C2ES). 2015. Outcomes of the U.N. Climate Change Conference. Website: http://www.c2es.org/international/negotiations/cop21-paris/summary. Accessed April 19, 2020.

[26] The White House. Statement by President Trump on the Paris Climate Accord. Website: https://www.whitehouse.gov/the-press-office/2017/06/01/statement-president-trump-paris-climate-accord. Accessed June 23, 2020.

[27] California Air Resources Board (ARB). 2017. New Release: California and China Team Up to Push for Millions More Zero-emission Vehicles. Website: https://www.arb.ca.gov/newsreel/newsrelease.php?id=934. Accessed June 27, 2020.

national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the United States.

The first phase of the national program applies to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of CO_2 per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO_2 level solely through fuel economy improvements. Together, these standards would cut CO_2 emissions by an estimated 960 MMT and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). The EPA and the National Highway Safety Administration issued final rules on a second-phase joint rulemaking, establishing national standards for light-duty vehicles for model years 2017 through 2025 in August 2012.[28] The new standards for model years 2017 through 2025 apply to passenger cars, light-duty trucks, and medium duty passenger vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO_2 in model year 2025, which is equivalent to 54.5 miles per gallon (mpg) if achieved exclusively through fuel economy improvements.

The EPA and the United States Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks and buses on September 15, 2011, which became effective November 14, 2011. For combination tractors, the agencies proposed engine and vehicle standards that began in the 2014 model year and achieve up to a 20-percent reduction in CO_2 emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10-percent reduction for gasoline vehicles, and a 15-percent reduction for diesel vehicles by 2018 model year (12 and 17 percent respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10-percent reduction in fuel consumption and CO_2 emissions from the 2014 to 2018 model years.

The State of California has received a waiver from the EPA to have separate, stricter corporate average fuel economy standards. Although global climate change did not become an international concern until the 1980s, efforts to reduce energy consumption began in California in response to the oil crisis in the 1970s, resulting in the incidental reduction of GHG emissions. To manage the State's energy needs and promote energy efficiency, AB 1575 created the California Energy Commission (CEC) in 1975. It should be noted that the EPA recently rescinded California's waiver for its GHG and ZEV mandates; however, all ARB standards are still in effect at the time of this writing.[29] In September 2020, Governor Gavin Newsom issued Executive Order N-79-20, which requires sales of

[28] United States Environmental Protection Agency (EPA). 2012. EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks. August. Website: https://nepis.epa.gov/Exe/tiff2png.cgi/P100EZ7C.PNG?-r+75+-g+7+D%3A%5CZYFILES%5CINDEX%20DATA%5C11THRU15%5CTIFF%5C00000346%5CP100EZ7C.TIF. Accessed July 8, 2020.

[29] Beveridge & Diamond Professional Corporation. 2019. EPA Rescinds California's Authority to Regulate Vehicle Tailpipe Greenhouse Gas Emissions and to Implement a Zero-Emission Vehicle Program. September 23. Website: https://www.bdlaw.com/publications/epa-rescinds-californias-authority-to-regulate-vehicle-tailpipe-greenhouse-gas-emissions-and-to-implement-a-zero-emission-vehicle-program/. Accessed June 22, 2020.

all new passenger vehicles to be zero-emission by 2035 and additional measures to eliminate harmful emissions from the transportation sector.

Consolidated Appropriations Act (Mandatory GHG Reporting). The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA issued the Final Mandatory Reporting of Greenhouse Gases Rule, which became effective January 1, 2010. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions are required to submit annual reports to the EPA.

New Source Review. The EPA issued a final rule on May 13, 2010 that establishes thresholds for GHGs that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. This final rule "tailors" the requirements of these Clean Air Act permitting programs to limit which facilities will be required to obtain Prevention of Significant Deterioration and Title V permits.

The EPA estimates that facilities responsible for nearly 70 percent of the national GHG emissions from stationary sources will be subject to permitting requirements under this rule. This includes the nation's largest GHG emitters—power plants, refineries, and cement production facilities.

Standards of Performance for Greenhouse Gas Emissions for New Stationary Sources: Electric Utility Generating Units. As required by a settlement agreement, the EPA proposed new performance standards for CO_2 emissions for new, affected, fossil fuel-fired electric utility generating units on March 27, 2012. New sources greater than 25 megawatts would be required to meet an output-based standard of 1,000 pounds of CO_2 per megawatt-hour (MWh), based on the performance of widely used natural gas combined cycle technology.

Cap and Trade. Cap and trade refers to a policy tool where emissions are limited to a certain amount and can be traded, or provides flexibility on how the emitter can comply. There is no federal GHG cap-and-trade program currently; however, some states have joined to create initiatives to provide a mechanism for cap and trade.

The Western Climate Initiative partner jurisdictions have developed a comprehensive initiative to reduce regional GHG emissions to 15 percent below 2005 levels by 2020. The partners are California, British Columbia, Manitoba, Ontario, and Quebec. Currently only California and Quebec are participating in the Cap-and-Trade Program.[30]

State

Legislative Actions to Reduce GHGs

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any State in the nation. Some legislation such as the landmark AB 32 California Global Warming Solutions Act of 2006 was specifically enacted to address GHG emissions.

[30] Center for Climate and Energy Solutions (C2ES). 2015. Multi-State Climate Initiatives. Website: http://www.c2es.org/us-states-regions/regional-climate-initiatives. Accessed January 9, 2020.

Other legislation such as Title 24 and Title 20 energy standards were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 1493 Pavley Regulations and Fuel Efficiency Standards. California AB 1493, enacted on July 22, 2002, required the ARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the by the United States District Court for the District of Columbia in 2011.[31] The standards were to be phased in during the 2009 through 2016 model years.[32] It should be noted that the EPA recently rescinded California's waiver for its GHG and ZEV mandates; however, all ARB standards are still in effect at the time of this writing.[33]

The second phase of the implementation for the Pavley Bill was incorporated into Amendments to the Low-emission Vehicle Program referred to as LEV III or the Advanced Clean Cars program. The Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation is anticipated to reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The new rules will reduce pollutants from gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid electric vehicles and hydrogen fuel cell cars. The regulations will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.[34]

Assembly Bill 32. The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. "Greenhouse gases" as defined under AB 32 include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs.

The ARB is the State agency charged with monitoring and regulating sources of GHGs. The ARB approved the 1990 GHG emissions level of 427 MMT CO_2e on December 6, 2007.[35] Therefore, to meet the State's target, emissions generated in California in 2020 are required to be equal to or less than 427 MMT CO_2e. Emissions in 2020 in a Business as Usual (BAU) scenario were estimated to be

[31] California Air Resources Board (ARB). 2013. Clean Car Standards—Pavley, Assembly Bill 1493. Website: http://www.arb.ca.gov/cc/ccms/ccms.htm. Accessed February 14, 2020.

[32] California Air Resources Board (ARB). 2013. Facts About the Clean Cars Program. Website: http://www.arb.ca.gov/msprog/zevprog/factsheets/advanced_clean_cars_eng.pdf. Accessed February 14, 2020.

[33] Beveridge & Diamond Professional Corporation. 2019. EPA Rescinds California's Authority to Regulate Vehicle Tailpipe Greenhouse Gas Emissions and to Implement a Zero-Emission Vehicle Program. September 23. Website: https://www.bdlaw.com/publications/epa-rescinds-californias-authority-to-regulate-vehicle-tailpipe-greenhouse-gas-emissions-and-to-implement-a-zero-emission-vehicle-program/. Accessed June 22, 2020.

[34] California Air Resources Board (ARB). 2011. Status of Scoping Plan Recommended Measures. Website: www.arb.ca.gov/cc/scoping plan/sp_measures_implementation_timeline.pdf. Accessed February 14, 2020.

[35] California Air Resources Board (ARB). 2007. Staff Report. California 1990 Greenhouse Gas Level and 2020 Emissions Limit. November 16, 2007. Website: www.arb.ca.gov/cc/inventory/pubs/reports/staff_report_1990_level.pdf. Accessed February 14, 2020.

596 MMT CO_2e, which do not account for reductions from AB 32 regulations.[36] At that rate, a 28 percent reduction was required to achieve the 427 MMT CO_2e 1990 inventory. In October 2010, ARB prepared an updated 2020 forecast to account for the effects of the 2008 recession and slower forecasted growth. Under the updated forecast, a 21.7 percent reduction from BAU is required to achieve 1990 levels.[37]

California Air Resources Board Scoping Plan. The ARB Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the year 2020 to comply with AB 32.[38] The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a Statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS); and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. Capped strategies are subject to the proposed cap-and-trade program. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. Uncapped strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions.[39]

[36] California Air Resources Board (ARB). 2008. (includes edits made in 2009) Climate Change Scoping Plan, a framework for change. Website: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed February 14, 2020.
[37] California Air Resources Board (ARB). 2010. 2020 Greenhouse Gas Emissions Projection and BAU Scenario Emissions Estimate. Website: http://www.arb.ca.gov/cc/inventory/archive/captrade_2010_projection.pdf. Accessed February 14, 2020.
[38] California Air Resources Board (ARB). 2008. (includes edits made in 2009) Climate Change Scoping Plan, a framework for change. Website: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed February 14, 2020.
[39] California Air Resources Board (ARB). 2008 (includes edits made in 2009). Climate Change Scoping Plan, a framework for change. Website: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed February 14, 2020.

The ARB approved the First Update to the Scoping Plan on May 22, 2014. The First Update builds upon the Initial Scoping Plan with new strategies and recommendations.[40]

Senate Bill 375—The Sustainable Communities and Climate Protection Act of 2008. Senate Bill (SB) 375 was signed into law on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Senate Bill 32 and the 2017 Climate Change Scoping Plan Update. The Governor signed SB 32 in September 2016, giving the ARB the statutory responsibility to include the 2030 target previously contained in Executive Order B-30-15 in the 2017 Scoping Plan Update. SB 32 states that "In adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by this division, the State [air resources] board shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030." The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted on December 14, 2017. The major elements of the framework proposed to achieve the 2030 target are as follows:

1. SB 350
    - Achieve 50 percent renewables portfolio standard (RPS) by 2030.
    - Doubling of energy efficiency savings by 2030.
2. Low Carbon Fuel Standard
    - Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).
3. Mobile Source Strategy (Cleaner Technology and Fuels Scenario)
    - Maintaining existing GHG standards for light- and heavy-duty vehicles.
    - Put 4.2 million ZEVs on the roads.
    - Increase ZEV buses, delivery and other trucks.
4. Sustainable Freight Action Plan
    - Improve freight system efficiency.
    - Maximize use of near-zero emission vehicles and equipment powered by renewable energy.
    - Deploy over 100,000 zero-emission trucks and equipment by 2030.
5. Short-Lived Climate Pollutant Reduction Strategy
    - Reduce emissions of methane and HFCs 40 percent below 2013 levels by 2030.
    - Reduce emissions of black carbon 50 percent below 2013 levels by 2030.

[40] California Air Resources Board (ARB). 2014. First Update to the Climate Change Scoping Plan. Website: http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm. Accessed February 14, 2020.

6. SB 375 Sustainable Communities Strategies
    - Increased stringency of 2035 targets.
7. Post-2020 Cap-and-Trade Program
    - Declining caps, continued linkage with Québec, and linkage to Ontario, Canada.
    - The ARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements. In Fall 2016, ARB staff described potential future amendments including reducing the offset usage limit, redesigning the allocation strategy to reduce free allocation to support increased technology and energy investment at covered entities and reducing allocation if the covered entity increases criteria or toxics emissions over some baseline.
8. 20 percent reduction in GHG emissions from the refinery sector.
9. By 2018, develop Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.[41]

Senate Bill 1368—Emission Performance Standards. In 2006, the State Legislature adopted SB 1368, which was subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The California Public Utilities Commission adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 pounds CO_2 per MWh.

Senate Bill 1078—Renewable Electricity Standards. On September 12, 2002, Governor Gray Davis signed SB 1078, requiring California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established an RPS target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Governor Schwarzenegger also directed the ARB (Executive Order S-21-09) to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. The ARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23.

Senate Bill 350—Clean Energy and Pollution Reduction Act of 2015. The legislature recently approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Provisions for a 50 percent reduction in the use of petroleum Statewide were removed from the Bill due to opposition and concern that it would prevent

[41] California Air Resources Board (ARB). 2017. The 2017 Climate Change Scoping Plan Update, the Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target. January 17. Website: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed June 1, 2018.

the Bill's passage. Specifically, SB 350 requires the following to reduce Statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.[42]

SBX 7-7—The Water Conservation Act of 2009. The legislation directs urban retail water suppliers to set individual 2020 per capita water use targets and begin implementing conservation measures to achieve those goals. Meeting this Statewide goal of 20 percent decrease in demand will result in a reduction of almost 2 million acre-feet in urban water use in 2020.

Senate Bill 100—The 100 Percent Clean Energy Act of 2018. The legislation directs the CPUC, CEC, and the ARB to plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. This Act amends Sections 399.11, 399.15, and 399.30 of, and adds Section 454.53 to, the Public Utilities Code, relating to energy.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs through the use of Executive Orders. Although not regulatory, they set the tone for the State and guide the actions of State agencies.

Executive Order S-3-05. Former California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

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

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

Executive Order S-01-07—Low Carbon Fuel Standard. The Governor signed Executive Order S 01-07 on January 18, 2007. The order mandates that a Statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the Executive Order established a LCFS and directed the Secretary for Environmental Protection to coordinate the actions of the CEC, ARB, University of California, and other agencies to develop and

[42] California Legislative Information (California Leginfo). 2015. Senate Bill 350 Clean Energy and Pollution Reduction Act of 2015. Website: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB350. Accessed September 28, 2020.

propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. The ARB adopted the LCFS on April 23, 2009.

The LCFS was subject to legal challenge in 2011. Ultimately, on August 8, 2013, the Fifth District Court of Appeal (California) ruled that the ARB failed to comply with CEQA and the Administrative Procedure Act when adopting regulations for LCFS. In a partially published opinion, the Court of Appeal directed that Resolution 09-31 and two Executive Orders of the ARB approving LCFS regulations promulgated to reduce GHG emissions be set aside. However, the court tailored its remedy to protect the public interest by allowing the LCFS regulations to remain operative while ARB complies with the procedural requirements it failed to satisfy.

To address the Court ruling, the ARB was required to bring a new LCFS regulation to the Board for consideration in February 2015. The proposed LCFS regulation was required to contain revisions to the 2010 LCFS as well as new provisions designed to foster investments in the production of the low-carbon fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and streamline program operations, and enhance enforcement. The second public hearing for the new LCFS regulation was held on September 24, 2015 and September 25, 2015, where the LCFS Regulation was adopted. The Final Rulemaking Package adopting the regulation was filed with the Office of Administrative Law (OAL) on October 2, 2015. The OAL approved the regulation on November 16, 2015.[43]

Executive Order S-13-08. Executive Order S-13-08 states that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its population and to its natural resources." Pursuant to the requirements in the order, the 2009 California Climate Adaptation Strategy[44] was adopted, which is the ". . . first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States." Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order B-30-15. On April 29, 2015, Governor Edmund G. Brown Jr. issued an Executive Order to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's Executive Order aligns California's GHG reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris late 2015. The Executive Order sets a new interim Statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050, and directs the ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of metric ton (MT) CO_2e. The Executive Order also requires the State's climate adaptation plan to be updated every 3 years and for the State to continue its climate change research program, among other provisions.

[43] California Air Resources Board (ARB). 2015. Low Carbon Fuel Standard Regulation. Website: http://www.arb.ca.gov/regact/2015/lcfs2015/lcfs2015.htm. Accessed September 22, 2020.

[44] California Natural Resources Agency. 2009. 2009 California Climate Adaptation Strategy. Website: https://cawaterlibrary.net/wp-content/uploads/2017/05/Statewide_Adaptation_Strategy.pdf. Accessed July 8, 2020.

California Regulations and Building Codes

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

Title 20 Appliance Efficiency Regulations. California Code of Regulations, Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608: Appliance Efficiency Regulations regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the State and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

Title 24 Energy Efficiency Standards. California Code of Regulations Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The newest version of Title 24 adopted by the CEC went into effect on January 1, 2020. One of the notable changes in the 2019 Title 24 Standards includes the solar photovoltaic systems requirement for new low-rise residential homes.

Title 24 California Green Building Standards Code. California Code of Regulations Title 24, Part 11 is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect January 1, 2011. The code is updated on a regular basis, with the most recent update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020.[45] Local jurisdictions are permitted to adopt more stringent requirements, as State law provides methods for local enhancements. State building code provides the minimum standard that buildings need to meet in order to be certified for occupancy, which is generally enforced by the local building official.

Model Water Efficient Landscape Ordinance. The Model Water Efficient Landscape Ordinance (Ordinance) was required by AB 1881 Water Conservation Act. The bill required local agencies to adopt a local landscape ordinance at least as effective in conserving water as the Model Ordinance by January 1, 2010. Reductions in water use of 20 percent consistent with (SBX-7-7) 2020 mandate are expected for Ordinance. Governor Brown's Drought Executive Order of April 1, 2015 (Executive Order B-29-15) directed the California Department of Water Resources to update the Ordinance through expedited regulation. The revised Ordinance became effective on December 15, 2015. New development projects that include landscaped areas of 500 square feet or more are subject to the Ordinance. The update requires:

[45] State of California. 2020. CALGreen. Website: https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen. Accessed July 8, 2020.

- More efficient irrigation systems;
- Incentives for graywater usage;
- Improvements in on-site stormwater capture;
- Limiting the portion of landscapes that can be planted with high water use plants; and
- Reporting requirements for local agencies.

Senate Bill 97 and the CEQA Guidelines Revisions. Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states "(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the Office of Planning and Research pursuant to subdivision (a)."

Section 21097 was also added to the Public Resources Code, which provided an exemption until January 1, 2010 for transportation projects funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or projects funded by the Disaster Preparedness and Flood Prevention Bond Act of 2006, in stating that the failure to analyze adequately the effects of GHGs would not violate CEQA. The Natural Resources Agency completed the approval process, and the Amendments became effective on March 18, 2010.

The 2010 CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing CEQA Guidelines to reference climate change.

California Supreme Court GHG Ruling

In a November 30, 2015 ruling on the Newhall Ranch project, the California Supreme Court in *Center for Biological Diversity v. California Department of Fish and Wildlife* concluded that whether the project was consistent with meeting Statewide emission reduction goals is a legally permissible criterion of significance, but the significance finding for the project was not supported by a reasoned explanation based on substantial evidence.[46] The Court offered potential solutions o to address this issue, which are summarized below:

Specifically, the Court advised that:

- **Substantiation of Project Reductions from BAU**. A lead agency may use a BAU comparison based on the Scoping Plan's methodology if it also substantiates the reduction a particular project must achieve to comply with statewide goals (page 25).
- **Compliance with Regulatory Programs or Performance Based Standards**. A lead agency "might assess consistency with AB 32's goal in whole or part by looking to compliance with regulatory programs designed to reduce greenhouse gas emissions from particular activities" (page 26).

[46] Supreme Court of California. 2015. Center for Biological Diversity v. California Department of Fish and Wildlife. November 30. Website: http://climatecasechart.com/case/center-for-biological-diversity-v-california-department-of-fish-and-wildlife/. Accessed October 13, 2020.

- **Compliance with GHG Reduction Plans or Climate Action Plans**. A lead agency may utilize "geographically specific GHG emission reduction plans" such as climate action plans (CAPs) or GHG emission reduction plans to provide a basis for the tiering or streamlining of project-level CEQA analysis (page 26).
- **Compliance with Local Air District Thresholds**. A lead agency may rely on "existing numerical thresholds of significance for greenhouse gas emissions" adopted by, for example, local air districts (page 27).

Regional

The proposed project is within the South Coast Air Basin (SoCAB). The South Coast Air Quality Management District (SCAQMD) works directly with Southern California Association of Governments (SCAG), local governments, and State and federal agencies to attain and maintain air quality standards. The applicable air quality plan for the project is the SCAQMD's 2016 Air Quality Management Plan (AQMP).

SCAQMD Regulation XXVII, Climate Change

SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, GHG Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a GHG Reduction Program for GHG emission reductions within the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

Local

A lead agency may assess the significance of GHG emissions by determining a project's consistency with a local GHG reduction plan or CAP that qualifies under Section 15183.5 of the CEQA Guidelines. The City of Colton's CAP was adopted with the intent to fulfill this role.[47]

The CAP is designed to ensure that the development accommodated by the buildout of the General Plan supports the goals of AB 32—the Global Warming Solutions Act of 2006. The ARB adopted the State's strategy for achieving AB 32 targets in its Scoping Plan in 2008. The Scoping Plan GHG reduction goal is to reduce Statewide emissions to 1990 levels by 2020. The City of Colton CAP discusses various strategies that could collectively achieve this target. The CAP target is to reduce City emissions by the amount recommended in the Scoping Plan for local government of 15 percent below 2008 levels by 2020. This was roughly equivalent to the 28.4 percent overall reduction in statewide emissions from business as usual in 2020. The strategy will continue to provide reductions

[47] City of Colton. 2015. City of Colton Climate Action Plan. November 3. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4338/Appdx-A-4_Climate-Action-Plan?bidId=. Accessed August 5, 2020.

past 2020 and includes a commitment to update the CAP beginning in 2017. The updated plan will include a specific target for GHG reductions for 2035 and 2050. The targets will be consistent with broader state and federal reduction targets and with the scientific understanding of the needed reductions by 2050. The CAP includes analysis that includes the conceptual reductions required to achieve the percent reductions that would be required to achieve the levels needed to achieve the 2050 target outlined in Executive Order S-3-05, but the CAP does not include a comprehensive strategy to achieve the later targets pending adoption of a Statewide strategy for those later years.

To be considered a qualified CAP, the criteria outlined in CEQA Guidelines Section 15083.5(b) needs to be met. The CAP meets some of the criteria, as discussed below:

- The CAP quantifies emissions for a 2008 base year and future inventories for 2020, 2030, and 2050 for the City.
- The CAP has adopted a target of reducing GHG emissions down to 15 percent below 2008 levels within the City of Colton by 2020. This reduction target is compliant with AB 32; the AB 32 Climate Change Scoping Plan states: "In recognition of the critical role local governments will play in the successful implementation of AB 32, ARB recommended a greenhouse gas reduction goal for local governments of 15 percent below today's levels by 2020 to ensure that their municipal and community-wide emissions match the State's reduction target" (Scoping Plan page ES-5, ARB December 2008). As such, the City is consistent with the State's efforts to reduce GHG emissions globally and substantially lessen the cumulative contribution.
- The CAP analyzed the GHG emissions resulting from specific sources under the jurisdiction of the City or within the City's ability to influence including source categories common to most climate action plans in California.
- The CAP identified specific measures that would reduce GHG emissions by the required amount from regulations that apply to existing and new development and local measures that apply to the sources of emissions including:
  - Land Use and Transportation
  - Transportation Facilities Strategies
  - Transportation Demand Strategies
  - Energy Conservation Strategies for New and Existing Buildings
  - Waste Diversion and Recycling and Energy Recovery
  - Strategies for Existing Development
  - Municipal Strategies
- The CAP includes procedures for tracking and monitoring plan performance measures including annual and triennial data collection and reporting to identify trends and potential shortfalls requiring corrective actions.
- The CAP was included as part of a public review process and was adopted and certified in a public hearing on November 03, 2015 through Resolution No R-119-15.

The CAP includes binding and enforceable requirements that apply to development projects to ensure plan consistency. All emission reductions required to reach the plan 2020 targets are

achieved through compliance with adopted regulations, ordinances, and code enforced by the State and the City. Reductions from mobile sources anticipated through implementation of the City's land use plan are enforced through the development review process. Conditions of approval may be applied for measures requiring project specific actions not specifically addressed by the regulation or code.

3.6.4 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. These thresholds are based on the independent judgment of the City of Colton, taking into consideration State CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies supporting this Draft Focused EIR; performance standards adopted, implemented, and monitored by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton Local Guidelines for Implementing CEQA, Appendix J, Environmental Checklist, the following questions should be analyzed and evaluated to determine whether a project's GHG emissions impacts are significant for purposes of CEQA. Would the project:

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

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

Thresholds of Significance for the Proposed Project

In addition to the thresholds listed above, SCAQMD has developed draft guidance and air quality significance thresholds for the evaluation of GHG emissions at the project level. Specifically, SCAQMD has established a threshold of 10,000 MT CO_2e per year for industrial facilities.[48] This threshold was formally adopted by the SCAQMD in December 2008, but only with respect to projects for which SCAQMD is the lead agency.[49] SCAQMD has proposed, but not adopted, a 3,000 MT CO_2e per year threshold for mixed use developments, a 3,500 MT CO_2e per year threshold for residential developments, and a 1,400 MT CO_2e per year threshold for commercial developments. As an alternative to the aforementioned proposed thresholds for residential, commercial, and mixed-use developments, SCAQMD has also recommended the use of a single numerical threshold of 3,000 MT CO_2e per threshold for all non-industrial projects.[50] Specifically, the SCAQMD formed a working group to identify GHG emissions thresholds for land use projects that could be used by local lead

[48] South Coast Air Quality Management District (SCAQMD). 2019. South Coast AQMD Air Quality Significance Thresholds. April. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. Accessed August 5, 2020.

[49] South Coast Air Quality Management District (SCAQMD). 2019. South Coast AQMD Air Quality Significance Thresholds. April. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. Accessed August 5, 2020.

[50] South Coast Air Quality Management District (SCAQMD). 2010. Greenhouse Gas CEQA Threshold Stakeholder Working Group Meeting #15. September 28. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-%28ghg%29-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2.

agencies in the SoCAB in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document—Interim CEQA GHG Significance Thresholds (Interim GHG Thresholds) that could be applied by lead agencies. The working group has not provided additional guidance since release of the Guidance Document. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by a lead agency in adopting its own thresholds.

The SCAQMD has provided substantial evidence in support of its recommended thresholds and approach. The SCAQMD discusses its draft thresholds in the following excerpt:[51]

> The overarching policy objective with regard to establishing a GHG significance threshold for the purposes of analyzing GHG impacts pursuant to CEQA is to establish a performance standard or target GHG reduction objective that will ultimately contribute to reducing GHG emissions to stabilize climate change. Full implementation of the Governor's Executive Order S-3-05 would reduce GHG emissions 80 percent below 1990 levels or 90 percent below current levels by 2050. It is anticipated that achieving the Executive Order's objective would contribute to worldwide efforts to cap GHG concentrations at 450 ppm, thus, stabilizing global climate.
>
> As described below, staff's recommended interim GHG significance threshold proposal uses a tiered approach to determining significance. Tier 3, which is expected to be the primary tier by which the AQMD will determine significance for projects where it is the lead agency, uses the Executive Order S-3-05 goal as the basis for deriving the screening level. Specifically, the Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to some type of CEQA analysis, including a negative declaration, a mitigated negative declaration, or an environmental impact report, which includes analyzing feasible alternatives and imposing feasible mitigation measures.

In summary, the SCAQMD's draft threshold uses the Executive Order S-3-05 goal as the basis for the 10,000 MT CO_2e per year screening level established for industrial facilities. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 parts per million (ppm), thus stabilizing global climate. In 2010, the SCAQMD threshold was expanded to include non-industrial projects, as explained in the minutes from the most recent working group meeting.[52]

The proposed project would involve the construction of two speculative concrete tilt-up industrial warehouse logistics facilities with ancillary office space. All buildings associated with the proposed project would be used to support industrial uses. As discussed in the Air Quality and GHG Emissions

[51] South Coast Air Quality Management District (SCAQMD). 2008. Draft Guidance Document—Interim CEQA Greenhouse (GHG) Significance Threshold Document. Website: http://www.aqmd.gov /hb/attachments/2008/December/081231.exe.

[52] South Coast Air Quality Management District (SCAQMD). 2010. Greenhouse Gas CEQA Threshold Stakeholder Working Group Meeting #15. September 28. Website: www.aqmd.gov/ceqa /handbook/GHG/2010/sept28mtg/ghgmtg15-web.pdf.

Analysis Report prepared for the proposed project (Appendix B), the project's emissions were estimated assuming inputs that are consistent with SCAQMD recommendations for industrial land use projects, such as the use of a 40-mile truck trip length. Thus, it is appropriate to categorize the project as an industrial land use when determining the applicable quantitative screening level threshold. As the proposed project is being evaluated as an industrial land use throughout this Draft Focused EIR, the SCAQMD's draft local agency threshold for industrial uses of 10,000 MT CO_2e per year is utilized to determine whether the proposed project would have a significant impact with respect to the generation of GHG emissions. The second CEQA Checklist question is evaluated by assessing the project's consistency with the City of Colton's CAP and ARB's adopted 2017 Scoping Plan Update.

3.6.5 - Project Impacts and Mitigation Measures

This section discusses potential GHG emissions impacts associated with project construction and implementation and provides mitigation measures where necessary.

Greenhouse Gas Emissions

Impact GHG-1:	**The project would generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment.**

Impact Analysis

Construction

During construction, the proposed project would generate GHG emissions from sources such as construction equipment, haul trucks, and construction worker vehicles. Although these emissions would be temporary and short-term in nature, they could represent a substantial contribution of GHG emissions. Construction emissions were modeled using California Emissions Estimator Model (CalEEMod) Version 2016.3.2. The assumptions and methodology used to estimate emissions are discussed in the Air Quality and GHG Emissions Analysis Report included in Appendix B of this Draft Focused EIR.

Table 3.6-2 presents the proposed project's total construction emissions, which are amortized over the assumed lifetime of the project and added to annual operational emissions.

Table 3.6-2: Estimated Construction-Related GHG Emissions

Construction Activity	Total GHG Emissions (MT CO2e per year)
Demolition (Removal of Buildings and Hardscape)	620
Site Preparation	35
Grading	91
Building Construction	1,173
Paving	27
Architectural Coating	22

Construction Activity	Total GHG Emissions (MT CO2e per year)
Off-site Improvements	27
Total Construction Emissions	**1,995**
Emissions Amortized Over 30 Years[1]	**67**

Notes:
[1] Construction GHG emissions are amortized over the 30-year lifetime of the project.
Source: FCS 2020; Appendix B.

Operation

Operational or long-term emissions occur over the life of the project. Project operations were modeled for the 2022 operational year, following the completion of construction. Sources for operational emissions are summarized below and are described in more detail in Section 4-Modeling Parameters and Assumptions of the Air Quality and GHG Emissions Analysis Report (see Appendix B). Sources for operational GHG emissions include:

- **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the project site.
- **Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the project site. Natural gas uses could include heating water, space heating, dryers, stoves, or other uses.
- **Indirect Electricity:** These emissions refer to those generated by off-site power plants to supply the electricity required for the project.
- **Area Sources:** These emissions refer to those produced during activities such as landscape maintenance.
- **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used at/on the project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the project.

Table 3.6-3 presents the estimated annual GHG emissions from the project's operational activities. As shown in Table 3.6-3, the project would generate approximately 7,744 MT CO_2e per year after the inclusion of 67 MT CO_2e per year from project construction.

Table 3.6-3: Operational Greenhouse Gas Emissions

GHG Emissions Source	GHG Emissions (MT CO_2e per year)
Area	0.05
Energy	790
Waste	1,503
Water	454

GHG Emissions Source	GHG Emissions (MT CO_2e per year)
Mobile—Passenger Vehicles	873
Mobile—Trucks	4,057
Amortized Construction Emissions	67
Total Annual Project Emissions	**7,744**
Applicable Threshold of Significance	**10,000**
Exceeds Threshold of Significance?	**No**
Source: FCS 2020; Appendix B.	

As shown in Table 3.6-3, the project's combined amortized construction and annual operational GHG emissions would not exceed the 10,000 MT CO_2e per year threshold of significance. Thus, the project's construction and operational GHG emissions would not result in a significant impact on the environment.

Level of Significance Before Mitigation

Less than significant impact.

Conflict with a Plan, Policy, or Regulation that Reduces Emissions

Impact GHG-2: **The project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.**

Impact Analysis

This impact is addressed by assessing the project's consistency with the City of Colton's CAP and the ARB's 2017 Scoping Plan Update. The CAP is designed to ensure that the development accommodated by the buildout of the General Plan supports the goals of AB 32—the Global Warming Solutions Act of 2006. Since AB 32 GHG goals are based on targets for the year 2020, the CAP can no longer solely be relied upon to determine project significance. To address post-2020 GHG reduction goals, the proposed project is assessed for compliance with the ARB's adopted 2017 Climate Change Scoping Plan Update.

City of Colton CAP

As described in the City of Colton CAP and adapted from the San Bernardino County CAP, individual cities may adopt a GHG Performance Standard for New Development that would provide a streamlined and flexible program for new projects to reduce their emissions and that would apply to new private developments subject to the discretionary approval process under CEQA. The City of Colton CAP indicates that the City will adopt a GHG Performance Standard for New Development requiring a 25 percent reduction in new development emissions within the City.

Pursuant to the Draft City of Colton GHG Emissions Screening Tables and consistent with the screening tables that were customized for each of the 21 participating cities in the San Bernardino Associated Governments (SANBAG) CAP Implementation Tools Final Report, projects within the City of Colton that achieve at least 75 points based on the City's screening tables are deemed consistent

with the reduction quantities anticipated in the City's CAP. The Draft Screening Tables are included in Appendix B. The Draft Screening Tables assign point values to various measures that are designed to reduce GHG emissions. For instance, each public charging station for electric vehicles that is installed within a facility earns 10 points.

To ensure that project impacts related to GHG emissions remain less than significant, implementation of Mitigation Measure (MM) GHG-1a is required. MM GHG-1a requires the project to incorporate and implement reduction measures from the City of Colton GHG Emissions Screening Tables totaling a minimum of 75 points. Because the proposed project would be required to incorporate GHG reduction measures totaling at least 75 points from the screening tables, the project's impacts would be less than significant after incorporation of mitigation.

SB 32 2017 Scoping Plan Update

Table 3.6-4 provides an analysis of the project's consistency with the 2017 Climate Change Scoping Plan Update reduction measures. As shown in Table 3.6-4, while many of the measures are not directly applicable to the proposed project, the proposed project would be consistent with those reduction measures that are applicable.

Table 3.6-4: Consistency with SB 32 2017 Scoping Plan Update

2017 Scoping Plan Update Reduction Measure	Project Consistency
SB 350 50 percent Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33 percent in 2020 to 50 percent in 2030.	**Not applicable.** This measure would apply to utilities and not to individual development projects. The proposed project would purchase electricity from a utility subject to the SB 350 Renewable Mandate, but the project cannot in and of itself modify the renewable energy mix for an individual utility company.
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels.	**Not applicable**. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time. The proposed project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	**Not applicable.** This is a Statewide measure that cannot be implemented by a project applicant or lead agency. However, vehicles accessing the project site would benefit from the implementation of these standards.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario). Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	**Consistent with mitigation incorporated.** The proposed project involves industrial uses that would include truck and freight operations. It is expected that deliveries throughout the State would be made with an increasing number of ZEV delivery trucks, including trips that would be coming to and from the project site. The proposed project would include a total of 567 parking spaces, of which 46 spaces would be clean air vehicle stalls and 35 spaces would be electric vehicle stalls, consistent with the

2017 Scoping Plan Update Reduction Measure	Project Consistency
	applicable California Green Building Standards Code Section 5.106.5.2. While the proposed project meets these code requirements, MM GHG-1b is recommended to provide a method for the City to document the applicant's compliance with these requirements; additionally, MM GHG-1b provides the specifications that must be met for a parking space to be counted as an electric vehicle charging space. Exterior refrigerated truck-trailer plug-in receptacles or E-truck charging stations would be provided if required by a future tenant. To ensure project consistency with this measure, implementation of MM GHG-1c and MM GHG-1d is required, which would require the installation of infrastructure for the support and operation of zero and near-zero freight vehicles and equipment powered by renewable energy.
Sustainable Freight Action Plan The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	**Consistent with mitigation incorporated.** This measure applies to owners and operators of trucks and freight operations. The proposed project involves industrial uses that would include truck and freight operations. The proposed project would provide a total of 567 parking spaces, of which 46 spaces would be clean air vehicle stalls and 35 spaces would be electric vehicle stalls, consistent with the applicable California Green Building Standards Code Section 5.106.5.2. While the proposed project meets these code requirements, MM GHG-1b is recommended to provide the City with a method for documenting the applicant's compliance with these requirements; additionally, MM GHG-1b provides the specifications that must be met for a parking space to be counted as an electric vehicle charging space. Exterior refrigerated truck-trailer plug-in receptacles or E-truck charging stations would be provided if required by a future tenant. Additionally, in order to ensure project consistency with this measure, the project must implement MM GHG-1c and MM GHG-1d, which require the installation of infrastructure for the support and operation of zero and near-zero freight vehicles and equipment powered by renewable energy.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	**Consistent.** The proposed project would not include major sources of black carbon. This measure revolves around ARB's SLCP Reduction Strategy that was released in response to SB 650. SB 650 required the State to develop a strategy to reduce SLCP emissions. DPM reductions have resulted from strong efforts to reduce on-road vehicle emissions. Car and truck engines used to be the largest sources of anthropogenic black carbon emissions in California, but the State's existing air quality policies will virtually eliminate black carbon

2017 Scoping Plan Update Reduction Measure	Project Consistency
	emissions from on-road diesel engines within 10 years. These policies are based on existing technologies.
SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.	**Not applicable.** Individual projects do not develop Regional Transportation Plans, so this measure does not apply.
Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	**Not applicable.** The proposed project is not one targeted by the cap-and-trade system; therefore, this measure does not apply to the project. However, the post-2020 Cap-and-Trade Program indirectly affects people and entities who use the products and services produced by the regulated industrial sources when the increased cost of products or services (such as electricity and fuel) are transferred to the consumers.
Natural and Working Lands Action Plan. The ARB is working in coordination with several other agencies at the federal, State, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California's natural and working land.	**Not Applicable**. The project site is in a built-up urban area and would not be considered natural or working lands.
Source: California Air Resource Board (ARB). 2017. California's 2017 Climate Change Scoping Plan. November. Website: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed January 13, 2020.	

As discussed in Table 3.6-4, the incorporation of MM GHG-1a through MM GHG-1d is required to ensure that the proposed project would be consistent with all applicable 2017 Scoping Plan Update reduction measures. As shown in Impact GHG-1, the project's combined amortized construction and annual operational GHG emissions would not exceed the applicable threshold of 10,000 MT CO_2e per year. With the implementation of mitigation, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM GHG-1a Prior to issuance of building permits, the applicant shall provide documentation to the City of Colton Planning Department demonstrating that the project will implement features that will achieve at least 75 points from the City of Colton's Greenhouse Gas Emissions Screening Tables or achieve equivalent emission reductions from other measures approved by the City of Colton.

MM GHG-1b Prior to issuance of building permits, the applicant shall provide documentation to the City of Colton Planning Department demonstrating that the project design provides electrical vehicle charging infrastructure. The project design shall incorporate electric vehicle charging spaces within a minimum of 6 percent of all

vehicle parking spaces (including for trucks) and a minimum of eight percent of all spaces shall be designated for clean air vehicles, consistent with the applicable California Green Building Standards Code Nonresidential Mandatory Measures (Section 5.106). Electric vehicle charging spaces must provide electrical vehicle charging infrastructure to support future installation of electric vehicle supply equipment and shall meet the design space requirements of California Green Building Standards Code Section 5.106.5.3.2.

MM GHG-1c Prior to issuance of building permits, the applicant shall provide documentation to the City of Colton Planning Department demonstrating that the project design provides infrastructure to support the use of electric-powered forklifts and/or other electric-powered interior vehicles. All buildings shall be designed to provide infrastructure to support the use of electric-powered forklifts and/or other electric-powered interior vehicles.

MM GHG-1d Prior to issuance of building permits, the applicant shall provide documentation to the City of Colton Planning Department demonstrating that the project design provides infrastructure to support the use of exterior electric yard trucks and electric on-site vehicles. All buildings shall provide infrastructure to support use of electric exterior yard trucks and on-site vehicles. The operation of yard trucks that are used to move trailers and on-site vehicles within the project site shall be powered by electricity unless the project applicant can reasonably demonstrate that such equipment is not available for a particular task.

Level of Significance After Mitigation

Less than significant impact with mitigation.

3.7 - Hazards and Hazardous Materials

3.7.1 - Introduction

This section describes the existing hazards and hazardous materials setting; pertinent federal, State, and local regulations; and potential hazards-related effects from project implementation on the project site and surrounding area. This section focuses on hazards from hazardous materials and wastes. Descriptions and analysis in this section are based, in part, on the Phase I Environmental Site Assessment (ESA) prepared for the project site by Hazard Management Consulting Inc. (HMC) and dated February 5, 2020, which is included in this Draft Focused Environmental Impact Report (Draft Focused EIR) as Appendix G.[1]

3.7.2 - Environmental Setting

Background

A hazard is a situation that poses a level of threat to life, health, property, or the environment. Hazards can be dormant or potential, with only a theoretical risk of harm. However, once a hazard becomes active, it can create an emergency. A hazardous situation that has already occurred is called an incident. Emergency response is action taken in response to an unexpected and dangerous occurrence in an attempt to mitigate its impact on people, structures, or the environment. Emergency situations can range from natural disasters to hazardous-materials problems and transportation incidents.

Hazards Materials and Wastes

Hazardous materials include but are not limited to hazardous materials, hazardous substances, and hazardous wastes, as defined in Section 25501 and Section 25117, respectively, of the California Health and Safety Code. A hazardous material is any substance with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic—causes human health effects.
- Ignitable—has the ability to burn.
- Corrosive—causes severe burns or damage to materials.
- Reactive—causes explosions or generates toxic gases.

A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If transported, handled, or disposed of improperly, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or

[1] Hazard Management Consulting, Inc. 2020. Phase I Environmental Site Assessment, 21700 Barton Road, 275, 280 and 375 DeBerry Street, Colton, California. February 5.

pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20–24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Hazardous Building Materials

Many older buildings contain building materials that consist of hazardous materials. These materials include lead-based paint, asbestos-containing material, and polychlorinated biphenyls (PCBs).

Prior to the United States Environmental Protection Agency (EPA) ban in 1978, lead-based paint was commonly used on interior and exterior surfaces of buildings. Disturbances such as sanding and scraping activities, renovation work, gradual wear and tear, old peeling paint, and paint dust particulates have been found to contaminate surface soils or cause lead dust to migrate and affect indoor air quality. Exposure to residual lead can cause severe health effects, especially in children.

Asbestos is a naturally occurring fibrous material that was extensively used as a fireproofing and insulating agent in building construction materials before such uses were banned by the EPA in the 1970s. In addition, many types of electrical equipment contained PCBs as an insulator, including transformers and capacitors. After PCBs were determined to be a carcinogen in the mid to late 1970s, the EPA banned PCB use in new equipment and began a program to phase out certain existing PCB-containing equipment. For example, fluorescent lighting ballasts manufactured after January 1, 1978, do not contain PCBs and are required to have a label clearly stating that PCBs are not present in the unit.

Hazardous Substances

A hazardous substance can be any biological, natural, or chemical substance, whether solid, liquid, or gas, that may cause harm to human health. Hazardous substances are classified on the basis of their potential health effects, whether acute (immediate) or chronic (long-term). Dangerous goods are classified on the basis of immediate physical or chemical effects, such as fire, explosion, corrosion, and poisoning. An accident involving dangerous goods could seriously harm human health or damage property or the environment. Harm to human health may happen suddenly (acute), such as dizziness, nausea, and itchy eyes or skin; or it may happen gradually over years (chronic), such as dermatitis or cancer. Some people can be more susceptible than others. Hazardous substances and dangerous goods can include antiseptic used for a cut, paint for walls, a cleaning product for the bathroom, chlorine in a pool, carbon monoxide from a motor vehicle, fumes from welding, vapors from adhesives, or dust from cement, stone, or rubber operations. Such hazardous substances can make humans very sick if they are not used properly.

Hazardous Wastes

Hazardous waste is any hazardous material that is to be discarded, abandoned, or recycled. The criteria that define a material as hazardous also define a waste as hazardous. Specifically, materials and waste may be considered hazardous if they are poisonous (toxic); can be ignited by open flame (ignitable); corrode other materials (corrosive); or react violently, explode, or generate vapors when mixed with water (reactive). Soil or groundwater contaminated with hazardous materials above specified regulatory state or federal thresholds is considered hazardous waste if it is removed from a site for disposal. If handled, disposed, or otherwise handled improperly, hazardous materials and

hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. California Code of Regulations Title 22, Sections 66261.20–24, contain technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Existing Conditions

Site settings

The project site is located in a mixed area of light industrial, distribution, and residential uses. The project site includes six industrial buildings, three of which are located at 21700 Barton Road, and three of which are located at 275 De Berry Street, 375 De Berry Street, and 280 De Berry Street. The buildings include an office building, three warehouse/distribution buildings for dry goods, and two refrigerated distribution buildings. The existing structures were built between 1960 and 1979, with the exception of the building at 280 De Berry Street, which was built in 1986. The project site also includes an undeveloped parcel and several paved parcels used for truck and trailer parking. Except for the vacant/unimproved land at the southeast corner of Barton Road and South Terrace Avenue, the site is substantially improved, paved, and enclosed by security fencing. A portion of the site is bordered by a small parcel owned by the Elsinore Valley Municipal Water District (EVMWD) and contains a municipal drinking water well and small concrete masonry structure housing EVMWD's water pump and related equipment.

Historic Uses

The project site and site vicinity were vacant or agricultural in usage until development began between 1960 and 1979. The project site was developed during this time as a Stater Bros. corporate headquarters and distribution facility. Development started along the north property boundary, north of Barton Road, and expanded south over time. The final building to be built was the large, refrigerated building along the southern property boundary (280 De Berry Street). No Recognized Environmental Conditions (RECs) were noted from this historical use. The Phase I ESA states that while agricultural chemicals such as pesticides and fertilizers may have been used prior to development of the site between 1960 and 1979, there is a low likelihood that any such materials would remain in the soil at levels of concern. This is due to the amount of time that has transpired since application and that the site was graded for development of the current buildings.[2]

Record Searches

As part of the Phase I ESA, HMC obtained regulatory agency database information from a standard radius site assessment report supplied by Environmental Data Resources, Inc. The database search includes over 70 federal, state, local, and proprietary records. The center of the search was in the approximate center of the project site. Search distances for specific databases were 0.25-mile to 1 mile, as specified in the American Society for Testing and Materials (ASTM) 1527-05 standard practice for environmental site assessments.[3]

[2] Hazard Management Consulting, Inc. (HMC). 2020. Phase I Environmental Site Assessment, 21700 Barton Road, 275, 280 and 375 DeBerry Street, Colton, California. February 5.

[3] ASTM International. 2005. ASTM E1527-05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site

The project site is listed in the following databases:

Historic Underground Storage Tank, and Statewide Environmental Evaluation and Planning System
The project site contained 13 underground storage tanks (USTs), and these listings reflect that the USTs were historically present on-site. The USTs on-site were removed by Stater Bros. prior to 1997 under a County of San Bernardino permit. Currently, there are no USTs on-site.

Leaking Underground Storage Tank, and Hazardous Waste and Substances Sites
When the USTs on-site were removed by Stater Bros., a release of diesel fuel was noted. The release was subsequently remediated to the satisfaction of the Santa Ana Regional Water Quality Control Board (RWQCB), which issued a No Further Action determination in 1997.

Resource Conservation and Recovery Act Small Quantity Generators
Stater Bros. used chemicals in their operations and generated waste, primarily related to vehicle maintenance. These listings do not suggest a release had occurred, only that chemicals were used on-site. No violations were noted in the database.

California Hazardous Material Incident Reporting System
This listing reflects a release from a truck that had a damaged diesel fuel tank, which was reportedly cleaned up by the driver. The incident occurred on April 16, 2014. No further action was required.

Waste Data System
This listing is due to the requirement for the Stater Bros. operations to maintain a stormwater permit with the Santa Ana RWQCB and does not indicate a release occurred.

No further action or review is necessary for these above listings.

The project vicinity is developed with a variety of light industrial and distribution uses. While there are facilities that have experienced releases in the project vicinity, none were close enough or in a direction to be a concern to the project site. No RECs were identified from the off-site review.

Site Reconnaissance

As part of the Phase I ESA, HMC conducted a project site and site vicinity reconnaissance on November 8, 2019. HMC conducted a supplemental reconnaissance on January 15, 2020, to inspect portions of the project site that were not initially available for inspection. The reconnaissance was conducted to identify evidence of RECs and to assess possible conditions off-site that could impact the site. No evidence of RECs was noted during the reconnaissance survey.

Potential Environmental Concerns

HMC found no evidence of RECs associated with the project site. The former presence of a leaking underground storage tank (LUST) that has since been remediated is considered a Historical Recognized Environmental Condition (HREC). No controlled RECs were identified during the Phase I ESA.

Assessment Process. Website: https://www.astm.org/DATABASE.CART/HISTORICAL/E1527-05.htm. Accessed June 22, 2020.

While not a REC per se, according to ASTM definitions, asbestos containing materials (ACMs) are a concern at the site in buildings that were constructed prior to 1980. HMC recommended that all ACMs should be abated in compliance with applicable regulations prior to demolition or renovation activities that could disturb ACMs.

3.7.3 - Regulatory Framework

Beginning in the 1970s, governments at the federal, state, and local levels became increasingly concerned about the effects of hazardous materials on human health and the environment. Numerous laws and regulations were developed to investigate and mitigate these effects. As a result, the storage, use, generation, transport, and disposal of hazardous materials are highly regulated by federal, state, and local laws and regulations. These agencies and information about the laws, regulations, and programs they administer are discussed below.

Federal

Hazardous Materials Laws

The EPA is the agency responsible for enforcing federal laws and regulations governing hazardous materials that affect public health or the environment. The major federal laws and regulations enforced by the EPA include the Resource Conservation and Recovery Act (RCRA), the Toxic Substances Control Act (TSCA), the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), and the Superfund Amendments and Reauthorization Act (SARA).

In 1976, RCRA was enacted to provide a general framework for the EPA to regulate hazardous waste from the time it is generated until its ultimate disposal. In accordance with RCRA, facilities that generate, treat, store, or dispose of hazardous waste are required to ensure that the wastes are properly managed from “cradle to grave.”

In 1976, TSCA was enacted to provide the EPA authority to regulate the production, importation, use, and disposal of chemicals that pose a risk of adversely impacting public health and the environment, such as PCBs, asbestos-containing materials, and lead-based paint. TSCA also gives the EPA authority to regulate the cleanup of sites contaminated with specific chemicals, such as PCBs.

In 1980, CERCLA was enacted to ensure that a source of funds was available for the EPA to remediate uncontrolled or abandoned hazardous materials release sites that pose a risk of adversely impacting public health and the environment. Prohibitions and requirements regarding closed or abandoned hazardous waste sites and liability standards for responsible parties were also established by CERCLA. In 1986, SARA amended CERCLA to increase the Superfund budget, modify contaminated site cleanup criteria and schedules, and revise settlement procedures.

Other relevant federal laws include the Hazardous and Solid Waste Amendments Act (HSWA) regarding hazardous waste management, the TSCA, pertaining to the tracking and screening of industrial chemicals, and the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), which controls pesticide distribution, sale and use. Applicable federal regulations and guidelines are contained primarily in Code of Federal Regulations Titles 10, 29, 40, and 49.

Hazardous Materials Transportation Act

While the EPA regulates overall use and cleanup of hazardous materials, the United States Department of Transportation (USDOT) is the federal administering agency responsible for hazardous materials transportation regulations. The USDOT Office of Hazardous Materials Safety oversees a national safety program to minimize the risks related to commercial transportation of hazardous materials. The federal hazardous materials transportation law is the basic statute regulating hazardous materials transportation in the United States. Federal hazardous materials transportation regulations are contained in 49 Code of Federal Regulations Parts 171–180. In California, the California Department of Transportation (Caltrans) is the implementing agency for USDOT laws and regulations.

Worker Health and Safety

Worker health and safety is protected by federal and state laws and regulations. The Occupational Health and Safety Administration (OSHA) is the federal agency responsible for enforcement and implementation of federal laws and regulations pertaining to worker health and safety. Under OSHA jurisdiction, the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulations require training and medical supervision for workers at hazardous waste sites. Additional regulations have been developed for construction workers regarding exposure to lead and asbestos during construction activities. State regulations pertaining to worker health and safety are discussed below.

State

Hazardous Materials

In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (Cal/EPA). The mission of Cal/EPA is to restore, protect, and enhance the environment to ensure public health, environmental quality, and economic vitality. Under the authority of Cal/EPA, the California Department of Toxic Substances Control (DTSC) and the Santa Ana RWQCB are responsible for overseeing the cleanup of contaminated soil and groundwater sites in the plan area. RWQCB regulations applicable to hazardous materials are contained in Title 27 of the California Code of Regulations. Additional State regulations applicable to hazardous materials are contained in California Code of Regulations Title 22. California Code of Regulations Title 26 is a compilation of those sections or titles of the California Code of Regulations that are applicable to hazardous materials.

Worker Health and Safety

The California Department of Industrial Relations, Division of Occupational Safety and Health (better known as Cal/OSHA) enforces State worker health and safety regulations related to construction activities. Regulations include exposure limits, protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement, which equal or exceed their federal counterparts.

South Coast Air Quality Management District Rule 1403

The South Coast Air Quality Management District (SCAQMD) Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) specifies work practices to limit asbestos emissions from building

demolition and renovation activities including the removal and disturbance of ACMs. This rule is generally designed to protect uses surrounding demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires surveys of any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACMs. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements. Approved procedures for ACM removal to protect surrounding uses identified in Rule 1403 include high-efficient particulate air filtration, the glovebag method, wetting, and some methods of dry removal.

Local

San Bernardino County Hazardous Materials Program

The San Bernardino County Fire Department's Hazardous Materials Division serves area residents of the City of Colton by responding to emergencies and monitoring hazardous materials. The Hazardous Materials Division of the San Bernardino County Fire Department is also designated by the State Secretary for Environmental Protection as the Certified Unified Program Agency (CUPA) for most of the cities and unincorporated areas within San Bernardino County. As a part of CUPA, the San Bernardino County Fire Department manages the following hazardous material and waste programs:

- Hazardous Materials Release Response Plans and Inventory;
- California Accidental Release Program;
- Underground Storage Tanks;
- Aboveground Petroleum Storage Spill Prevention Control and Countermeasures;
- Hazardous Waste Generation and On-site Treatment; and
- Hazardous Materials Management Plans and Inventory Statements under Uniform Fire Code Article 80.

All facilities in San Bernardino County that handle or store hazardous materials in a quantity required by State law and regulation must report such use or storage to the County of San Bernardino CUPA before the operation of their business. The amount of detail required to be reported depends on whether or not a facility is subject to the preparation of a State Hazardous Materials Business Plan (HMBP). Facilities subject to the reporting requirements must submit an HMBP containing detailed information on the storage of hazardous materials at a facility using the California Environmental Reporting System.

City of Colton's Emergency Operations Plan

The Emergency Operations Plan (EOP) is the document primarily responsible for informing the emergency management strategies for the City of Colton.[4] The EOP addresses potential impacts associated with natural disasters and technological incidents including both peacetime and wartime nuclear defense operations. The EOP provides a summary overview of operational concepts; identifies components of the City's emergency management organization within the National Incident Management System; and the Standardized Emergency Management System. The EOP explains the responsibilities of federal, State, county entities, and the City for protection of property

[4] City of Colton General Plan. 2018. 2018 Safety Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed June 10, 2020.

and life and maintaining the overall well-being of the population. The City of Colton has prepared an EOP to ensure that effective allocations of resources benefiting and protecting the civilian population are executed during an emergency.[5]

City of Colton General Plan

The City of Colton General Plan Safety Element sets forth the following goals related to hazards and hazardous materials that are relevant to the proposed project:

- **Policy S-6.1:** Monitor facilities known to use, store, transport, process, or dispose of hazardous materials or wastes.
- **Policy S-6.3:** Coordinate hazardous materials and wastes management and disposal programs with relevant local, regional, state, and federal agencies.
- **Policy S-6.4:** Promote public awareness of common household hazardous materials and wastes.
- **Policy S-6.5:** Require due diligence studies for new development in sensitive areas or areas of heavy industrial use, to better understand and define potential contamination issues within these areas.

3.7.4 - Methodology

The following analysis is based, in part, on information provided by the City of Colton General Plan and relevant State of California websites, as well as the Phase I ESA prepared for the project.[6] The information obtained from these sources and other relevant materials was reviewed to evaluate the potential presence of hazards and hazardous materials on the project site and to assess the significance of project impacts related to hazards and hazardous materials.

3.7.5 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. The standards of significance used in this Draft Focused EIR are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies in support of this Draft Focused EIR; performance standards adopted, implemented, and monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local Guidelines for Implementing CEQA, Appendix J, Environmental Checklist, to determine whether hazards and hazardous materials impacts associated with construction and operation of the proposed project would be considered significant, the following questions should be analyzed and evaluated. Would the project:

[5] City of Colton. 2014. Colton's Hub City Centre Specific Plan Draft EIR. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1816. Accessed June 22, 2020.

[6] Hazard Management Consulting, Inc. (HMC). 2020. Phase I Environmental Site Assessment, 21700 Barton Road, 275, 280 and 375 DeBerry Street, Colton, California. February 5.

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

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

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

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

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

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

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

The following Appendix J impacts related to hazards and hazardous materials were determined to be less than significant and are therefore discussed briefly in Section 7, Effects Found not to be Significant, of this Draft Focused EIR:

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

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

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

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

The following Appendix J impacts warranted a more thorough analysis in this section based on the Notice of Preparation comments, public concerns, or a more detailed analysis conducted as part of the Draft Focused EIR preparation process:

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

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

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

3.7.6 - Project Impacts and Mitigation Measures

This section discusses potential hazards- and hazardous materials-related impacts associated with the development of the proposed project and provides mitigation measures where appropriate.

Risk of Upset

Impact HAZ-1:	**The project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.**

Impact Analysis

Construction

Construction activity may involve the transport, use, and disposal of hazardous materials, such as diesel fuels, aerosols, and paints, which could potentially be released into the environment. The duration of these actions would be limited to the period of construction and construction-related activity and the proposed project would be required to adhere to all applicable regulations. Any handling, transporting, use, or disposal of hazardous materials would comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies and regulations, including the EPA, RCRA, Caltrans, the San Bernardino County Hazardous Materials Program, and the City of Colton's EOP.

According to the Phase I ESA, ACMs have been documented in building materials at the project site. Asbestos is a concern during demolition of structures that were built prior to 1980. Products such as vinyl asbestos tiles, asbestos cement, or other building materials containing asbestos can be expected to occur in buildings constructed prior to the 1970s, when the EPA began to impose bans on certain uses of asbestos.[7] Given the age of the buildings, the potential for asbestos to be present in certain building materials including roofing, floor coverings, ceiling tiles and wallboard systems of certain buildings on the site is considered moderate. These buildings include the three buildings on the north side of Barton Road, as well as the buildings at 275 De Berry Street and 375 De Berry Street. Given the age of the building at 280 De Berry Street, the potential for ACMs to be present is considered low.[8]

The ACMs present in the existing building materials could be released into the environment during demolition. During demolition, SCAQMD Rule 1403 requires notification to the SCAQMD prior to commencing any demolition or renovation activities. Rule 1403 also sets forth specific procedures

[7] United States Environmental Protection Agency. EPA Actions to Protect the Public from Exposure to Asbestos. 2020. Website: https://www.epa.gov/asbestos/epa-actions-protect-public-exposure-asbestos. Accessed June 11, 2020.

[8] Hazard Management Consulting, Inc. (HMC). 2020. Phase I Environmental Site Assessment, 21700 Barton Road, 275, 280 and 375 DeBerry Street, Colton, California. February 5.

for the removal of asbestos and requires that an on-site representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of ACMs. Mandatory compliance with the provisions of Rule 1403 will ensure that construction-related grading, clearing, and demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with ACMs. Because the proposed project would be required to comply with SCAQMD Rule 1403 during demolition activities, and Rule 1403 is intended to minimize health risks associated with ACMs disturbed during demolition, impacts due to the potential presence of asbestos are considered less than significant.

Operation

During the operational phase of the project, hazardous materials may be utilized on the project site. Because of the nature of the proposed project, hazardous materials used on-site would vary, but would likely be limited to fertilizers, herbicides, pesticides, solvents, cleaning agents, and similar materials used for daily site operations and for building and landscape maintenance activities. The use of these materials would be limited in both quantity and concentrations during project operations. These types of materials are commonly used in developments similar to the proposed project and are regulated to minimize harm to people and the environment. The proposed project's future tenants would be required to submit an HMBP to the San Bernardino County CUPA for review and approval if the tenants intend to store significant amounts of hazardous materials on-site. An HMBP contains detailed information on the storage of hazardous materials at regulated facilities in order to prevent or minimize damage to public health, safety, and the environment, from a release or threatened release of a hazardous material. An HMBP also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities. The San Bernardino County CUPA performs routine inspections at facilities that are subject to HMBP requirements. The purpose of these inspections is to ensure compliance with existing laws and regulations concerning HMBP requirements. Any routine storage, handling, transport, use, or disposal of hazardous materials during operation of the proposed project would be required to comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies and regulations, including the EPA, RCRA, the Hazardous Materials Transportation Act, the San Bernardino County Hazardous Materials Program, and the City of Colton's EOP. Removal and disposal of hazardous materials would be conducted by a permitted and licensed contractor. Required compliance with applicable hazardous material laws and regulations would ensure that operation-related hazardous material use would not result in a significant hazard to the public or environment. Therefore, long-term operational impacts associated with hazardous materials are considered less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

Government Code Section 65962.5 Sites

Impact HAZ-2: **The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.**

Impact Analysis

Construction

According to the GeoTracker and Envirostor databases, there are no sites of concern on or near the project site.[9] The EnviroStor database also indicates that the nearest site of concern is at the Interstate 215 (I-215) Freeway interchange, approximately 1,209 feet east of the project site.[10] This site of concern is an active voluntary cleanup site at 21900 Barton Road that is related to past dry cleaning land uses.[11]

According to the Phase I ESA, no hazardous materials were found on-site, with the exception of nonhazardous soap and small quantities of paint. According to the Phase I ESA, the project site was historically utilized for agricultural purposes prior to the development of the Stater Bros. campus.[12] The Phase I ESA found that ACMs may be present on the proposed project site due to the age of the existing buildings. As such, and as stated above, all ACMs shall be abated in compliance with SCAQMD Rule 1403 prior to the demolition of the structures on-site.

The Phase I ESA noted the historical presence of 13 USTs, all of which were removed prior to 1997 and remediated, including the LUST at 21700 Barton Road. The LUST at 21700 Barton Road was remediated to the satisfaction of the Santa Ana RWQCB, which issued a No Further Action determination in 1997. This listing represents a Historical REC, which does not pose a hazard to the public or environment and no further action is required. No current or active RECs were identified within the subject property or on any adjacent properties.

Because the proposed project is not located on a site that is included on a list of hazardous materials sites, the project would not create a significant hazard to the public or environment. Impacts would therefore be less than significant.

Operation

The proposed project does not include the use of USTs for the storage of hazardous substances. Landscaping would cover at least 16 percent of the project site, and limited quantities of hazardous substances may be used on-site for building and landscape maintenance activities as described previously in Impact HAZ-1, above. However, the use of these substances would be consistent with local, State, and federal regulations.

[9] California State Water Resources Control Board (State Water Board). 2020. GeoTracker. Website: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=275+De+Berry+Street%2C+Colton%2C+CA. Accessed June 11, 2020.

[10] California Department of Toxic Substances Control (DTSC). 2020. EnviroStor. Website: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=275+De+Berry+Street%2C+Colton%2C+CA+. Accessed June 11, 2020.

[11] California Department of Toxic Substances Control (DTSC). 2020. EnviroStor: A-1 Cleaners Sanbag (60002175). Website: https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60002175. Accessed June 11, 2020.

[12] Hazardous Management Consulting, Inc. (HMC). 2020. Phase I Environmental Siter Assessment. February 5. Hager Pacific Properties.

The majority of the project site would be covered by impervious surfaces, which would help prevent hazardous substances from reaching the soil beneath the project site. In the unlikely event of a release, the release shall be reported to the proper regulatory agency, and cleanup shall occur immediately to prevent the spread of the substance to the local environment, as required by law.

The proposed project would not cause a significant hazard to the public or environment. There are no RECs on the site, the hazardous materials used on-site would be typical of warehouse operations and used in insignificant quantities, a No Further Action determination has been made pertaining to the historical USTs and LUST on-site, and the project would comply with all applicable regulations relating to Hazardous materials. As such, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

Emergency Response or Evacuation Plan

Impact HAZ-3:	**The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

According to Figure 3 of the Local Hazard Mitigation Plan (HMP), emergency evacuation routes within the City include La Cadena Drive, Barton Road, I-215, and Interstate 10 (I-10).[13] The proposed project is located immediately adjacent to these evacuation routes. Construction of the proposed project would comply with the City of Colton Street Improvement Requirements pertaining to traffic flow and emergency access.[14] The City's Municipal Code Chapter 12.12, Street Improvements, requires an application to be submitted to the City Engineer for review and issuance of a permit for any construction within a public street. [15]

The project applicant would need to obtain a Street Improvement Permit and approval of a Street Improvement Plan from the City's Public Works Department, Engineering Division, for all work that is proposed in the public right-of-way, such as improving Barton Road to its ultimate full-section width as a Major Arterial (100-foot right-of-way) from the project's western boundary to the project's eastern boundary consistent with the City's standards.[16] Additionally, a Traffic Control Plan must be submitted to the City Engineer for activities that occur in the public right-of-way or on public

[13] City of Colton. 2018. Local Hazard Mitigation Plan. September. Website: https://www.ci.colton.ca.us/DocumentCenter/View/3948. Accessed November 3, 2020.

[14] City of Colton. Street Improvement Plan Notes. Website: https://www.ci.colton.ca.us/DocumentCenter/View/638. Accessed November 13, 2020.

[15] City of Colton. 2020. A Codification of the General Ordinances of the City of Colton, California. Chapter 12.12 – Street Improvements. August 31. Website: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT12STOTPUPL_CH12.12STIM. Accessed November 13, 2020.

[16] City of Colton. Street Improvement Notes. Website: https://www.ci.colton.ca.us/DocumentCenter/View/638. Accessed November 3, 2020.

streets.[17] Compliance with these street improvement requirements would ensure that project construction and implementation does not impair an emergency response plan or evacuation routes. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

[17] City of Colton. Street Improvement Notes. Website: https://www.ci.colton.ca.us/DocumentCenter/View/638. Accessed November 3, 2020.

3.8 - Land Use and Planning

3.8.1 - Introduction

This section describes the existing land uses on the project site and in the project vicinity and analyzes potential effects from project implementation on the project site and its surrounding area. Descriptions and analysis in this section are based, in part, on the City of Colton General Plan Land Use Element, City of Colton General Plan Mobility Element, City of Colton General Plan 2013-2021 Housing Element, and City of Colton Municipal Code. This section addresses the following comments received during the Notice of Preparation scoping meeting related to land use:

- Concerns about impacts to residentially zoned areas.

3.8.2 - Environmental Setting

Land Use

Project Site

The 54.82-acre project site is currently developed with an office building and two industrial buildings north of Barton Road, three industrial buildings south of Barton Road, a vacant lot southeast of the intersection of South Terrace Avenue and Barton Road, and paved areas for truck and trailer parking. The buildings include an office building, three warehouse/distribution buildings for dry goods, and two refrigerated distribution buildings. The project site covers thirteen parcels, which are listed in Table 3.8-1.

Table 3.8-1: Project Site Assessor's Parcel Numbers

Assessor's Parcel Numbers	Acres	Land Use Designation
0275-223-23	8.95	Light Industrial
0275-223-44	9.11	Light Industrial
0275-223-45	8.54	Light Industrial
0275-223-46	1.00	Light Industrial
1167-051-15	2.08	Light Industrial
1167-051-16	2.17	Light Industrial
1167-051-18	3.38	Light Industrial
1167-051-19	2.55	Light Industrial
1167-051-20	0.34	Light Industrial
1167-061-06	2.35	Light Industrial
1167-131-03	3.17	Light Industrial
1167-131-04	1.37	Light Industrial
1167-151-03	9.29	Light Industrial

Land Use Designations

Project Site

The entire project site is designated by the General Plan as Light Industrial and has a zoning designation of M-1 (Light Industrial). The purpose of these designations and permitted uses include the following:

- **Light Industrial:** Intended uses include fabrication, manufacturing, assembly, distribution, and warehouse uses, as well as supporting commercial and office uses. According to the City of Colton General Plan, Light Industrial developments should be visually attractive, reflect high-quality development standards, provide adequate buffering from less intensive land uses, have adequate access to major transportation routes, and should not produce substantial environmental nuisances such as noise, odor, dust, smoke, or glare.[1]
- **M-1 Light Industrial:** According to the City of Colton Municipal Code, permitted uses in the M-1 zone include, but are not limited to, administrative/professional services, business support services, community services, community recreation, construction sales and service, convenience sales and service, indoor and drive-through eating and drinking establishments, educational institutions and vocational schools, financial institutions, hospitals, custom manufacturing, medical/dental/optical services, recreational facilities, retail sales, warehousing, and more. Additional types of services may be permitted upon issuance of a Conditional Use Permit or Minor Conditional Use Permit.[2]

Surrounding Area

As shown in Section 2, Project Description, Exhibit 2-3, surrounding land uses include a mixed area with a variety of industrial and residential uses and transportation corridors. The site is generally bound on all sides by transportation corridors and is in an area that is predominantly industrial and low-density residential. The site is roughly bound by the Interstate 215 (I-215) Freeway to the south, industrial and commercial uses to the east, Walnut Avenue and residential and industrial uses to the north, and South Terrace Avenue, BNSF Railway line, and La Cadena Drive to the west. The Colton City limits follow the site's western, northern, and eastern boundaries. The boundary along the perimeter of the site borders the City of Grand Terrace limits. The surrounding area is discussed in more detail below.

North

The project site is bound by Walnut Avenue to the north. Beyond Walnut Avenue are residential neighborhoods, a landscaping business, storage yard, and vacant land.

East

The project site is bound by the City of Grand Terrace boundary, Grand Terrace Road, industrial and commercial uses, a Southern California Edison (SCE) right-of-way, and residential uses to the east. Further east of the SCE right-of-way is a mix of industrial and residential uses.

[1] City of Colton General Plan. 2013. Land Use Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1345. Accessed June 22, 2020.

[2] City of Colton General Plan. 2013. Land Use Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1345. Accessed June 22, 2020.

South

The project site is bound by the I-215 Freeway, residential neighborhoods, and open undeveloped land to the south.

West

The western side of the project site is immediately bound by South Terrace Avenue north of Barton Road and by the BNSF Railway south of Barton Road. Beyond South Terrace Avenue north of Barton Road is the BNSF Railway line and South La Cadena Drive. Beyond the BSNF Railway line south of Barton Road are lands zoned light industrial (M-1), Railroad/Utility/ROW (R-U), industrial park (I-P) with Business District Sign (BDS) Overlay within the City of Colton, and then South La Cadena Drive. West of South La Cadena Drive are residential neighborhoods. The City of Grand Terrace bounds the portion of the site north of Barton Road and to the west.

Surrounding Land Uses

Table 3.8-2 is a summary of the existing land uses, and General Plan and zoning designations of the area surrounding the site.

Table 3.8-2: Existing Land Uses, General Plan, and Zoning Designations

Direction	City	Land Use	General Plan Designation	Zoning Designation
North Site (north of Barton Road)				
North	Grand Terrace	Residential and Commercial Landscaper Yards	Low Density Residential	Restricted Manufacturing, General Commercial
East	Grand Terrace	Residential	Res-Medium Medium/High R3-24 Overlay Industrial	Restricted Manufacturing R2 Low Density Residential R3-24 High Density Residential Agricultural Overlay
South	Colton	Warehousing	Light Industrial	M-1 Light Industrial
West	Colton	Vacant, BNSF Railway line, La Cadena Drive	Industrial Park, Low Density Residential	M-1 Light Industrial
West	Grand Terrace, west of La Cadena Drive	Residential	Low Density Residential	R1-20 Very Low Density Residential, Agricultural Overlay
South Site (south of Barton Road)				
North	Colton	Warehousing	Light Industrial	M-1 Light Industrial
East	Colton	SCE powerline easement, abandoned rail spur, shops/showrooms	Light Industrial	M-1 Light Industrial
South	Grand Terrace	Riverside Freeway (SR-91), vacant land	Mixed Use	M2 Industrial

Direction	City	Land Use	General Plan Designation	Zoning Designation
North Site (north of Barton Road)				
West	Colton	BNSF Railway line, vacant land, residential light industrial	Industrial Park east and Low Density Residential west of La Cadena Drive	Industrial Park east and Low Density Residential west of La Cadena Drive
Sources: City of Colton General Plan Land Use Map, July 2019; City of Colton Zoning Map–Title 18 CMC, July 2019; City of Grand Terrace General Plan Land Use Map, 2010, as amended, September 2016; City of Grand Terrace Zoning Map, September 2017.				

Existing City of Colton and City of Grand Terrace General Plan land use designations and zoning applicable to the land uses surrounding the project site are discussed below. General Plan and Zoning Maps for the City of Colton were provided in Section 2, Project Description, Exhibit 2-3 and Exhibit 2-4. General Plan and Zoning maps for the City of Grand Terrace are provided in Exhibit 3.8-1 and Exhibit 3.8-2.

City of Colton General Plan

- **Light Industrial:** Includes fabrication, manufacturing, assembly, distribution, and warehouse uses, as well as supporting commercial and office uses. According to the City of Colton General Plan, Light Industrial developments should be visually attractive, reflect high-quality development standards, provide adequate buffering from less intensive land uses, have adequate access to major transportation routes, and should not produce substantial environmental nuisances such as noise, odor, dust, smoke, or glare.
- **Industrial Park:** Provides for single-tenant and multi-tenant office and industrial buildings that house professional offices, research and development, light industrial, and similar uses. Supporting retail and personal service commercial uses that are subordinate to and compatible with the Industrial Park environment may be permitted to serve the needs of the local business community. Commercial recreation and entertainment uses may be allowed, consistent with zoning regulations. Businesses that generate employment and sales or use tax revenues are preferred. Areas designated as Industrial Park should be visually attractive and reflect high-quality development and design standards within a park-like setting. They should also provide adequate buffering from less-intensive land uses and have adequate access to major transportation routes.
- **Low Density Residential:** The Low Density Residential designation provides for detached, single-family residences within a density range of 2.1 to 8.0 dwelling units per acre. Development is characterized generally by single-family detached homes on individual lots that form a cohesive neighborhood. Residential subdivisions in this category are similar to those found in many of Colton's established residential tracts. Within this designation, clustering of dwelling units may be allowed to provide additional opportunity for a diversity of housing types and architectural styles and common open space areas. New development must be compatible and similar in character to the surrounding residential neighborhoods within this designation. Other uses, such as accessory dwelling units, group homes, and

childcare services, may be permitted consistent with the zoning regulations for the R-1 and similar implementing zones.

- Allowed Density: 2.1 to 8.0 dwelling units per acre.
- Typical Population Density: 7 to 26 persons per acre. [3]

City of Colton Zoning

- **M-1 Light Industrial:** The M-1 Light Industrial Zone is intended to provide a variety of fabrication, manufacturing, assembly, distribution, and warehouse uses and, to a lesser degree, supporting commercial and office uses. The 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.[4]
- **I-P Industrial Park:** The I-P Industrial Park Zone designation provides for single-tenant and multi-tenant office and industrial buildings that house professional offices, research and development, light industrial, and similar uses. Supporting retail and personal service commercial uses that are subordinate to and compatible with the Industrial Park environment may be permitted to serve the needs of the local business community. Commercial recreation and entertainment uses may be allowed, consistent with zoning regulations. Businesses that generate employment and sales or use tax revenues are preferred. Areas designated as Industrial Park should be visually attractive and reflect high-quality development and design standards within a park-like setting. They should also provide adequate buffering from less-intensive land uses and have adequate access to major transportation routes.[5]
- **R-1 Low Density Residential:** The R-1 Low Density Residential Zone is characterized generally by single-family detached homes on individual lots that form a cohesive neighborhood, residential subdivisions in this category are similar to those found in many of Colton's established residential tracts. Within this designation, clustering of dwelling units may be allowed through discretionary permit process to provide additional opportunity for a diversity of housing types and architectural styles and common open space areas. New development must be compatible and similar in character to the surrounding residential neighborhoods within this designation.[6]

[3] City of Colton General Plan. 2013. Land Use Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1345. Accessed June 22, 2020.
[4] City of Colton. 2020. Colton Municipal Code 18.26 – M-1 Light Industrial Zone. Website: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.26LIINZO_18.26.010INPU. Accessed June 22, 2020.
[5] City of Colton. 2020. Colton Municipal Code 18.24 – I-P Industrial Park Zone. Website: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.24INPAZO. Accessed June 23, 2020.
[6] City of Colton. 2020. Colton Municipal Code 18.12 – R-1 Low Density Residential Zone. Website: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.12LODEREZO. Accessed June 23, 2020.

City of Grand Terrace General Plan

- **Low Density Residential (LDR):** The Low Density Residential designation limits land uses to single family detached residential units and mobile homes subject to the applicable General Plan policies and Zoning Code provisions. This designation encompasses the majority of property within the City and is largely associated with existing housing developments throughout the City.
- **Medium Density Residential (MDR):** The Medium Density Residential designation includes both single family detached, and multiple family attached developments. Permitted uses within these areas may include small lot single family developments or attached multi-family developments including townhomes, condominiums, and apartments. Mobile home developments are also permitted.
- **Medium High Density Residential (MHDR):** The Medium High Density Residential designation is reserved for multiple family development, with an emphasis on affordable housing projects. This designation may also be applied as an overlay to another land use designation to allow multi-family development at a density of 20 to 24 units/acre as an optional alternative to the base land use designation.
- **Light Industrial (LI):** Permitted uses for properties designated as Light Industrial include those uses that can be made compatible with other surrounding uses within the City regarding noise, dust, odors, vibration, glare, air quality, traffic, aesthetics, and hazardous materials. Typical uses may include light manufacturing and assembly, small scale warehousing and distribution, research and development, and administrative and service types of uses.
- **General Commercial (GC):** This designation is primarily located along Barton Road and near the I-215 Freeway. It provides for general commercial uses to serve the retail and service needs of the community.
- **Mixed Use (MU):** Properties designated as Mixed Use are intended to be developed with multiple uses on a single site. This may include residential, commercial, business park, open space, and recreational uses. Compatible uses may be placed horizontally or vertically on the site. All Mixed Use projects shall be required to submit a Specific Plan or Planned Development that demonstrates compatibility between the proposed uses as well as buffering from adjacent properties, if warranted. Densities may not exceed those of the residential, commercial and industrial designations of the General Plan and zoning.
- **Hillside Open Space (OS):** Properties designated as Hillside Open Space are those that should not be developed as urban land uses due to environmental resources, environmental constraints, or scenic resources. These are primarily located along the western and northern slopes of Blue Mountain (located near Reche Canyon, in the northeastern sector of the City). Properties designated as Hillside Open Space shall be retained in their natural condition and used as either natural open space or parkland. They may be either publicly or privately owned.[7]

[7] City of Grand Terrace. 2010. Grand Terrace General Plan Chapter 2.0 – Land Use Element. April 27. Website: https://www.grandterrace-ca.gov/UserFiles/Servers/Server_12337255/File/Business/Apply/c2_.pdf. Accessed September 17, 2020.

City of Grand Terrace Zoning

- **MR Restricted Manufacturing:** The purpose of the MR District is to provide for the development of low intensity and low impact light manufacturing and industrial uses. The regulations of this district are intended to allow various manufacturing and industrial uses which operate free of objectionable noise, dust, odor or other nuisances to other (nonindustrial uses) in planned architecturally integrated building groups.
- **R1-20 Very Low Single Family Residential District:** This district is intended for very low density single family residential use. The minimum lot size is 20,000 square feet with a maximum density of two dwelling units per gross acre.
- **R2 Low Medium Density Residential District:** This district is intended for single family residential use and low density multiple family development. The minimum lot size is 10,000 square feet with a maximum density of nine dwelling units per gross acre.
- **R3-24 High Density Residential:** This district is intended for high density multiple family development, which may include affordable housing. The minimum lot size is 12,000 square feet with a minimum density of 20 units per acre and a maximum density of 24 units per acre.
- **R3-24 Overlay District:** The purpose of the R3-24 Overlay District is to permit multi-family housing at a density of 20 to 24 units per acre as an optional alternative to the base zoning district to facilitate the production of affordable housing.
- **AG Agricultural Overlay District:** The purpose of the AG Agricultural Overlay District is to permit limited agricultural uses in areas of the City which have historically contained such uses and where current lot size is sufficient to provide a compatible relationship between the limited agricultural uses and the underlying district's residential uses. In order to ensure a quality living environment and to protect the public health, safety and general welfare, this Chapter establishes certain regulations regarding the type, size, number and location of such agricultural uses permitted in the overlay district. The regulations contained in this Chapter are in addition to the regulations of the underlying district. In the case of a conflict between the regulations of the overlay district and the underlying district, the regulations of the Overlay District shall prevail.
- **M2 Industrial:** The purpose of the M2 Industrial district is to provide for the development of medium manufacturing and industrial uses. The regulations of this district are intended to allow various manufacturing and industrial uses which operate free of overly excessive noise, dust, odor or other nuisances and can be made compatible to other (nonindustrial) districts.

3.8.3 - Regulatory Framework

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) develops long-range regional transportation plans, including sustainable community strategies, growth forecasts, regional transportation improvement programs, and regional housing needs allocations for Southern

California. SCAG's region includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) is a document that provides long-range visioning information to local agencies in Southern California. The plan includes goals and guiding policies that can be implemented. The plan charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably, and outlines transportation system investments through 2040.[8]

The 2016 RTP/SCS sets the following goals and guiding policies:

Goals

1. Align the plan investments and policies with improving regional economic development and competitiveness.
2. Maximize mobility and accessibility for all people and goods in the region.
3. Ensure travel safety and reliability for all people and goods in the region.
4. Preserve and ensure a sustainable regional transportation system.
5. Maximize the productivity of our transportation system.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
7. Actively encourage and create incentives for energy efficiency, where possible.
8. Encourage land use and growth patterns that facilitate transit and active transportation.
9. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

Guiding Policies

1. Transportation investments shall be based on SCAG's adopted regional Performance Indicators.
2. Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.
3. RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.
4. Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.

[8] Southern California Association of Governments (SCAG). 2016. The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. April. Website: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf. Accessed June 16, 2020.

5. HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.
6. The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.
7. The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.
8. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.

Local

City of Colton

General Plan

The City of Colton General Plan is the policy document that guides the long-range development of land and the conservation of resources within the City of Colton, and with which all other city ordinances and policies must be consistent. The City of Colton General Plan consists of eight separate elements. These include the Land Use Element, Housing Element, Mobility Element, Noise Element, Open Space and Conservation Element, Safety Element, Model Air Quality Element, and Cultural Resources Element. Each element provides a framework and establishes specific policies to guide development. The City of Colton General Plan was adopted on August 20, 2013, and was last updated on December 18, 2018, when the Safety Element was adopted. The Land Use Element of the City of Colton General Plan establishes policies for the use and development of properties within the City of Colton and the City's sphere of influence, including the location, distribution, type, and intensity. The City of Colton General Plan Land Use Element establishes the following goals, policies, and programs that are applicable to the proposed project:[9]

Land Use Element

- **Goal LU-1:** Achieve a balance of land use types that create diverse opportunities for housing, employment, commerce, recreation, and civic engagement.
  - **Policy LU-1.1:** Ensure that all new development conforms to all applicable provisions of the General Plan and Zoning Code.
  - **Policy LU-1.6:** Ensure that new development projects are compatible with permitted, well-maintained uses and buildings in the surrounding neighborhood or district.
  - **Policy LU-1.8:** Interpret the Land Use Plan in a manner that provides for compatibility between adjacent land uses, and that allows the City to achieve land use, design, and economic development objectives.
- **Goal LU-3:** Ensure a strong and diversified economic base to provide for fiscal stability and sustainability.

[9] City of Colton. 2013. City of Colton General Plan Land Use Element. August 20. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1345. Accessed June 16, 2020.

  - **Policy LU-3.1:** Provide for land uses that allow a variety of retail, service, manufacturing, institutional, office, and recreational businesses to locate in Colton.
  - **Policy LU-3.2:** Retain industrial land for businesses that provide jobs for manufacturing and processing of goods, and that create local revenue sources.

- **Goal LU-4:** Incorporate green building and other sustainable building practices into development projects.
  - **Policy LU-4.1:** Require that new development projects reflect the principles of Traditional Neighborhood Development: walkable street patterns, pedestrian amenities, access to transit, a mix of complementary uses, comfortable and accessible open spaces, a range of housing types and densities, and quality design.

- **Goal LU-5:** Reduce use of energy resources citywide, with a key goal of reducing the City's carbon footprint.
  - **Policy LU-5.1:** Require the incorporation of energy conservation features into the design of all new construction and site development, as required by State law and local regulations.

- **Goal LU-6:** Minimize or eliminate land use conflicts where residences are in close proximity to rail lines, freeways, and industrial businesses.
  - **Policy LU-6.2**: Discourage the establishment of incompatible uses in proximity to each other.
  - **Policy LU-6.5:** As properties recycle from one use to another, ensure that the new use is consistent with the Land Use Plan and policy directives that support this Goal LU-6.
  - **Policy LU-6.6:** Require that industrial businesses adjacent to residential neighborhoods adopt and implement truck routing plans that avoid use of local streets to the greatest extent practical.
  - **Policy LU-6.7:** Require that specific types of industrial uses—as defined in the Zoning Code and at the time a development or building permit application is filed—that are proposed to locate within 1,000 feet of existing or planned residential development include preparation of an air quality analysis that, at a minimum, analyzes the potential impacts of toxic air contaminants and cancer risks on existing or potential residents or sensitive receptors.

- **Goal LU-11:** Achieve and maintain a strong and highly competitive industrial base that provides attractive, high-quality developments and varied employment opportunities.
  - **Policy LU-11.1:** Require that the construction and rehabilitation of industrial sites incorporate innovative site planning and attractive water- and energy-efficient landscaping and building design.
  - **Policy LU-11.3:** Increase and diversify local employment opportunities and retain and accommodate industrial development that is compatible with City objectives for safety, environmental and visual quality, and employment and revenue generation.
  - **Policy LU-11.4:** Explore economic opportunities based on access to freeways and railroads, such as the creation of an intermodal facility or inland port.

Municipal Code

The City of Colton Municipal Code contains the City of Colton Zoning Code, which establishes standards for the use and development of land within the City. The City of Colton Zoning Code regulates development intensity and defines permitted land uses within each type of zone. The

project site currently consists of a single zoning designation, M-1. According to the City of Colton Zoning Code, "The M-1 Light Industrial Zone is intended to provide a variety of fabrication, manufacturing, assembly, distribution, and warehouse uses and, to a lesser degree, supporting commercial and office uses." The M-1 zone has a maximum Floor Area Ratio of 0.5 and a maximum building height of three stories or 40 feet. Permitted uses include services such as administrative/professional services, business support services, manufacturing, recreational facilities, indoor eating and drinking establishments, recycling facilities, indoor retail sales, utility distribution facilities, wholesaling, and more.[10]

3.8.4 - Methodology

FirstCarbon Solutions (FCS) evaluated potential impacts on land use consistency based on a thorough review of the City of Colton General Plan, City of Colton Zoning Ordinance, and the SCAG 2016 RTP/SCS.

3.8.5 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. The standards of significance used in this Draft Focused EIR are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies in support of this Draft Focused EIR; performance standards adopted, implemented, and monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local Guidelines for Implementing CEQA, Appendix J, Environmental Checklist, to determine whether land use and planning impacts from project implementation would be considered significant, the following questions should be analyzed and evaluated. Would the project:

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

b) Physically divide an established community?

The following Appendix J impact related to land use and planning was determined to be less than significant and is therefore addressed in Section 7, Effects Found not to be Significant, of this Draft Focused EIR:

b) Physically divide an established community?

The following Appendix J impact warranted a thorough analysis in this section based on the Notice of Preparation comments, public concerns, and/or the detailed analysis conducted as part of the Draft Focused EIR preparation process:

[10] City of Colton. 2020. Municipal Code. Website: http://library.municode.com/index.aspx?clientId=16281. Accessed June 16, 2020.

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

3.8.6 - Project Impacts and Mitigation Measures

This section discusses potential land use and planning impacts associated with the proposed project and provides mitigation measures where necessary to avoid, minimize, or reduce environmental impacts to a less than significant level.

Conflict with Applicable Plans, Policies, or Regulations

Impact LUP-1:	**Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

Impact Analysis

Construction

Impacts related to consistency with applicable land use plans, policies, or regulations are limited to operational impacts. No respective construction-related impacts would occur.

Operation

The proposed project site is currently zoned for light industrial development by the City of Colton. Following the demolition and construction of the proposed project, the nature of the project site would not significantly change, and no rezoning or alterations or amendments to the City General Plan would be required. The proposed project would be consistent with the City of Colton General Plan Land Use Element goals and policies, as demonstrated in Table 3.8-3, below, which provides an analysis of the proposed project's consistency with applicable General Plan goals and policies.

The project site is currently zoned M-1 Light Industrial, which is intended to provide a variety of fabrication, manufacturing, assembly, distribution, and warehouse uses and, to a lesser degree, supporting commercial and office uses. The project proposes the construction of industrial buildings that would be consistent with these uses.

Table 3.8-3: General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
Land Use Element	**Goal LU-1**	Achieve a balance of land use types that create diverse opportunities for housing, employment, commerce, recreation, and civic engagement.	**Consistent.** The proposed project would create opportunities for employment and commerce by replacing obsolete facilities with updated facilities in an industrial location. The updated facilities would satisfy the needs of large-scale warehouse occupiers seeking Best-In-Class (BIC), state-of-the-art facilities and features such as

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			40-foot warehouse ceiling clearances that enable large-scale warehousing, thereby improving opportunities for employment.
	Policy LU-1.6	Ensure that new development projects are compatible with permitted, well-maintained uses and buildings in the surrounding neighborhood or district.	**Consistent.** The proposed project would contain industrial development situated within an already-established industrial location, as discussed in detail in Section 3.8.2. As the land uses would not change substantially, the proposed project would continue to be compatible with the existing industrial uses and with the surrounding neighborhoods.
	Policy LU-1.8	Interpret the Land Use Plan in a manner that provides for compatibility between adjacent land uses, and that allows the City to achieve land use, design, and economic development objectives.	**Consistent.** The proposed project is compatible with surrounding land uses and is near the I-215 Freeway where the proposed project would be placed into inventory and service of the Southern California supply chain and goods movement network. Approval of the applicant's requested height variance would ensure the preservation of the property's long-term economic and utility value by appealing to large-scale warehouse occupants.
	Goal LU-3	Ensure a strong and diversified economic base to provide for fiscal stability and sustainability.	**Consistent.** The proposed project would expand economic development and facilitate job creation in the City of Colton by replacing aged facilities with modern facilities in an industrial location. The proposed project would create employment opportunities during demolition of the existing structures and construction of the proposed project.
	Policy LU-3.1	Provide for land uses that allow a variety of retail, service, manufacturing, institutional, office, and recreational businesses to locate in Colton.	**Consistent.** The proposed project would develop BIC industrial facilities designed to meet contemporary industry standards and to accommodate a wide variety of warehouse and distribution uses

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			that would be economically competitive with similar warehouse facilities in the local Inland Empire marketplace.
	Policy LU-3.2	Retain industrial land for businesses that provide jobs for manufacturing and processing of goods, and that create local revenue sources.	**Consistent.** The proposed project would be situated within an already-established industrial location, would be near the I-215 Freeway to facilitate movement of goods within the supply chain, and would expand economic development and facilitate job creation.
	Goal LU-4	Incorporate green building and other sustainable building practices into development projects.	**Consistent.** The proposed project would minimize environmental impacts through compliance with the California Green Building Standards Code (CALGreen).
	Goal LU-5	Reduce use of energy resources citywide, with a key goal of reducing the City's carbon footprint.	**Consistent.** The proposed project would incorporate CALGreen building standards and minimize vehicle miles traveled by siting the proposed project immediately west of the newly reconstructed I-215 interchange at Barton Road.
	Policy LU-5.1	Require the incorporation of energy conservation features into the design of all new construction and site development, as required by State law and local regulations.	**Consistent.** The proposed project would reduce energy usage through Clean Air Vehicle and electric vehicle parking stalls, a white cap sheet with a reflectance of 75 percent minimum for the building roof area, assessment of building products to reduce life cycle impacts, recycling collection and storage areas inside each building for all types of recyclables, low-emitting finish materials in office area(s), and solar-ready roof area.
	Policy LU-6.2	Discourage the establishment of incompatible uses in proximity to each other.	**Consistent.** The proposed project would contain industrial development situated within an already-established industrial location and

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			would therefore not establish incompatible uses.
	Policy LU-6.5	As properties recycle from one use to another, ensure that the new use is consistent with the Land Use Plan and policy directives that support this Goal LU-6.	**Consistent.** The proposed structures would be consistent with the Land Use Plan and policy directives as demonstrated in this consistency analysis.
	Policy LU-6.6	Require that industrial businesses adjacent to residential neighborhoods adopt and implement truck routing plans that avoid use of local streets to the greatest extent practical.	**Consistent.** The proposed project would minimize traffic congestion on City streets and neighborhoods because the project site is immediately west of the newly reconstructed I-215 interchange at Barton Road, which would also place the proposed project into the Southern California supply chain and goods movement network. Additionally, the proposed project circulation plan (Exhibit 2-5) shows new driveways that would be restricted to trucks only, passenger vehicles only, or a combination of both trucks and passenger vehicles, which would ultimately minimize congestion in the project vicinity.
	Policy LU-6.7	Require that specific types of industrial uses—as defined in the Zoning Code and at the time a development or building permit application is filed—that are proposed to locate within 1,000 feet of existing or planned residential development include preparation of an air quality analysis that, at a minimum, analyzes the potential impacts of toxic air contaminants (TACs) and cancer risks on existing or potential residents or sensitive receptors.	**Consistent.** The Air Quality and Greenhouse Gas Emissions Analysis and Health Risk Assessment that were prepared for the proposed project analyzed potential TAC and cancer risk impacts. As discussed in Section 3.2, Air Quality, cancer risks and TACs would not exceed the South Coast Air Quality Management District (SCAQMD) thresholds of significance with implementation of Mitigation Measure (MM) AIR-3. With implementation of MM AIR-3, which requires all off-road equipment with engines greater than 100 horsepower to meet either United States Environmental Protection Agency (EPA) or California Air Resources Board (ARB) Tier IV Interim off-road

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			emission standards, . Therefore, the proposed project would not expose residents or sensitive receptors to substantial pollutant concentrations.
	Goal LU-11	Achieve and maintain a strong and highly competitive industrial base that provides attractive, high-quality developments and varied employment opportunities.	**Consistent.** The project objectives include development of BIC industrial facilities in the City of Colton that are designed to meet contemporary industry standards and can easily accommodate a wide variety of warehouse and distribution uses and are economically competitive with similar warehouse facilities in the local Inland Empire marketplace.
	Policy LU-11.1	Require that the construction and rehabilitation of industrial sites incorporate innovative site planning and attractive water- and energy-efficient landscaping and building design.	**Consistent.** The proposed project would be equipped with a low-flow irrigation system and would meet or surpass all applicable water-efficiency standards and regulations. Project design features that would reduce energy usage and water usage include native plants and vegetation for landscaped areas to reduce water use, Clean Air Vehicle and electric vehicle parking stalls, a white cap sheet with a reflectance of 75 percent minimum for the building roof area, low-water-usage plumbing fixtures in office area(s), assessment of building products to reduce life cycle impacts, recycling collection and storage areas inside each building for all types of recyclables, low-emitting finish materials in office area(s), solar-ready roof area, and designated exterior area(s) for occupants to smoke that are away from all operable building doors and windows. Additionally, landscaping would consist of shrubs and trees with low to medium water needs.

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Policy LU-11.3	Increase and diversify local employment opportunities and retain and accommodate industrial development that is compatible with City objectives for safety, environmental and visual quality, and employment and revenue generation.	**Consistent.** The proposed project would be designed to retain existing industrial uses while constructing updated facilities that would satisfy the needs of large-scale warehouse occupants seeking BIC, state-of-the-art features, thereby improving opportunities for employment.
	Policy LU-11.4	Explore economic opportunities based on access to freeways and railroads, such as the creation of an intermodal facility or inland port.	**Consistent.** The proposed project would be located near the I-215 interchange at Barton Road.

It should be noted that the applicant has requested a variance from the City's Zoning requirements to construct two buildings up to 50 feet in height that exceed the established 40-foot height limit in industrial zones.[11]

A 40-foot clear height (the usable height which a tenant can store its product on racking without obstructions from lights or sprinklers) high-cube warehouse building is most feasible when the building footprint is 300,000 square feet or greater. The proposed project has been designed to satisfy the needs of a large-scale warehouse occupant seeking BIC and state-of-the-art features to include a minimum of 40-foot warehouse ceiling clearances, which then require additional height for office finishes and other features that would deliver operational efficiencies. Today's large-scale warehouse occupiers seek 40-foot clear height warehouse facilities that can incorporate two to three levels of mezzanine area, which is best achieved in warehouses with ceiling clearances of 40 feet or more.

[11] Periodically, the City will amend portions of Title 18 (Zoning) of the Colton Municipal Code to address various items, including but not limited to the addition or modification of definitions; modifications to or additions of certain land uses in use tables; modifications to allowances for certain permitted, conditional, and prohibited land uses in various zones; and amendments to and additions of certain regulations for existing permitted land uses. On December 8, 2020, the Planning Commission considered several proposed amendments, including proposed revisions to the Industrial Building Height limits in M-1 and M-2 Zones. According to the Staff Report, City Staff has observed a growing need to allow for industrial buildings with building heights greater than the established limits, which is 40 feet in the M-1 Zone and 50 feet in the M-2 Zone. Currently, height increases can only be processed and approved through the Variance process. Due to changes in industrial building design and technology (i.e., high cube, refrigeration, etc.) the number of Variance requests have increased in these zones. Recognizing a need to increase flexibility and to accommodate recent advances in technology and building design, City staff has proposed to increase the maximum building height in the M-1 Zone from 40 to 50 feet and to provide for a CUP process in lieu of a Variance in either zone when the proposed height exceeds established limits. Because the City would continue to require the review and approval of a CUP to allow for buildings that exceed 50 feet in height in the M-1 and M-2 Zones, proposed buildings with height greater than 50 feet in industrial zones would be reviewed for land use compatibility, fire requirement compliance, and compliance with all safety requirements/regulations, as with all CUP applications. The proposed project currently requires a Variance to allow the proposed warehouse buildings to exceed the existing 40-foot height restriction in the M-1 zone. If the City approves the proposed Ordinance amending the Zoning Code height restrictions in the M-1 zone, the project would no longer require a Variance or CUP because the Municipal Code would allow for building heights up to 50 feet.

The requested height variance is required to avoid the construction of buildings with increasingly obsolete features and ensure the preservation of the property's long-term economic and utility value. The property is unique in its size, scope, and zoning designation within the City. The variance in height would only apply to these structures and would not impact the overall character of the City. The increase in height would be completely integrated into the building elevation design. In addition, the buildings would be positioned on the property in a manner minimizing aesthetic impacts and would not be noticeably larger than the existing structures. Approval of the height variance would allow the proposed project to deviate from the City's Zoning Code.

Table 3.8-4 provides an analysis of the proposed project's consistency with applicable goals from SCAG's 2016 RTP/SCS.

Table 3.8-4: SCAG 2016 RTP/SCS Consistency Analysis

RTP/SCS Goal	Text	Consistency Determination
Goal 1	Align the plan investments and policies with improving regional economic development and competitiveness.	**Consistent.** The proposed project would involve construction of new industrial facilities that would satisfy the needs of large-scale warehouse occupiers seeking BIC, state-of-the-art features, and would be competitive with similar warehouse facilities in the local Inland Empire marketplace.
Goal 2	Maximize mobility and accessibility for all people and goods in the region.	**Consistent.** The proposed project would be designed to easily accommodate a wide variety of warehouse and distribution uses easily accessible to the Southern California supply chain and goods movement network due to its proximity to the I-215 Freeway.
Goal 3	Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** The proposed project would increase travel safety and reliability through roadway improvements on Barton Road, South Terrace Avenue, and Walnut Street.
Goal 4	Preserve and ensure a sustainable regional transportation system.	**Consistent.** The proposed project would increase sustainability of transporting goods by minimizing vehicle miles traveled due to proximity to the I-215 Freeway.
Goal 5	Maximize the productivity of our transportation system.	**Consistent.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The proposed project would not have an adverse impact on or otherwise affect the planning or maintenance of the regional transportation system.

RTP/SCS Goal	Text	Consistency Determination
Goal 6	Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	**Consistent.** The proposed project would minimize vehicle miles traveled as the proposed project is sited immediately west of the newly reconstructed I-215 interchange at Barton Road and would minimize environmental impacts through compliance with the California Green Building Standards Code (CALGreen).
Goal 7	Actively encourage and create incentives for energy efficiency, where possible.	**Consistent.** The proposed project would implement a variety of energy-efficiency features into the project design, as discussed in Table 3.8-3.
Goal 8	Encourage land use and growth patterns that facilitate transit and active transportation.	**Consistent.** This policy provides guidance to establish a local land use plan that facilitates the use of transit and active (nonmotorized) forms of transportation. The proposed project would develop in an industrial area near the I-215 Freeway to minimize impacts to City streets. The project would not impede current planning efforts to facilitate transit and active transportation.
Goal 9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Consistent.** This policy provides guidance to the City of Colton to monitor the transportation network and to coordinate with other agencies as appropriate. The proposed project would not affect the security of the regional transportation system.

As shown in Table 3.8-4, the proposed project would be consistent with the applicable goals from SCAG's 2016 RTP/SCS.

As demonstrated in the analyses contained within Table 3.8-3 and Table 3.8-4 the proposed project would not conflict with an applicable land use plan within the City of Colton and impacts pertaining to land use and planning are therefore less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

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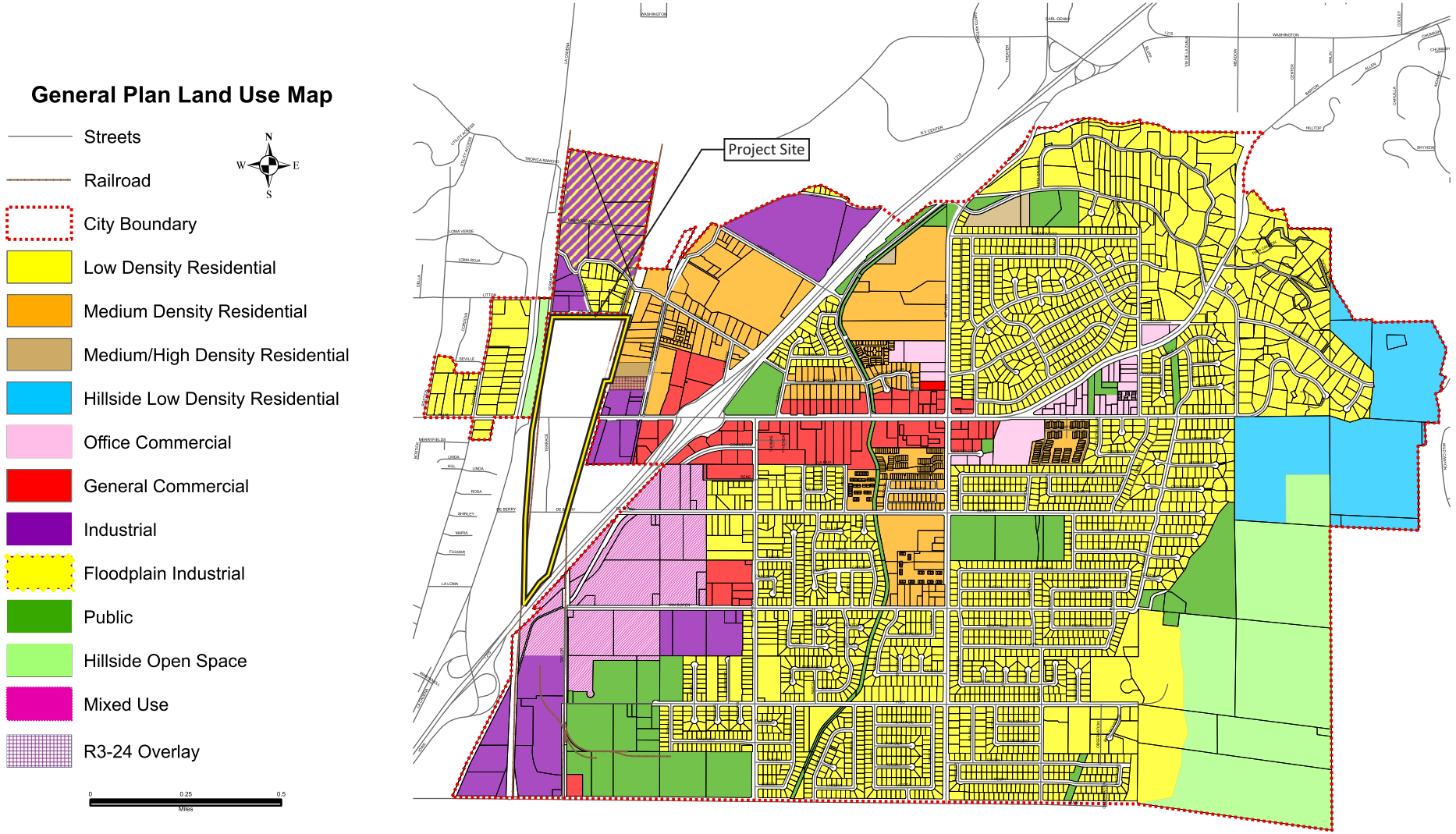

Source: City of Grand Terrace, September 2016.

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Exhibit 3.8-1
Grand Terrace Existing General Plan Land Use Map

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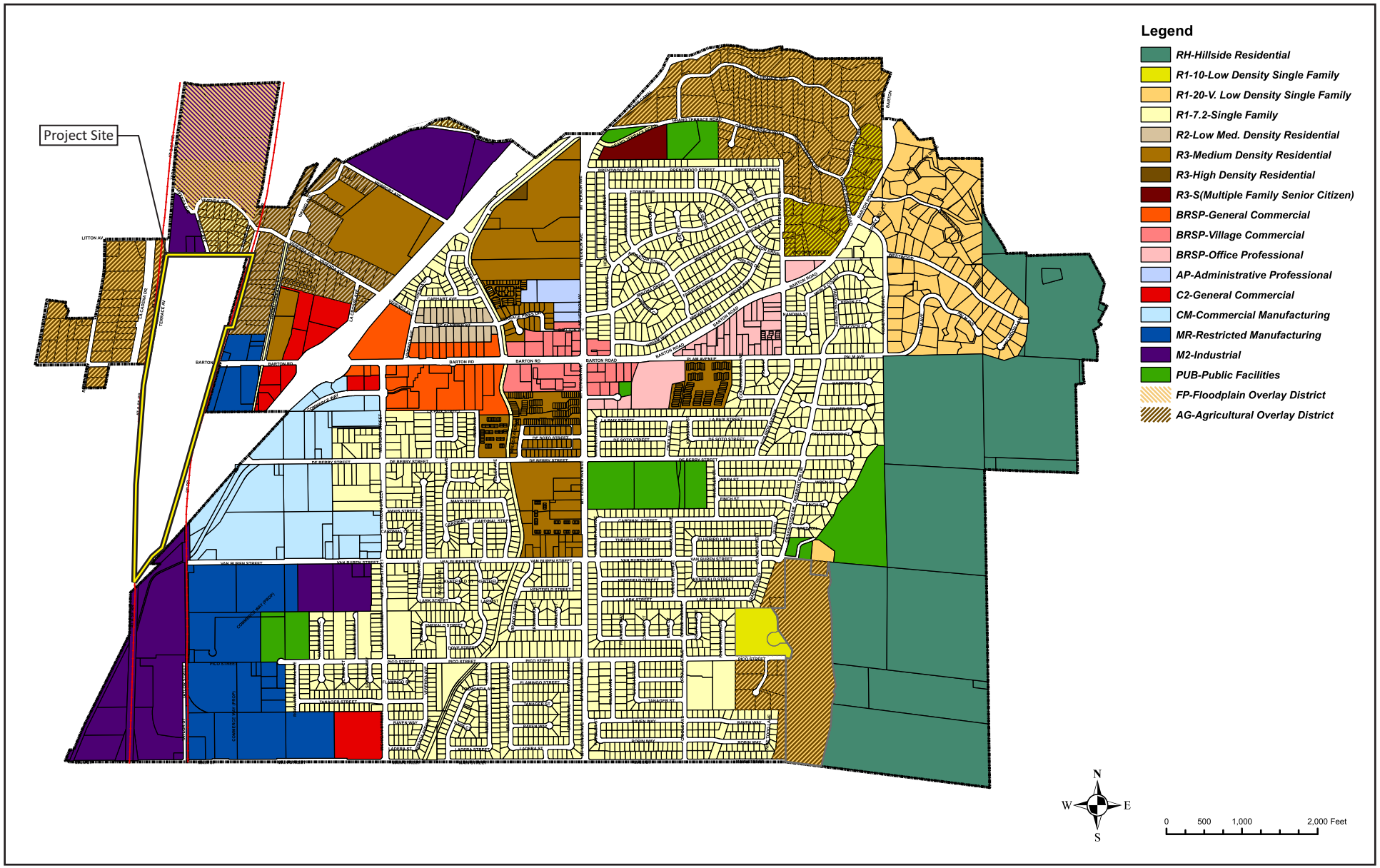

Source: City of Grand Terrace, June 2012.

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Exhibit 3.8-2
Grand Terrace Existing Zoning Map

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3.9 - Noise

3.9.1 - Introduction

This section describes the existing noise setting and potential noise-related effects of project implementation on the project site and surrounding area. Descriptions and analysis in this section are based on noise modeling performed by FirstCarbon Solutions (FCS). The noise modeling output is included in this Draft Focused Environmental Impact Report (Draft Focused EIR) as Appendix H. The following public comments related to noise were received during the Notice of Preparation (NOP) public comment period and were taken into consideration during the preparation of this Draft Focused EIR:

- Concerns about noise impacts due to construction and hours of operation
- Concerns about noise impacts due to truck idling.
- Back up alarms on "yard goats" and forklifts

3.9.2 - Environmental Setting

Characteristics of Noise

Noise is generally defined as unwanted or objectionable sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and in the extreme, hearing impairment. Noise effects can be caused by pitch or loudness. *Pitch* is the number of complete vibrations or cycles per second of a wave that result in the range of tone from high to low; higher-pitched sounds are louder to humans than lower-pitched sounds. *Loudness* is the intensity or amplitude of sound.

Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit, which expresses the ratio of the sound pressure level being measured to a standard reference level. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Only audible changes in existing ambient or background noise levels are considered potentially significant.

The human ear is not equally sensitive to all frequencies within the audible sound spectrum, so sound pressure level measurements can be weighted to better represent frequency-based sensitivity of average healthy human hearing. One such specific "filtering" of sound is called "A-weighting." A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies that are audible to the human ear. Because decibels are logarithmic units, they cannot be added or subtracted by ordinary arithmetic means. For example, if one noise source produces a noise level of 70 dB, the addition of another

noise source with the same noise level would not produce 140 dB; rather, they would combine to produce a noise level of 73 dB.

Noise Descriptors

There are many ways to rate noise for various intervals, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and community noise equivalent level (CNEL) or the day-night average level (L_{dn}) based on dBA. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance when assessing the annoyance factor include the maximum noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of maximum levels denoted by L_{max} for short-term noise impacts. L_{max} reflects peak operating conditions and addresses the annoying aspects of intermittent noise.

Noise Propagation

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source, as well as ground absorption, atmospheric conditions (wind, temperature gradients, and humidity) and refraction, and shielding by natural and manmade features. Sound from point sources, such as an air conditioning condenser, a piece of construction equipment, or an idling truck, radiates uniformly outward as it travels away from the source in a spherical pattern.

The attenuation or sound drop-off rate is dependent on the conditions of the land between the noise source and receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in noise models: soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA per each doubling of the distance (dBA/DD) is typically observed over soft ground with landscaping, as compared with a 6 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. For line sources, such as traffic noise on a roadway, a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3 dBA/DD drop-off rate for hard-site conditions. Table 3.9-1 briefly defines these measurement descriptors and other sound terminology used in this section.

Table 3.9-1: Sound Terminology

Term	Definition
Sound	A vibratory disturbance created by a vibrating object which, when transmitted by pressure waves through a medium such as air, can be detected by a receiving mechanism such as the human ear or a microphone.
Noise	Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
Ambient Noise	The composite of noise from all sources near and far in a given environment.
Decibel (dB)	A unitless measure of sound on a logarithmic scale, which represents the squared ratio of sound-pressure amplitude to a reference sound pressure. The reference pressure is 20 micropascals, representing the threshold of human hearing (0 dB).
A-Weighted Decibel (dBA)	An overall frequency-weighted sound level that approximates the frequency response of the human ear.
Equivalent Noise Level (L_{eq})	The average sound energy occurring over a specified time period. In effect, L_{eq} is the steady-state sound level that in a stated period would contain the same acoustical energy as the time-varying sound that actually occurs during the same period.
Maximum and Minimum Noise Levels (L_{max} and L_{min})	The maximum or minimum instantaneous sound level measured during a measurement period.
Day-Night Level (DNL or L_{dn})	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring between 10 p.m. and 7 a.m. (nighttime).
Community Noise Equivalent Level (CNEL)	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the A-weighted sound levels occurring between 7 p.m. and 10 p.m. and 10 dB added to the A-weighted sound levels occurring between 10 p.m. and 7 a.m.
Source: Data compiled by FCS 2020.	

Traffic Noise

The level of traffic noise depends on the three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater number of trucks. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. Because of the logarithmic nature of noise levels, a doubling of the traffic volume (assuming that the speed and truck mix do not change) results in a noise level increase of 3 dBA. Based on the Federal Highway Administration (FHWA) community noise assessment criteria, this change is “barely perceptible”; for reference, a doubling of

perceived noise levels would require an increase of approximately 10 dBA. The truck mix on a given roadway also has an effect on community noise levels. As the number of heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise levels increase.

Stationary Noise

A stationary noise producer is any entity in a fixed location that emits noise. Examples of stationary noise sources include machinery, engines, energy production, and other mechanical or powered equipment and activities such as loading and unloading or public assembly that may occur at commercial, industrial, manufacturing, or institutional facilities. Furthermore, while noise generated by the use of motor vehicles over public roads is preempted from local regulation, although the use of these vehicles is considered a stationary noise source when operated on private property such as at a construction site, a truck terminal, or warehousing facility. The emitted noise from the producer can be mitigated to acceptable levels either at the source or on the adjacent property through the use of proper planning, setbacks, block walls, acoustic-rated windows, dense landscaping, or by changing the location of the noise producer.

The effects of stationary noise depend on factors such as characteristics of the equipment and operations, distance and pathway between the generator and receptor, and weather. Stationary noise sources may be regulated at the point of manufacture (e.g., equipment or engines), with limitations on the hours of operation, or with provision of intervening structures, barriers or topography.

Construction activities are a common source of stationary noise. Construction-period noise levels are higher than background ambient noise levels but eventually cease once construction is complete. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on each construction site and, therefore, would change the noise levels as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction related noise ranges to be categorized by work phase. Table 3.9-2 shows typical noise levels of construction equipment as measured at a distance of 50 feet from the operating equipment.

Table 3.9-2: Typical Construction Equipment Maximum Noise Levels, L_{max}

Type of Equipment	Impact Device? (Yes/No)	Specification Maximum Sound Levels for Analysis (dBA at 50 feet)
Impact Pile Driver	Yes	95
Auger Drill Rig	No	85
Vibratory Pile Driver	No	95
Jackhammers	Yes	85
Pneumatic Tools	No	85
Pumps	No	77
Scrapers	No	85
Cranes	No	85
Portable Generators	No	82

Type of Equipment	Impact Device? (Yes/No)	Specification Maximum Sound Levels for Analysis (dBA at 50 feet)
Rollers	No	85
Dozers	No	85
Tractors	No	84
Front-End Loaders	No	80
Backhoe	No	80
Excavators	No	85
Graders	No	85
Air Compressors	No	80
Dump Truck	No	84
Concrete Mixer Truck	No	85
Pickup Truck	No	55
Source: Federal Highway Administration (FHWA). 2006. Highway Construction Noise Handbook, August.		

Noise from Multiple Sources

Because sound pressure levels in decibels are based on a logarithmic scale, they cannot be added or subtracted in the usual arithmetical way. Therefore, sound pressure levels in decibels are logarithmically added on an energy summation basis. In other words, adding a new noise source to an existing noise source, both producing noise at the same level, will not double the noise level. Instead, if the difference between two noise sources is 10 dBA or more, the louder noise source will dominate, and the resultant noise level will be equal to the noise level of the louder source. In general, if the difference between two noise sources is 0–1 dBA, the resultant noise level will be 3 dBA higher than the louder noise source, or both sources if they are equal. If the difference between two noise sources is 2–3 dBA, the resultant noise level will be 2 dBA above the louder noise source. If the difference between two noise sources is 4–10 dBA, the resultant noise level will be 1 dBA higher than the louder noise source.

Characteristics of Vibration

Groundborne vibration consists of rapidly fluctuating motion through a solid medium, specifically the ground, that has an average motion of zero and in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The effects of groundborne vibration typically only causes a nuisance to people, but in extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Groundborne noise is an effect of groundborne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room, and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV) or

the root mean square (RMS) amplitude of the vibration velocity. Because of the typically small amplitudes of vibrations, vibration velocity is often expressed in decibels—denoted as LV—and is based on the reference quantity of 1 micro inch per second. To distinguish vibration levels from noise levels, the unit is written as "VdB."

Although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. When assessing annoyance from groundborne vibration, vibration is typically expressed as root mean square (rms) velocity in units of decibels of 1 micro-inch per second, with the unit written in VdB. Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. Human perception to vibration starts at levels as low as 67 VdB. Annoyance due to vibration in residential settings starts at approximately 70 VdB.

Off-site sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration. Construction activities, such as blasting, pile driving and operating heavy earthmoving equipment, are common sources of groundborne vibration. Construction vibration impacts on building structures are generally assessed in terms of PPV. Typical vibration source levels from construction equipment are shown in Table 3.9-3.[1]

Table 3.9-3: Vibration Levels of Construction Equipment

Construction Equipment	PPV at 25 Feet (inches/second)	RMS Velocity in Decibels (VdB) at 25 Feet
Water Trucks	0.001	57
Scraper	0.002	58
Bulldozer—small	0.003	58
Jackhammer	0.035	79
Concrete Mixer	0.046	81
Concrete Pump	0.046	81
Paver	0.046	81
Pickup Truck	0.046	81
Auger Drill Rig	0.051	82
Backhoe	0.051	82
Crane (Mobile)	0.051	82
Excavator	0.051	82
Grader	0.051	82
Loader	0.051	82
Loaded Trucks	0.076	86
Bulldozer—Large	0.089	87

[1] Federal Highway Administration (FHWA). 2006. Highway Construction Noise Handbook. August.

Construction Equipment	PPV at 25 Feet (inches/second)	RMS Velocity in Decibels (VdB) at 25 Feet
Caisson drilling	0.089	87
Vibratory Roller (small)	0.101	88
Compactor	0.138	90
Clam shovel drop	0.202	94
Vibratory Roller (large)	0.210	94
Pile Driver (impact-typical)	0.644	104
Pile Driver (impact-upper range)	1.518	112
Source: Compilation of scientific and academic literature, generated by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).		

The propagation of groundborne vibration is not as simple to model as airborne noise. This is because noise in the air travels through a relatively uniform medium, while groundborne vibrations travel through the earth, which may contain significant geological differences. Factors that influence groundborne vibration include:

- **Vibration source:** Type of activity or equipment, such as impact or mobile, and depth of vibration source;
- **Vibration path:** Soil type, rock layers, soil layering, depth to water table, and frost depth; and
- **Vibration receiver:** Foundation type, building construction, and acoustical absorption.

Among these factors that influence groundborne vibration, there are significant differences in the vibration characteristics when the source is underground compared to at the ground surface. In addition, soil conditions are known to have a strong influence on the levels of groundborne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock. Vibration propagation is more efficient in stiff clay soils than in loose sandy soils, and shallow rock seems to concentrate the vibration energy close to the surface and can result in groundborne vibration problems at large distance from the source. Factors such as layering of the soil and depth to the water table can have significant effects on the propagation of groundborne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils. There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil type, but it has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests. The vibration level (calculated below as "PPV") at a distance from a point source can generally be calculated using the vibration reference equation:

$$PPV = PPV_{ref} * (25/D)^n \text{ (in/sec)}$$

Where:

PPV_{ref}=reference measurement at 25 feet from vibration source
D=distance from equipment to the receptor
n=vibration attenuation rate through ground

According to Chapter 12 of the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment manual, an "n" value of 1.5 is recommended to calculate vibration propagation through typical soil conditions.[2]

Existing Noise Levels

Existing noise sources in the project area include noise from traffic on the I-215 Freeway to the south and southeast, Walnut Avenue to the north, and South Terrace Avenue to the west. Other noise sources in the project vicinity include industrial and commercial operations to the east of the project site. Occasional train operations on the railroad tracks adjacent to the proposed project's western boundary also contribute to the ambient noise environment. The existing ambient noise levels in the project vicinity were documented through traffic noise modeling of existing traffic conditions and through ambient noise monitoring.

Existing Ambient Noise Levels

The existing noise environment in the project vicinity was documented through ambient noise monitoring. Noise monitoring was conducted at the locations shown in Exhibit 3.9-1 and the noise measurement data sheets are included in Appendix H. Four short-term noise measurements (15-minutes each) were taken on Tuesday, October 13, 2020, and one long-term (24-hour) noise measurement was taken from 6:20 p.m. on Tuesday, October 13, 2020, to 6:20 p.m. on Wednesday, October 14, 2020. The short-term noise measurements were taken between 4:30 p.m. and 6:00 p.m., during the afternoon peak noise hour. These measurements provide a baseline for existing noise conditions in the project vicinity.

The noise measurement locations were taken in compliance with the methodology and site selection guidance of the California Department of Transportation (Caltrans) Technical Noise Supplement. The short-term measurements were taken at the nearest appropriate point to roadway segments adjacent to residential receptors surrounding the project boundaries.

[2] Federal Transit Administration (FTA). 2006. Transit Noise and Vibration Impact Assessment. May.

Short-term Noise Measurements

The short-term noise measurements taken at the project site are summarized in Table 3.9-4. The noise measurements indicate that daytime ambient noise levels range from 50.8 dBA to 74.5 dBA L_{eq} at nearby residential land uses in the project vicinity. The noise technician observed that the dominant noise sources in the project vicinity are traffic noise on local roadways and railroad noise.

Long-term Noise Measurement

The long-term noise measurement (LT-1) was conducted along the northern boundary of the project site, adjacent to Walnut Avenue (Exhibit 3.9-1). The 24-hour average ambient noise levels at this location averaged 61.3 dBA CNEL, with daytime average noise levels of 55.7 dBA L_{eq}, and nighttime average noise levels of 54.4 dBA L_{eq}. Documented maximum noise levels at this location ranged up to 83.2 dBA L_{max}. Measured ambient noise levels at this location exceeded 65 dBA for fewer than 10-minutes total of the 24-hour period measured. The noise technician observed that the dominant noise sources in the project vicinity during the 24-hour noise measurement were vehicle traffic on local roadways, train noise, and industrial activity on the project site.

Table 3.9-4: Existing Ambient Noise Levels in the Project Vicinity

Site Location	Location Description	dBA	Primary Noise Sources
ST-1	Residential property line at corner of Walnut Avenue northeast of the project site	50.8 L_{eq}	Train passing, traffic on local roadways
ST-2	Residential property line at northeast corner of Walnut Avenue and Maple Avenue	60.2 L_{eq}	Traffic on local roadways, barking dog
ST-3	15-feet west of La Cadena Drive at fence-line of new residential property, 430-feet north of Palm Avenue	74.5 L_{eq}	Train passing and traffic on La Cadena Drive
ST-4	20-feet west of La Cadena Drive, 20-feet north of Palm Avenue, at adjacent residential property line	67.1 L_{eq}	Train passing and traffic on La Cadena Drive and Palm Avenue
LT-1	Northern project property line, south of Walnut Avenue and Maple Avenue intersection	61.3 CNEL	Train passing, traffic on local roadways, activity on project site
Source: FCS 2020.			

Traffic Noise

Existing traffic noise levels along selected roadway segments in the project vicinity were modeled using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The daily traffic volumes were obtained from the traffic analysis prepared for the proposed project by Urban Crossroads.[3] The traffic volumes described here correspond to the existing without project conditions traffic scenario as described in the transportation analysis. The model inputs and outputs—including the 60 dBA, 65 dBA, and 70 dBA

[3] Urban Crossroads. 2020. Barton Road Logistics Traffic Analysis. September 8.

CNEL noise contour distances—are provided in the Appendix of this document. A summary of the modeling results is shown in Table 3.9-5.

As is shown in Table 3.9-5, traffic noise levels range up to approximately 74 dBA CNEL at 50-feet from the outermost travel lane on roadway segments near the project site. The proposed project consists of industrial uses that have no sensitive areas related to noise; therefore, exterior noise levels experienced due to traffic or train noise in the area would not exceed the City's land use compatibility standards for the proposed land use.

Table 3.9-5: Existing Traffic Noise Levels

Roadway Segment	Approximate ADT	Centerline to 70 CNEL (feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Barton Road-Project Driveway 5 to Grand Terrace Road	18,100	<50	82	177	67.5
Barton Road-Grand Terrace Road to I-215 Southbound Ramps	26,400	<50	106	228	69.2
La Cadena Drive-Rancho Avenue to Barton Road	31,400	103	217	466	72.3
La Cadena Drive-Barton Road to Iowa Avenue	44,600	129	274	588	73.9

Notes:
[1] Modeling results do not take into account mitigating features such as topography, vegetative screening, fencing, building design, or structure screening. Rather, they assume a worst-case scenario of having a direct line of site on flat terrain.
ADT=Average Daily Traffic
Source: FCS 2020.

3.9.3 - Regulatory Framework

Federal

Noise Control Act

In 1972, Congress enacted the Noise Control Act. This act authorized the United States Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels) and welfare (annoyance levels) categories, as shown in Table 3.9-6. The EPA cautions that these identified levels are not standards because they do not take into account the cost or feasibility of the levels.

For protection against hearing loss, 96 percent of the population would be protected if sound levels are less than or equal to an $L_{eq(24)}$ of 70 dBA. The EPA activity and interference guidelines are designed to ensure reliable speech communication at about 5 feet in the outdoor environment. For outdoor and indoor environments, interference with activity and annoyance should not occur if levels are below 55 dBA and 45 dBA, respectively.

Table 3.9-6: Summary of EPA Recommended Noise Levels to Protect Public Welfare

Effect	Level	Area
Hearing loss	$L_{eq}(24) \leq 70$ dB	All areas
Outdoor activity interference and annoyance	$L_{dn} \leq 55$ dB	Outdoors in residential areas, farms, and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	$L_{eq}(24) \leq 55$ dB	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor activity interference and annoyance	$L_{eq} \leq 45$ dB	Indoor residential areas.
	$L_{eq}(24) \leq 45$ dB	Other indoor areas with human activities such as schools, etc.

Note:
(24) signifies an L_{eq} duration of 24 hours.
Source: United States Environmental Protection Agency (EPA). 1978. Protective Noise Levels, EPA 550/9-79-100. November.

Federal Transit Administration Standards and Guidelines

The FTA has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in its Transit Noise and Vibration Impact Assessment Manual.[4] The FTA guidelines include thresholds for construction vibration impacts for various structural categories as shown in Table 3.9-7.

Table 3.9-7: Federal Transit Administration Construction Vibration Impact Criteria

Building Category	PPV (in/sec)	Approximate VdB
I. Reinforced—Concrete, Steel or Timber (no plaster)	0.5	102
II. Engineered Concrete and Masonry (no plaster)	0.3	98
III. Non-engineered Timber and Masonry Buildings	0.2	94
IV. Buildings Extremely Susceptible to Vibration Damage	0.12	90

Note:
VdB=vibration measured as rms velocity in decibels of 1 micro-inch per second
Source: Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September.

State

The State of California has established regulations that help prevent adverse impacts to occupants of buildings located near noise sources. Referred to as the "State Noise Insulation Standard," it requires buildings to meet performance standards through design and/or building materials that would offset any noise source in the vicinity of the receptor. State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-

[4] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September.

family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are found in the California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor-ceiling assemblies must block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA CNEL in any habitable room with all doors and windows closed. In addition, the standards require preparation of an acoustical analysis demonstrating the manner in which dwelling units have been designed to meet this interior standard, where such units are proposed in an area with exterior noise levels greater than 60 dBA CNEL.

The proposed project does not include any type of residential development. Therefore, these standards are not applicable to the proposed project. However, the State has established land use compatibility guidelines for determining acceptable noise levels for specified land uses, including industrial type land uses such as the proposed project, which the City of Colton has adopted as described below.

California Building Standards Code

The State of California has established regulations that help prevent adverse impacts to occupants of buildings located near noise sources. Referred to as the "State Noise Insulation Standard," it requires buildings to meet performance standards through design and/or building materials that would offset any noise source in the vicinity of the receptor. State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are found in the California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor-ceiling assemblies must block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA CNEL in any habitable room with all doors and windows closed. In addition, the standards require preparation of an acoustical analysis demonstrating the manner in which dwelling units have been designed to meet this interior standard, where such units are proposed in an area with exterior noise levels greater than 60 dBA CNEL.

The proposed project does not include any type of residential development. Therefore, these standards are not applicable to the proposed project. However, the State has established land use compatibility guidelines for determining acceptable noise levels for specified land uses, including industrial type land uses such as the proposed project, which the City of Colton has adopted as described below.

Local

The City of Colton addresses noise in the Noise Element of the City of Colton General Plan and in the City's Municipal Code, as discussed below. [5,6]

[5] City of Colton. 1987. City of Colton General Plan Noise Element.
[6] City of Colton. 2020. City of Colton Municipal Code. April 27.

The City of Colton General Plan, Noise Element, establishes land use compatibility standards for the City of Colton. The General Plan Land Use Compatibility Standards for Community Noise Environments are shown in Table 3.9-8. Of these, the land use category that most closely applies to the proposed project is industrial, manufacturing, utilities, and agriculture. For this designation, 75 dBA CNEL is considered to be the "normally acceptable" noise level for this type of land use.

Table 3.9-8: Land Use Compatibility Standards for Community Noise Environments

Land Use Category	Community Noise Exposure in Decibels (CNEL) Day/Night Average Noise Level in Decibels (L_{dn})						
	55	60	65	70	75	80	
Residential—Low Density Single-Family, Duplex, Mobile Homes							
Residential—Multi-family							
Transient Lodging—Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							

Land Use Category	Community Noise Exposure in Decibels (CNEL) Day/Night Average Noise Level in Decibels (L_{dn})							
		55	60	65	70	75	80	
Office Buildings								
Industrial, Manufacturing, Utilities, Agriculture								

	NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.		NORMALLY UNACCEPTABLE New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	CONDITIONALLY ACCEPTABLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.		CLEARLY UNACCEPTABLE New construction or development clearly should not be undertaken.

Source: City of Colton General Plan 1987.

City of Colton Municipal Code

The City of Colton establishes its noise performance standards in the City's Municipal Code. The noise ordinance (Municipal Code § 18.42.040) establishes a threshold of 65 dBA as the maximum operational sound level permitted to be generated, when measured at the boundary line of the property on which the sound is generated. While the City does not indicate the noise metric for this performance threshold, for purposes of this analysis it is assumed the applicable noise metric is an hourly average noise exposure level (65 dBA $L_{eq(h)}$) applicable to all daytime and nighttime hours.

The City also addresses vibration impacts by restricting a project's operations so as not to generate ground vibration by equipment (other than motor vehicles, trains, or by temporary construction or demolition) which is perceptible without instruments by the average person at or beyond any lot line of the lot containing the activities.

3.9.4 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. The standards of significance used in this Draft Focused EIR are based on the independent judgment of the City of Colton, taking into consideration the State CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies in support of this Draft Focused EIR; performance standards adopted, implemented, and monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local Guidelines for Implementing CEQA, Appendix J, Environmental Checklist, to determine whether noise and vibration impacts associated with construction and operation of the proposed project would be considered significant, the following questions should be analyzed and evaluated. Would the project result in the:

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

b) Generation of excessive groundborne vibration or groundborne noise levels?

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

The following Appendix J noise impacts were determined to be less than significant and are therefore discussed briefly in Section 7, Effects Found not to be Significant, of this Draft Focused EIR:

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

The following Appendix J impacts warranted a more thorough analysis in this section based on the Notice of Preparation comments, public concerns, or a more detailed analysis conducted as part of the Draft Focused EIR preparation process:

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

b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

3.9.5 - Project Impacts and Mitigation Measures

This section discusses potential noise impacts associated with project implementation and provides mitigation measures where appropriate.

Substantial Noise Increase in Excess of Standards

Impact NOI-1: **The project could generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.**

Impact Analysis

Construction

For the purposes of this analysis, a significant impact would occur if construction activities would result in a substantial temporary increase in ambient noise levels in the vicinity of the proposed project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies that would result in annoyance or sleep disturbance of nearby sensitive receptors.

The City of Colton's noise ordinance has not established noise performance standards for construction activities. Therefore, this noise study uses the construction noise performance standards found in the County of San Bernardino Development Code which restricts such noise producing construction activity to daytime hours.[7] Specifically, the County of San Bernardino Development Code, Section 83.01.080, indicates that noise producing construction activities are restricted to between the hours of 7:00 a.m. and 7:00 p.m. Monday to Saturday, with no such activity permitted on Sundays or Federal holidays.

Like the City of Colton, the County of San Bernardino does not establish a numeric maximum acceptable construction source noise level for nearby potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes as a substantial temporary or periodic noise increase. Therefore, to evaluate whether the proposed project would generate a substantial periodic increase in short-term noise levels at off-site sensitive receptor locations, the following guidelines from the FTA are applied as reasonable criteria for assessing construction-related noise level impacts: a 1-hour L_{eq} of 90 dBA is identified as a noise level threshold for construction noise at nearby sensitive receptors in residential areas.

Therefore, for the purposes of this analysis, a significant impact would occur if noise producing construction activity were to occur outside the County's permitted hours or if the project's construction activity noise levels would exceed the FTA's construction noise threshold of 90 $L_{eq(h)}$ dBA as measured at a sensitive receiving land use in the project vicinity.

Construction-related Traffic Noise

Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. One type of short-term noise impact that could occur during project construction would result from the increase in traffic flow on local streets associated with the transport of workers, equipment, and materials to and from the project

[7] County of San Bernardino. 2007. 2007 Development Code. March 13. Website: http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf. Accessed July 29, 2020.

site. The transport of workers and construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the site. Because workers and construction equipment would use existing routes, noise from passing trucks would be similar to existing vehicle-generated noise on these local roadways. Typically, a doubling of the Average Daily Traffic (ADT) hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels; which, as discussed in the characteristics of noise discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Based on the project-specific Barton Road Logistics Traffic Analysis,[8] average daily traffic volume along roadway segments accessing the project site is 18,100 or greater, and AM and PM peak-hour traffic volumes average 1,800 or greater trips per hour on these local roadway segments. Based on the daily trip calculated for the Energy impact analysis (see Appendix J), the phase with the highest number of combined worker and vendor trips is the building construction phase, which would generate a combined total of 1,209 daily trips. Not all of these trips would travel along the same roadway segments. Therefore, project-related construction trips would not double the hourly or daily traffic volumes along any roadway segment in the project vicinity. For this reason, short-term intermittent noise from construction trips would not be expected to result in a perceptible increase in hourly- or daily average traffic noise levels in the project vicinity. Therefore, short-term construction-related noise impacts associated with the transportation of workers and equipment to the project site would be less than significant.

Construction Equipment Operational Noise

The second type of short-term noise impact is related to noise generated during construction on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction related noise ranges to be categorized by work phase. Table 3.9-2 lists typical construction equipment noise levels based on a distance of 50 feet between the equipment and a noise receptor. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. Impact equipment such as pile drivers are not expected to be used during construction of this project.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Construction of the proposed project is expected to require the use of scrapers, bulldozers, water trucks, haul trucks, and pickup trucks. Based on the information provided in Table 3.9-2 the maximum noise level generated by each scraper is assumed to be 85 dBA L_{max} at 50 feet from this

[8] Urban Crossroads. 2020. Barton Road Logistics Traffic Analysis. September 8.

equipment. Each bulldozer would also generate 85 dBA L_{max} at 50 feet. The maximum noise level generated by graders is approximately 85 dBA L_{max} at 50 feet. A characteristic of sound is that each doubling of sound sources with equal strength increases a sound level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA L_{max} at a distance of 50 feet from the acoustic center of a construction area. This would result in a reasonable worst-case hourly average of 86 dBA $L_{eq(h)}$, at a distance of 50 feet from the acoustic center of a construction area when multiple pieces of heavy equipment operate simultaneously in relatively the same location for an hour period. The acoustic center reference is used because construction equipment must operate at some distance from one another on a project site, and the combined noise level as measured at a point equidistant from the sources (acoustic center) would be the worst-case maximum noise level. The effect on sensitive receptors is evaluated below.

The closest noise-sensitive receptor to the project site is the single-family residence located approximately 75 feet north of the project site at the northeast corner of Walnut Avenue and Maple Avenue. The façade of this closest home would be located approximately 125 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would operate simultaneously. At this distance, construction noise levels could range up to approximately 82 dBA L_{max}, with a relative worst-case hourly average of 78 dBA $L_{eq(h)}$ at this receptor. These noise levels could occur temporarily under the reasonable worst-case scenario of multiple pieces of heavy construction equipment operating simultaneously in relatively the same locations at the nearest project boundary for an hour period. These noise levels would drop off at a rate of 6 dBA per doubling of distance as the equipment moves over the site and operates at greater distances from off-site receptors.

Again, the significance threshold for construction noise impacts is whether noise producing construction activity would occur outside the City's permitted hours or would exceed the FTA's construction noise threshold of 90 $L_{eq(h)}$ dBA as measured at a sensitive receiving land use in the project vicinity. As shown in this analysis, the reasonable worst-case hourly average construction noise levels of 78 dBA $L_{eq(h)}$ as measured at the nearest receptor are below the FTA's construction noise threshold of 90 dBA $L_{eq(h)}$ for nearby sensitive receptors in residential areas.

These construction activities could result in relatively high single event noise exposure potential causing an intermittent noise nuisance or a temporary increase in ambient noise levels in the project vicinity that could result in annoyance or sleep disturbance of nearby sensitive receptors unless restricted to daytime hours. However, Chapter 7.24.0706 of the San Bernardino County Municipal Code restricts permissible hours of construction to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, excluding Federal holidays. Compliance with the County's permissible hours of construction and implementation of the best management noise reduction techniques and practices outlined in Mitigation Measure (MM) NOI-1 would ensure that construction noise would not result in a substantial temporary increase in ambient noise levels that would result in annoyance or sleep disturbance of nearby sensitive receptors. Therefore, with implementation of MM NOI-1, temporary construction noise impacts would be reduced to a less than significant level.

Mobile Source Operational Noise Impacts

A significant impact would occur if project-generated traffic would result in a substantial increase in ambient noise levels compared with those that would exist without the proposed project. The City does not define "substantial increase," therefore for purpose of this analysis, a substantial increase is based on the following criteria. A characteristic of noise is that audible increases in noise levels generally refer to a change of 3 dBA or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. A change of 5 dBA is considered the minimum readily perceptible change to the human ear in outdoor environments. Therefore, for purposes of this analysis, a significant impact would occur if the proposed project would cause the CNEL to increase by any of the following:

- 5 dBA or more even if the CNEL would remain below normally acceptable levels for a receiving land use.
- 3 dBA or more, thereby causing the CNEL in the project vicinity to exceed normally acceptable levels and result in noise levels that would be considered conditionally acceptable for a receiving land use.
- 1.5 dBA or more where the CNEL currently exceeds conditionally acceptable levels.

Table 3.9-9 shows a summary of the traffic noise levels for existing (2020), existing plus project, year 2040 no project, and year 2040 plus project, as measured at 50 feet from the centerline of the outermost travel lane. These daily traffic volumes were obtained from the traffic analysis prepared for the proposed project by Urban Crossroads.[9]

Table 3.9-9: Traffic Noise Increase Summary

Roadway Segment	Existing (dBA) CNEL	Existing Plus Project (dBA) CNEL	Increase over Existing (dBA)	Year 2040 No Project (dBA) CNEL	Year 2040 Plus Project (dBA) CNEL	Increase over Year 2040 No Project (dBA)
Barton Road-Project Driveway 5 to Grand Terrace Road	67.5	68.0	0.5	71.3	71.5	0.2
Barton Road-Grand Terrace Road to I-215 Southbound Ramps	69.2	69.4	0.2	72.2	72.3	0.1
La Cadena Drive-Rancho Avenue to Barton Road	72.3	72.4	0.1	74.2	74.3	0.1
La Cadena Drive-Barton Road to Iowa Avenue	73.9	73.9	0.0	76.1	76.1	0.0
Source: FCS 2020.						

As shown in Table 3.9-9, the highest traffic noise level increase with implementation of the proposed project would occur along Barton Road between Project Driveway 5 and Grand Terrace Road (see Exhibit 2-5, Overall Site Plan), under existing plus project conditions. Along this roadway segment,

[9] Urban Crossroads. 2020. Barton Road Logistics Traffic Analysis. September 8.

the proposed project would result in traffic noise levels ranging up to 68 dBA CNEL as measured at 50 feet from the centerline of the nearest travel lane, representing an increase of 0.5 dBA over existing conditions for this roadway segment. The resulting noise levels are below the normally acceptable threshold for receiving land uses adjacent to this roadway segment. This increase is well below the 5 dBA increase that would be considered a substantial permanent increase in noise levels compared with noise levels that would exist without the proposed project. Therefore, project-related traffic noise levels would not result in a substantial permanent increase in traffic noise levels in excess of applicable standards and this would represent a less than significant impact.

Stationary Source Operational Noise Impacts

A significant impact would occur if operational noise levels generated by stationary noise sources at the proposed project site would result in a substantial permanent increase in ambient noise levels in excess of any of the noise performance thresholds established in the City's Municipal Code. According to these noise performance standards, stationary noise sources are not permitted to exceed 65 dBA L_{eq} when measured at the boundary line of the property on which the sound is generated. While the City does not indicate the noise metric for this performance threshold, for the purposes of this analysis it is assumed the applicable noise metric is an hourly average noise exposure level (65 dBA $L_{eq(h)}$). This threshold applies to any 60-minute period, day or night.

As noted in the characteristics of noise discussion in Section 3.9.2 above, audible increases in noise levels generally refer to a change of 3 dBA or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. A change of 5 dBA is considered the minimum readily perceptible change to the human ear in outdoor environments. Therefore, for purposes of this analysis, an increase of more than 3 dBA above the applicable noise performance thresholds would be considered a substantial permanent increase in ambient noise levels.

The proposed project would include new stationary noise sources, including parking lot activities, truck loading and unloading activities, and mechanical ventilation equipment.

Parking Lot Activities

Typical parking lot activities include people conversing, doors shutting, and vehicles idling which generate noise levels ranging from approximately 60 dBA to 70 dBA L_{max} at 50 feet. These activities are expected to occur sporadically throughout the day as cars and trucks arrive and leave the project site.

Proposed parking areas are located as close as 25 feet from the project boundaries in some locations. As a reasonable worst-case scenario, this analysis assumed a minimum of one parking movement for every parking stall nearest the project boundary within a single hour. The resulting hourly average noise levels associated with daily parking lot activities would be approximately 63 dBA L_{eq} at the nearest point along any project boundary line. These noise levels would not result in an increase of 3 dBA above the City's daytime and nighttime hourly average noise performance threshold of 65 dBA $L_{eq(h)}$ for stationary noise sources as measured at the nearest project boundary. These noise levels would be even lower as measured at off-site receptors. Therefore, operational parking lot activity noise levels would not result in a substantial permanent increase in ambient noise levels in excess of the City's noise performance threshold, and this impact would be less than significant.

Truck Loading and Unloading Activities

Noise would be generated by loading and unloading activities at the loading zones along the western and eastern sides of the proposed warehouse Building 1 and on the western and eastern side of Building 2. Typical noise levels from truck loading and unloading activity can range from 70 dBA to 80 dBA L_{max} as measured at 50 feet. These maximum noise levels include noise from associated truck loading/unloading activity, such as backup alarms or beepers and truck docking noises. Reasonable worst-case hourly average noise levels, assuming a truck loading/unloading activity at every loading dock in a single hour, would result in noise levels of approximately 75 dBA L_{eq} as measured at 100 feet from the nearest loading dock. These activities are expected to occur sporadically throughout the day and night and would not be continuous.

Proposed truck loading dock doors are located as close as 150 feet from the nearest project boundary (the northern border along Walnut Avenue). It should be noted that the proposed site plan does not include external loading docks. The proposed buildings would include dock doors for trucks to back their trailers into, and all loading and unloading activities would occur within the buildings. As a reasonable worst-case scenario, this analysis assumed a trailer loading event for each dock door per hour. The resulting hourly average noise levels associated with daily trailer loading activities would be approximately 65 dBA $L_{eq(h)}$ at the nearest point along the boundary line of the project site. These noise levels would not result in an increase of 3 dBA above the City's daytime and nighttime hourly average noise performance threshold of 65 dBA $L_{eq(h)}$ for stationary noise sources as measured at the nearest project boundary. These noise levels would be even lower as measured at off-site receptors. Therefore, operational trailer loading activity noise levels would not result in a substantial permanent increase in ambient noise levels in excess of the City's noise performance threshold, and this impact would be less than significant.

On-Site Equipment Operational Activities

Implementation of the proposed project would include expanded operation of on-site loading/unloading equipment such as "yard goats" and forklifts. Yard goats[10] are truck terminal tractors used to move the semi-trailers within a cargo yard. At the time of preparation of this analysis, specific details of the exact number or type of such equipment were not available. The loudest noise source from such equipment operation would be the backup alarms. Other related noise sources, such as driving around the site would be similar to the parking lot noise activity analyzed above which was determined to be less than significant. However, to reduce potential noise impacts from operation of backup alarms on "yard goats" and forklifts, the project shall incorporate a condition of approval requiring the future operator to utilize an alternative warning system to the sound-based backup alarm to ensure that operation of this type of on-site equipment would not result in a substantial permanent increase in ambient noise levels in excess of the City's noise performance threshold. This condition of approval must be met prior to the City issuing a certificate of occupancy for the first building. Therefore, this potential noise impact would be less than significant.

Mechanical Ventilation Equipment

The proposed project includes the construction of new buildings with larger footprints and different site-configuration than the existing structures on-site. Implementation of the proposed project

[10] Sometimes called shunt trucks or yard trucks.

would include operation of new rooftop mechanical ventilation equipment on the proposed warehouse buildings, which for the purposes of this analysis, are considered a new stationary noise source in the project vicinity. At the time of preparation of this analysis, specific details of rooftop mechanical ventilation systems were not available; therefore, a reference noise level for typical rooftop mechanical ventilation systems was used. Noise levels from typical commercial-grade mechanical ventilation equipment systems range up to approximately 60 dBA L_{eq} at a distance of 25 feet. The rooftop mechanical ventilation systems could be located as close as 50 feet from the project boundary. At this distance, these mechanical ventilation system operational noise levels would attenuate to below 54 dBA L_{eq}, as measured at the nearest boundary line of the project site. These noise levels would not result in an increase of 3 dBA above the City's daytime and nighttime hourly average noise performance threshold of 65 dBA $L_{eq(h)}$ for stationary noise sources as measured at the nearest project boundary. These noise levels would be even lower as measured at off-site receptors. Therefore, mechanical ventilation equipment noise levels would not result in a substantial permanent increase in ambient noise levels in excess of the City's noise performance threshold, and this impact would be less than significant.

Stationary Source Operational Noise Impact Conclusion

As shown in the analysis above, none of the project stationary operational noise sources would result in an increase of 3 dBA or greater above the City's daytime and nighttime hourly average noise performance threshold of 65 dBA $L_{eq(h)}$ for stationary noise sources as measured at the nearest project boundary. Therefore, noise impacts from stationary operational noise sources would be less than significant.

Table 3.9-10 provides a summary of the stationary source operation noise impacts.

Table 3.9-10: Stationary Operational Noise Impact Summary

Source (Reference Noise Levels)	Approximate Distance from Source to Nearest Project Boundary (feet)	Operational Noise Level as Measured at the Project Boundary	City's Noise Performance Threshold	Exceed Threshold by 3 dBA or greater? (Yes/No)
Parking Lot Activities (60 dBA to 70 dBA L_{max} at 50 feet)	25	63 dBA L_{eq}	65 dBA $L_{eq(h)}$	No
Truck Loading and Unloading Activities (70 dBA to 80 dBA L_{max} as measured at 50 feet)	150	65 dBA $L_{eq(h)}$	65 dBA $L_{eq(h)}$	No
Mechanical Ventilation Equipment (60 dBA L_{eq} at a distance of 25 feet)	50	54 dBA L_{eq}	65 dBA $L_{eq(h)}$	No
Sources: FCS 2020.				

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Project construction activity noise impacts, which could result in a temporary increase in ambient noise levels in the project vicinity that could result in annoyance or sleep disturbance of nearby sensitive receptors, would be reduced to a less than significant level with implementation of the following multi-part mitigation measure.

MM NOI-1 Implementation of the following multi-part mitigation measure shall be required to reduce potential construction period noise impacts:

- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences.
- The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the project site.
- The construction contractor shall ensure that all on-site construction activities, including the operation of any tools or equipment used in construction, drilling, repair, alteration, grading or demolition work, are limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, Saturday; with no such activity permitted on Sundays or Federal holidays.

Condition of Approval

To reduce potential noise impacts from operation of backup alarms on "yard goats" and forklifts, the project shall incorporate the following condition of approval to ensure that operation of these on-site equipment would not result in a substantial permanent increase in ambient noise levels in excess of the City's noise performance threshold.

> Prior to the issuance of the first certificate of occupancy, the applicant shall be required to apply to the United States Occupational Safety and Health Administration (OSHA) to permit an alternative to backup alarms on "yard goats" and forklifts for the purpose of lessening the noise and frequency of standard backup apparatus. Said apparatus shall be reviewed and approved by OSHA and the Director of Development Services prior to the issuance of the first certificate of use and occupancy.

Level of Significance After Mitigation

Less than significant impact with mitigation and conditions of approval incorporated.

Groundborne Vibration/Noise Levels

Impact NOI-2: The project would not result in generation of excessive groundborne vibration or groundborne noise levels.

Impact Analysis

This section analyzes both construction and operational groundborne vibration and noise impacts. Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings. Groundborne noise is generated when vibrating building components radiate sound, or noise generated by groundborne vibration. In general, if groundborne vibration levels do not exceed levels considered to be perceptible, then groundborne noise levels would not be perceptible in most interior environments. Therefore, this analysis focuses on determining exceedances of groundborne vibration levels.

The City's Municipal Code regulates vibration by restricting a project's operations so as not to generate ground vibration by equipment (other than motor vehicles, trains or by temporary construction or demolition) which is perceptible without instruments by the average person at or beyond any lot line of the lot containing the activities. The FTA establishes thresholds for construction vibration impacts for various structural categories as shown in Table 3.9-7. As neither the Municipal Code nor the General Plan provide vibration standards for mobile operational activities, the Caltrans threshold for perception for transient sources of 0.04 inch-per-second (in/sec) PPV is used in this analysis.

Construction

Short-term Construction Vibration Impacts

A significant impact would occur if construction activities would result in vibration that produces a particle velocity greater than or equal to 0.2 in/sec PPV measured at the nearest structure.

Of the variety of equipment used during construction, the large vibratory rollers that could be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. As shown in Table 3.9-3, large vibratory rollers produce groundborne vibration levels ranging up to 0.210 in/sec PPV at 25 feet from the operating equipment.

The closest off-site structure to the project boundaries is the single-family residence located approximately 75 feet north of the project site at the northeast corner of Walnut Avenue and Maple Avenue. Heavy construction equipment could operate at the project boundary nearest this structure during the site preparation and paving phase of construction. At this distance, groundborne vibration levels would range up to 0.04 in/sec PPV from operation of the types of equipment that would produce the highest vibration levels. This vibration level is well below the vibration threshold of 0.2 in/sec PPV as measured at the nearest structure. Therefore, the impact of short-term groundborne vibration associated with construction to off-site receptors would be less than significant.

Operation

Operational Vibration Impacts

A significant impact would occur if project operations would generate groundborne vibration which is perceptible without instruments by the average person at or beyond any lot line of the lot containing the activities.

Implementation of the proposed project would not include any permanent stationary sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at or beyond the lot line. The proposed project would result in tractor-trailer truck deliveries to the project site. Tractor-trailer trucks would travel to the site via Barton Road from the I-215 Freeway interchange and via La Cadena Drive. Tractor-trailer trucks would access the site from Barton Road and De Berry Street. Trucks accessing Building 2 would either traverse La Crosse Avenue to reach De Berry, or access that site from one of the proposed new driveways on Barton Road.

It should be noted that according to the FTA Transit Noise and Vibration Impact Assessment Manual,[11] it is unusual for vibration from sources such as trucks traveling on paved roadways to be perceptible, even for receptors located close to major roadways. However, the following quantitative calculation is provided for a conservative analysis.

As shown in Table 3.9-3, a loaded truck operating off-road would produce a worst-case vibration level of 0.076 in/sec PPV at 25 feet, which is based on loaded trucks driving on dirt roads or rough off-road conditions. The closest receptors along access roadways to the project site are located over 35 feet from the centerline of the nearest travel lane. Based on typical vibration propagation, this would result in a vibration level of 0.04 in/sec PPV at the nearest receptor. As noted previously, all nearby roads and on-site circulation areas are and would be paved, which would result in even lower vibration levels than this worst-case calculation. Therefore, vibration level from trucks traveling to and within the project site would not exceed the 0.04 in/sec PPV threshold of perception for transient sources as measured at the closest receptors in the project vicinity. Therefore, project operational groundborne vibration level impacts would be considered less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant impact.

[11] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September.

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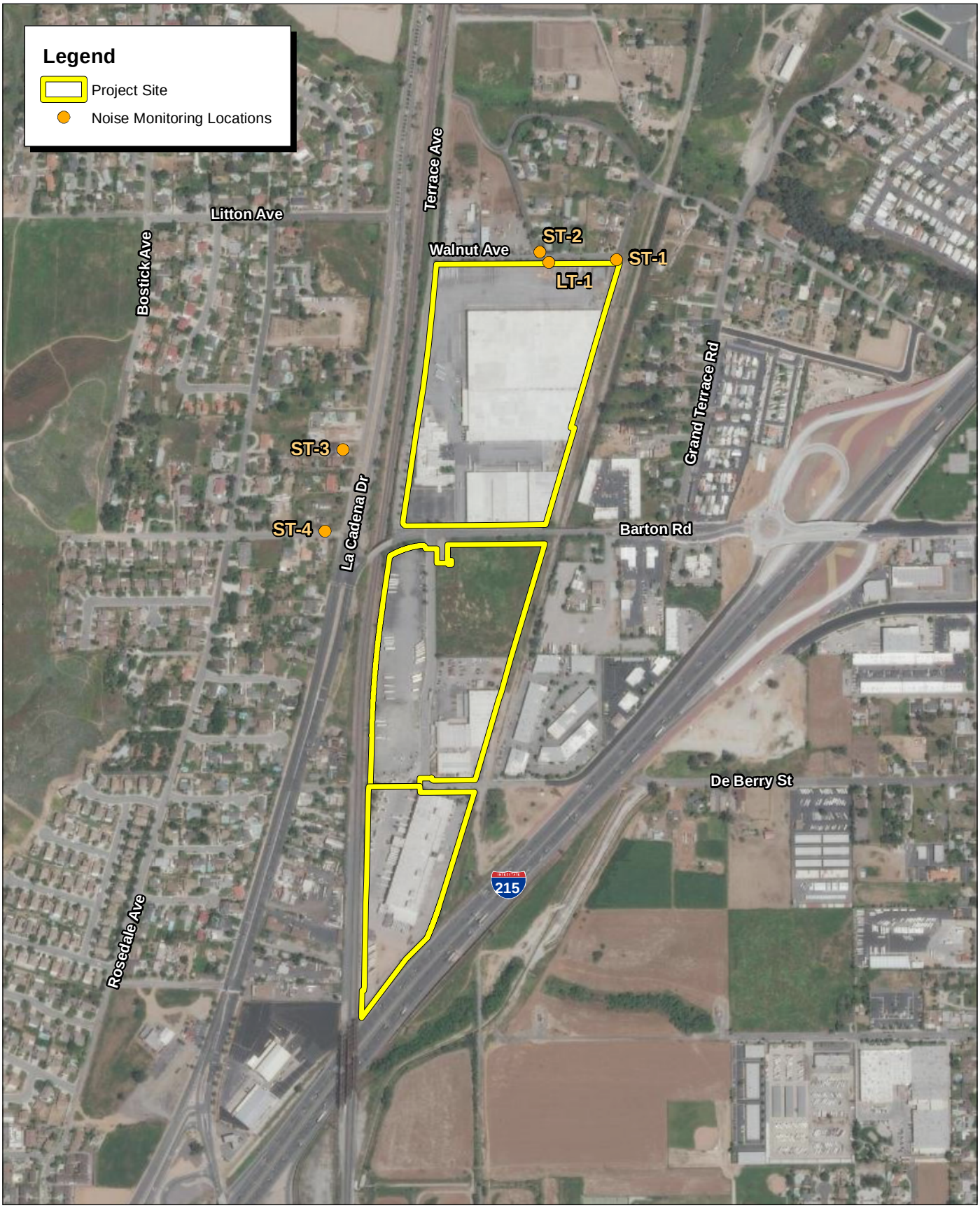

Source: ESRI Aerial Imagery.

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Exhibit 3.9-1
Noise Monitoring Locations

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3.10 - Public Services

3.10.1 - Introductions

This section describes the existing conditions related to public services (fire and police) in the City of Colton and discusses potential effects from project implementation on fire and police services. Descriptions and analysis in this section are based, in part, on information provided by the Colton Fire Department (CFD), Colton Police Department (CPD), City of Colton General Plan and General Plan Environmental Impact Report (EIR), and relevant provisions of the City's Municipal Code. Responses from the CFD and CPD are included as Appendix I of this Draft Focused EIR. This section also addresses the comments received during the public scoping period related to site security and loitering.

3.10.2 - Environmental Setting

Fire Protection and Emergency Medical Services

The CFD provides fire suppression and emergency medical services to the City, including the project site. According to correspondence with Fire Marshal Ray Bruno of the CFD, the closest station to the project site is Station 213, located at 1100 South La Cadena Drive, and this would be the primary station to respond to emergency calls from the proposed project site.[1] The staffing level at each CFD station consists of three staff members per shift, including one Fire Captain, one Fire Engineer, and one Firefighter Paramedic.[2] Average response times from this station are currently estimated at 11 minutes and 9 seconds, while average response times from the whole department are currently 9 minutes and 39 seconds. The CFD has a stated response time goal to respond to 90 percent of service calls in under 9 minutes.[3] According to Fire Marshal Bruno, a master mutual aid agreement is currently in place with all surrounding jurisdictions, and this agreement would apply to the project area. No further information was provided by the CFD regarding the proposed project.

All CFD stations are mutually supporting and are dispatched by a Computer Aided Dispatch system, which determines which fire unit is closest to the reported incident at the time of the call. Frequently, when an emergency requires more than one fire unit, or if the closest station is already committed, the next closest fire unit will respond.[4]

Police Protection

The CPD provides police protection services to the City, including the project site. The department is located at 650 North La Cadena Drive and is staffed with seven sworn officers and six civilian personnel and maintains at least seven active patrols. The CPD also provides service from a number of substations; substation services include code enforcement, property and evidence, and vehicle impound.[5] CPD According to correspondence with the CPD, the proposed project would not result in the need for new or expanded police facilities. No potential challenges were reported by the CPD in

[1] Ray Bruno, Colton Fire Department, Fire Marshal. Email correspondence. March 5, 2020.
[2] City of Colton. 2013. City of Colton General Plan Update EIR.
[3] Ibid.
[4] City of Colton Fire Department. Website: https://www.coltonfire.com/operations/. Accessed June 24, 2020.
[5] City of Colton. 2013. City of Colton General Plan Update EIR.

association with the proposed project. The CPD indicated there is a master mutual aid agreement between the CPD and the Fontana Police Department. No further comments were made by the CPD regarding the proposed project.[6]

3.10.3 - Regulatory Framework

State

International Fire Code and California Fire Code

The City of Colton has adopted the most recent version of the California Fire Code and the International Fire Code in Chapter 15.16 of the Municipal Code, which contain regulations relating to construction and maintenance of buildings and the use of the premises. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The adopted fire codes contain specialized technical regulations related to fire and life safety.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 *et seq*. of the California Health and Safety Code, which include regulations concerning building standards (as also set forth in the California Building Standards Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high rise building and childcare facility standards, and fire suppression training. California Health and Safety Code, Sections 13100–13135, establish the following policy related to fire protection:

Section 13100.1: The functions of the office of the State Fire Marshall, including California Department of Forestry and Fire Protection (CAL FIRE), shall be to foster, promote, and develop strategies to protect life and property against fire and panic.

Local

City of Colton General Plan

The General Plan Safety Element (2018 Update) contains the following policies and standards related to fire and police protection services:

Goal S-3: Safeguard the community from the threat of urban and wildfire hazards.

- **Policy S-3.5**–Require all new development to comply with fire safety standards identified in Title 15 of the Colton Municipal Code.
- **Policy S-3.9**–Consider the relationship between existing and future development on the current and future demands for Fire and Emergency Services facilities and personnel.

[6] Colton Police Department. 2020. Request Letter Response.

Goal S-5: Promote the continued well-being of all Colton community members through comprehensive emergency management.

City of Colton Municipal Code

Chapter 12.32 Public Improvement Fees

This chapter requires development projects that would create a need for new or expanded public improvements be required to dedicate land, construct improvements, and/or pay impact fees sufficient to mitigate all adverse environmental impacts.

Chapter 15.16 California Fire Code

The City of Colton Municipal Code Chapter 15.16, Fire Code, prescribes regulations governing conditions hazardous to life and property from fire or explosion within the City of Colton. The City's Fire Code adopted and incorporated the most recent version of California Fire Code.

3.10.4 - Methodology

FirstCarbon Solutions (FCS) contacted the CFD and CPD to determine if these departments would be able to serve the proposed project in addition to the rest of the City's public service needs, as well as provide department response time standards, staff levels, and department response ability. FCS received responses on March 5, 2020.

3.10.5 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. The standards of significance used in this Draft Focused EIR are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies in support of this Draft Focused EIR; performance standards adopted, implemented, and monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local Guidelines for Implementing CEQA, Appendix J, Environmental Checklist, to determine whether public service impacts from project implementation would be considered significant, the following questions should be analyzed and evaluated. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?
b) Police protection?
c) Schools?
d) Parks?
e) Other public facilities?

The following Appendix J impacts related to public services were determined to be less than significant and are therefore briefly discussed in Section 7, Effects Found not to be Significant, of this Draft Focused EIR:

c) Schools?
d) Parks?
e) Other public facilities?

The remaining Appendix J impacts were found to warrant a more thorough analysis in this section based on the Notice of Preparation comments, public concerns, or a more detailed analysis conducted as part of the Draft Focused EIR preparation process. These include the following:

a) Fire protection?
b) Police protection?

3.10.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts on fire and police services associated with the development of the proposed project and provides mitigation measures where appropriate.

Fire Protection

Impact PS-1:	**The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.**

Impact Analysis

Construction

The CFD would provide fire protection and emergency medical services to the project site during construction. As described previously, the closest fire station is located at 1100 South La Cadena Drive, which is approximately 1.1 miles north of the project site. The proposed project would involve demolition of four existing industrial buildings totaling 612,515 square feet and an existing 46,920-square-foot office building, and the construction of two state-of-the-art speculative concrete tilt-up industrial warehouse logistics facilities totaling 960,040 square feet. These include, but are not limited to, adequate vehicle access, adequate fire flow, the use of proper fire-resistant construction methods, and a sufficient number of fire hydrants on-site. Project demolition and construction activity could increase the demand for fire protection and medical services from the CFD compared to existing conditions. However, these impacts would be temporary in nature and correspondence with the CFD did not indicate that a significant impact to fire protection services would occur. Furthermore, the proposed project would be required to implement conditions of approval requested by the CFD prior to project construction. These conditions of approval require the proposed project to include on-site fire protection measures consistent with the City of Colton Municipal Code, provide access roadways with a minimum of 26 feet of clearance width, provide public fire hydrants capable of providing the required fire flow, and provide two means of unobstructed access. Therefore, construction impacts would be less than significant.

Operation

As described under Section 3.10.2, Environmental Setting, the average response time from the closest CFD station is currently estimated at 11 minutes and 9 seconds, while average response times from the whole department are currently averaging 9 minutes and 39 seconds. As a result, the CFD is not meeting its response time goal of responding to calls within 9 minutes.

As shown below in Table 3.10-1, the existing uses currently employ approximately 22 employees, as the existing uses are not operating at full capacity. The existing uses are estimated to employ 516 employees at full occupancy. The proposed project is estimated to employ 803 employees at full occupancy. Thus, the net new number of employees between the proposed project and the existing uses at full capacity would be 287 employees. These employee estimates have been calculated based on the rates provided in the City of Colton VMT (Vehicle Miles Traveled) Guidelines.[7] The proposed project would increase the potential for fire protection services compared to existing conditions (i.e., conditions at the time the Notice of Preparation of a Focused Draft EIR was circulated to the public) due to the estimated increase of employees.

Table 3.10-1: Number of Employees

Land Use	Number of Employees
Actual Existing Employees[1]	
Warehouse Use	22
Office Use	0
Total	22
Estimated Existing Employees at Full Occupancy	
Warehouse Use[2]	448
Office Use[3]	68
Total	516
Estimated Proposed Project Employees	
Warehouse Use[2]	803
Total	803
Net New Employees (Proposed Project less Estimated Existing Employees)	287

Notes:
[1] Current conditions at the time this document is prepared. Existing uses are not operating at full capacity.
[2] 1 employee per 1,195 square feet of warehouse uses.
[3] 1 employee per 697 square feet of low-rise office uses.
Source: City of Colton. 2020. TO#234 City of Colton VMT (Vehicle Miles Traveled) Guidelines for the City of Colton, CA. June 2, 2020.

[7] City of Colton. 2020. TO#234 City of Colton VMT (Vehicle Miles Traveled) Guidelines for the City of Colton, CA. June 2, 2020. Website: https://www.ci.colton.ca.us/AgendaCenter/ViewFile/Item/2599?fileID=3138. Accessed: September 22, 2020.

The existing buildings are outdated, and the proposed project would be constructed in compliance with the current California Building Code (CBC). Additionally, the proposed project would be required to pay development impact fees consistent with the City of Colton Municipal Code, which would provide CFD with funds to offset impacts to fire services from the project. The proposed project would be subject to CFD review to ensure the project's construction meets the fire protection requirements. The proposed project would also be required to comply with regulations contained in the City's Municipal Code Chapter 15.16, which requires structures to be consistent with the most recent version of the California Fire Code. As discussed in Section 7, Effects Found not to be Significant, the proposed project would not result in significant unplanned population growth, which could significantly increase demand and emergency calls for fire protection services. Furthermore, the proposed project would include roadway improvements on Barton Road, South Terrace Avenue, and Walnut Street that would improve circulation and allow for emergency vehicle access consistent with the California Building Code. The proposed project would be required to implement conditions of approval that include an automatic fire sprinkler system, visible hazard identification signs where hazardous materials are stored, portable fire extinguishers, and a Fire Department Permit obtained from the Fire Safety Division of the CFD. As a result, the proposed project would not result in the need for new or expanded fire protection facilities and impacts would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

Police Protection

Impact PS-2:	**The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.**

Impact Analysis

Construction

The proposed project would be served by the CPD, located at 650 North La Cadena Drive, approximately 2.4 miles north of the project site. The proposed project would involve demolition of four existing industrial buildings totaling 612,515 square feet and an existing 46,920-square-foot office building, and the construction of two state-of-the-art speculative concrete tilt-up industrial warehouse logistics facilities totaling 960,040 square feet. Additionally, the CPD indicated that the project would not impair the CPD's ability to achieve response time standards or result in the need for new or additional facilities, equipment, and staff.[8] Therefore, construction impacts would be less than significant.

Operation

The proposed project would include exterior lighting and security measures that would limit the operational demand for police services. Additionally, the CPD indicated that the proposed project would not impair the CPD's ability to achieve response time standards or result in the need for new or additional facilities, equipment, and staff. Furthermore, the proposed project would be required to pay development impact fees consistent with the City's Municipal Code that would provide the CPD with funds to offset impacts to police services from the project. As discussed in Section 7, Effects Found not to be Significant, the proposed project would not result in significant unplanned population growth, which could significantly increase demand and emergency calls for police protection services. As a result, the proposed project would not result in the need for new or expanded police protection facilities and impacts would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

[8] Colton Police Department. 2020. Request Letter Response.

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3.11 - Transportation

3.11.1 - Introduction

This section is based, in part, on the Traffic Analysis (TA) prepared by Urban Crossroads on August 24, 2020 and Vehicle Miles Traveled (VMT) Analysis prepared by Urban Crossroads on September 18, 2020, both of which are included in Appendix J. Changes to the State CEQA Guidelines were adopted in December 2018, requiring all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This Statewide mandate went into effect on July 1, 2020. Therefore, the analysis of transportation impacts within this Draft Focused EIR includes a VMT analysis based on applicable City of Colton and San Bernardino County screening thresholds to determine whether the proposed project would have an impact related to VMT and, if so, whether that impact would be significant. The findings from the TA analysis that pertain to LOS are provided in this report for informational purposes only in order to evaluate traffic impacts as they pertain to General Plan consistency.

This section also addresses the following comments received during the Notice of Preparation (NOP) comment period related to traffic and transportation impacts:

- The proposed project's consistency with the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals, strategies, and growth forecasts.
- The content of the analysis used to evaluate transportation-related impacts.
- Potential traffic impacts on nearby schools.
- Compliance with California Environmental Quality Act (CEQA) updated transportation evaluation requirements.
- Impacts on traffic and circulation, public use of La Cadena Drive and Barton Road, and safe entry and exit from driveways along La Cadena Drive.
- Potential alterations to South Terrace Avenue and access to DeBerry Street.
- Permanent signage for roadway improvements.
- Concerns about large commercial vehicles using the roadway north of Barton Road or getting lost or stuck in residential neighborhoods.
- Barton Road bridge size and safety.
- Cumulative traffic from the proposed project along with Roquet Ranch.
- Safety of the school bus route from Palm Avenue to La Cadena Drive.
- Ability of trucks to enter and exit the project site.
- Concerns about roundabout safety.

3.11.2 - Environmental Setting

Study Area

The following 19 study area intersections shown on Exhibit 3.11-1 and listed in Table 3.11-1 were selected for the TA based on consultation with City of Colton and City of Grand Terrace staff. The "50 peak-hour trips" criterion generally represents the minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a widely utilized tool for estimating a potential area of influence (i.e., study area). Additional study area intersections with fewer than 50 peak-hour trips were added at the direction of City staff.

Table 3.11-1: Study Area Intersections

ID	Intersection Location	Jurisdiction	CMP?
1	Rancho Avenue and I-10 WB Ramps*	Colton, Caltrans	No
2	Rancho Avenue and I-10 EB Ramps*	Colton, Caltrans	No
3	Rancho Avenue and Agua Mansa Road*	Colton	No
4	La Cadena Drive and I-10 WB Ramps*	Colton, Caltrans	No
5	La Cadena Drive and Rancho Avenue*	Colton	No
6	La Cadena Drive and Barton Road*	Colton, Caltrans	No
7	La Cadena Drive and Iowa Avenue*	Colton	No
8	I-215 SB Ramps and Iowa Avenue*	Colton, Caltrans	No
9	I-215 NB Ramps and Iowa Avenue*	Colton, Caltrans	No
10	South Terrace Avenue and Barton Road	Colton	No
11	Driveway 1 and Walnut Avenue–Future Intersection	Colton	No
12	Driveway 2 and Barton Road–Future Intersection	Colton	No
13	Driveway 3 and Barton Road–Future Intersection	Colton	No
14	Driveway 4 and Walnut Avenue–Future Intersection	Colton	No
15	Driveway 5 and Barton Road–Future Intersection	Colton	No
16	Driveway 6 and Driveway 7/De Berry Street–Future Intersection	Colton	No
17	Grand Terrace Road and Barton Road	Grand Terrace	No
18	I-215 SB Ramps and Barton Road	Grand Terrace, Caltrans	Yes
19	I-215 NB Ramps and Barton Road*	Grand Terrace, Caltrans	No

Notes:
NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound
Caltrans=California Department of Transportation
*Project contributes fewer than 50 peak-hour trips during one or both peak-hours.
Source: Urban Crossroads, Inc., 2020.

Freeway Mainline and Ramp Junction Analysis

Study area freeway mainline analysis locations were selected based on the California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Studies,[1] which may require the analysis of State highway facilities. Consistent with recent Caltrans guidance, and because deficiencies to freeway segments tend to dissipate with distance from the point of State Highway System (SHS) entry, quantitative study of freeway segments beyond those immediately adjacent to the point of entry typically is not required. This study evaluates the following freeway facilities adjacent to the point of entry to the SHS at the I-215 Freeway and Barton Road (see Table 3.11-2).

Table 3.11-2: Freeway Facility Analysis Locations

ID	Freeway Facilities
1	I-215 Freeway Southbound–North of Barton Road
2	I-215 Freeway Southbound–Off-ramp at Barton Road
3	I-215 Freeway Southbound–Loop on-ramp at Barton Road
4	I-215 Freeway Southbound–South of Barton Road
5	I-215 Freeway Northbound–North of Barton Road
6	I-215 Freeway Northbound–On-ramp at Barton Road
7	I-215 Freeway Northbound–Off-ramp at Barton Road
8	I-215 Freeway Northbound–South of Barton Road

City of Colton Roadways

The study area contains intersections that exist within the City of Colton. The study area roadways that lie within the City of Colton are described below.

Major Arterials are designed to accommodate four travel lanes with a median, within a typical 104-foot right of way, carry high traffic volumes and provide limited access. Their primary function is to link the major arterial highways to the secondary arterials. Driveway access is also typically limited on these facilities, where feasible. The following study area roadways within the City of Colton are classified as Major Highways:

- Barton Road
- La Cadena Drive
- Rancho Avenue

City of Grand Terrace Roadways

The study area is also partially located within the City of Grand Terrace. The following study roadways and intersections are located within the City of Grand Terrace:

- Grand Terrace Road and Barton Road

[1] California Department of Transportation (Caltrans). 2002. Guide for the Preparation of Traffic Impact Studies. Website: https://nacto.org/docs/usdg/guide_preparation_traffic_impact_studies_caltrans.pdf. Accessed October 5, 2020.

- I-215 SB Ramps and Barton Road
- I-215 NB Ramps and Barton Road

Bicycle and Pedestrian Facilities

Exhibit 3.11-2a shows the City of Colton General Plan Bicycle Plan and Exhibit 3.11-2b shows the City of Grand Terrace Bikeway Plan. As shown on these exhibits, there are planned Class II bicycle routes along Barton Road and La Cadena Drive and planned Class III bicycle routes along La Cadena Drive within the study area. Field observations indicate nominal pedestrian and bicycle activity within the study area. Exhibit 3.11-3 illustrates the existing pedestrian facilities within the study area. As shown on Exhibit 3.11-3, there are limited pedestrian facilities in close proximity to the project site on Barton Road and La Cadena Drive.

Transit Service

The study area is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County, with bus service along La Cadena Drive, north of Congress Street, via Route 19 and Barton Road, east of the I-215 Freeway, via Route 305. Omnitrans Route 215 runs along the I-215 Freeway but does not provide transit service to the study area. The existing Omnitrans transit routes within the area are shown on Exhibit 3.11-4. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate.

Truck Routes

La Cadena Drive, Iowa Avenue, Barton Road, and portions of Rancho Avenue are the designated City of Colton truck routes within the study area. The designated truck route map has been utilized to route truck traffic from both the proposed project and future cumulative development projects throughout the study area. Exhibits 3.11-5a and 3.11-5b illustrate truck access to the project site.

3.11.3 - Methodology

Analysis Scenarios

As described in the TA, potential deficiencies of traffic and circulation were assessed for each of the following conditions (Exhibit 3.11-6):

- Existing (2020)
- Existing Plus Project
- Opening Year Cumulative (2022) Without Project
- Opening Year Cumulative (2022) With Project
- Horizon Year (2040) Without Project
- Horizon Year (2040) With Project

Existing Conditions

Information for Existing (2020) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

Existing Plus Project Conditions

The Existing Plus Project analysis determines traffic deficiencies that would occur on the existing roadway system with the addition of project traffic.

Opening Year (2022) Conditions

The Opening Year Cumulative conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for background traffic growth, traffic associated with other known cumulative development projects, in conjunction with an ambient growth factor from existing conditions of 4.04 percent, is included for Opening Year Cumulative (2022) traffic conditions. The ambient growth is consistent with the growth used by other projects in the area. A comprehensive list of cumulative projects is included in Section 4, Cumulative Effects. The list was compiled from information provided by the City of Colton and other near-by agencies.

Horizon Year 2040 Conditions

Traffic projections for Horizon Year (2040) with Project conditions were derived from the San Bernardino Transportation Analysis Model (SBTAM) modified to represent buildout of the City of Colton. The TA used population growth forecasts adopted by the Southern California Association of Governments (SCAG) 2020 RTP/SCS for the City of Colton in order to determine an annual growth rate. Then, the TIA used the growth rate to estimate traffic volume increases during the Horizon Year scenario. The Horizon Year (2040) conditions analysis will be utilized to determine if improvements funded through regional transportation fee programs, such as the County's Development Impact Fee (DIF) program, or other approved funding mechanisms can accommodate the long-range cumulative traffic at the target LOS identified by the City of Colton (lead agency). Other improvements needed beyond the "funded" improvements (such as localized improvements to non-DIF facilities) are identified as such.

Level of Service

LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

Signalized Intersections

The City of Colton and City of Grand Terrace require signalized intersection operations analysis based on the methodology described in the Highway Capacity Manual (HCM). Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 3.11-3.

Table 3.11-3: Signalized Intersection Level of Service Thresholds

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤1.0	Level of Service, V/C >1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F	F
Source: Highway Capacity Manual (HCM). 6th Edition.			

Unsignalized Intersections

The City of Colton and City of Grand Terrace require the operations of unsignalized intersections to be evaluated using the methodology described in the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle as shown in Table 3.11-4.

Table 3.11-4: Unsignalized Intersection LOS Thresholds

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays	0 to 10.00	A	F
Short traffic delays	10.01 to 15.00	B	F
Average traffic delays	15.01 to 25.00	C	F
Long traffic delays	25.01 to 35.00	D	F
Very long traffic delays	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded	> 50.00	F	F
Source: Highway Capacity Manual (HCM). 6th Edition. 2016.			

Traffic Signal Warrants

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. Specifically, the TA utilizes the Peak-hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions. Warrant 3 is appropriate to use for the TA because it provides specialized warrant criteria for intersections with rural characteristics (e.g. located in communities with populations of less than 10,000 persons or with adjacent major streets operating above 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future Average Daily Traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Traffic signal warrant analyses were performed for the following study area intersection shown in Table 3.11-5.

Table 3.11-5: Traffic Signal Warrant Analysis Locations

ID	Intersection Location	Jurisdiction	SBCTA CMP?
10	South Terrace Avenue and Barton Road	Colton	No
11	Driveway 1 and Walnut Avenue–Future Intersection	Colton	No
13	Driveway 3 and Barton Road–Future Intersection	Colton	No
14	Driveway 4 and Walnut Avenue–Future Intersection	Colton	No
15	Driveway 5 and Barton Road–Future Intersection	Colton	No
16	Driveway 6 and Driveway 7/De Berry Street–Future Intersection	Colton	No

Notes:
SBCTA=San Bernardino County Transportation Authority
CMP = Congestion Management Plan

Freeway Off-Ramp Queueing Analysis

The study area for the TA includes the I-10 Freeway at Rancho Avenue interchange and the I-215 Freeway at Iowa Avenue and Barton Road interchanges. Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the interchanges identified above. Specifically, the queuing analysis is utilized to identify any potential queuing and “spill back” onto the I-10 Freeway and I-215 Freeway mainline from the off-ramps. Exhibit 3.11-7 illustrates truck circulation at the I-215 Southbound Ramps and Barton Road.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, was used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The other footnote indicates whether or not the volume for the 95th percentile queue is metered by an upstream signal. If the upstream intersection is at or near capacity, the 50th percentile queue represents the maximum queue experienced.

A vehicle is considered queued whenever it is traveling at less than 10 feet/second. A vehicle will only become queued when it is either at the stop bar or behind another queued vehicle. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes during the peak-hour and is derived from the average (50th percentile) queue plus 1.65 standard deviations. The queue length reported is for the lane with the highest queue in the lane group. The 95th percentile queue is not necessarily ever observed it is simply based on statistical calculations.

Freeway Mainline Segment Analysis

Consistent with recent Caltrans guidance, the TIA evaluated freeway segments where the proposed project is anticipated to contribute 50 or more peak-hour one-way trips on either side of the Barton Road interchange, in an effort to conduct a conservative analysis and overstate as opposed to understand potential deficiencies. However, since the project is anticipated to contribute less than 50 peak-hour trips to all study area freeway facilities, only the I-215 Freeway at Barton Road has been evaluated based on proximity to the project and percentage of project traffic anticipated to utilize this interchange.

The freeway system in the study area has been broken into segments defined by the freeway-to arterial interchange locations. The freeway segments have been evaluated in the TA based upon peak-hour directional volumes. The freeway segment analysis is based on the methodology described in the HCM and performed using Highway Capacity Software Version 7. The performance measure preferred by Caltrans to calculate LOS is density. Density is expressed in terms of passenger cars per mile per lane. Table 3.11-6 illustrates the freeway segment LOS descriptions for each density range utilized for this analysis.

Table 3.11-6: Freeway Mainline Level of Service

Level of Service	Description	Density Range (pc/mi/ln)[1]
A	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0.0–11.0
B	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.1–18.0
C	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed,	18.1–26.0

Level of Service	Description	Density Range (pc/mi/ln)[1]
	but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	
D	Speeds begin to decline slightly and flows, and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.1 –5.0
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.1–45.0
F	Breakdown in vehicle flow.	>45.0

[1] pc/mi/ln=passenger cars per mile per lane. Source: Highways Capacity Manual (HCM) 6th Edition.

Freeway Merge/Diverge Ramp Junction Analysis

The freeway system in the study area has been broken into segments defined by freeway to arterial interchange locations resulting in four existing on and off ramp locations at the I-215 Freeway and Barton Road interchange. Although the HCM indicates the influence area for a merge/diverge junction is 1,500 feet, the analysis presented in the TA has been performed at all ramp locations with respect to the nearest on or off ramp at each interchange in an effort to be consistent with Caltrans guidance/comments on other projects Urban Crossroads has worked on in the region. The merge/diverge analysis is based on the HCM Ramps and Ramp Junctions Analysis Method and performed using Highway Capacity Software Version 7. The measure of effectiveness (reported in passenger car/mile/lane) are calculated based on the existing number of travel lanes, number of lanes at the on and off ramps both at the analysis junction and at upstream and downstream locations (if applicable) and acceleration/deceleration lengths at each merge/diverge point. Table 3.11-7 presents the merge/diverge area level of service descriptions for each density range utilized for this analysis.

Similar to the basic freeway segment analysis, the I-215 Freeway mainline volume data were obtained from the Caltrans maintained PeMS website for the segments of the I-215 Freeway interchange at Barton Road. The ramp data were then utilized to flow conserve the mainline volumes to determine the remaining I-215 Freeway mainline segment volumes. Flow conservation checks ensure that traffic flows from north to south (and vice versa) of the interchange area with no unexplained loss of vehicles. The data was obtained from February 2020. In an effort to conduct a conservative analysis, the maximum value observed within the 3-day period was utilized for the weekday morning (AM) and weekday evening (PM) peak-hours. In addition, truck traffic, represented as a percentage of total traffic and actual vehicles (as opposed to Passenger Car Equivalent [PCE] volumes) have been utilized for the purposes of the freeway ramp junction (merge/diverge) analysis.

Table 3.11-7: Description of Freeway Merge and Diverge LOS

Level of Service	Density Range (pc/mi/ln)[1]
A	≤10.0
B	10.0–20.0
C	20.0–28.0
D	28.0–35.0
E	>35.0
F	Demand Exceeds Capacity

Notes:
[1] pc/mi/ln=passenger cars per mile per lane.
Source: Highway Capacity Manual (HCM). 6th Edition. 2016.

Minimum Acceptable Levels of Service

Minimum Acceptable LOS and associated definitions of intersection deficiencies has been obtained from each of the applicable surrounding jurisdictions.

City of Colton

Per the County of San Bernardino Traffic Study Guidelines and consistent with the City of Colton General Plan Mobility Element, developments would be required to achieve a peak-hour LOS D or better for study area intersections located within the City and/or County.[2] Therefore, any intersection operating at LOS E or F will be considered deficient for the purposes of this analysis.

City of Grand Terrace

Based on the City of Grand Terrace General Plan, all major intersections in that City should operate at LOS D or better. Therefore, any intersection operating at LOS E or F will be considered deficient for the purposes of this analysis.

Caltrans

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on SHS facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing SHS facility is operating at less than this target LOS, the existing LOS should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways and intersections is LOS D. Consistent with the City of Colton LOS threshold of LOS D, LOS D will be used as the target LOS for freeway ramps, freeway segments, and freeway merge/diverge ramp junctions.

San Bernardino County Congestion Management Plan

The Congestion Management Plan (CMP) definition of deficiency is based on maintaining a level of service standard of LOS E or better, where feasible, except where an existing LOS F condition is

[2] City of Colton. 2013. City of Colton General Plan Mobility Element. August 20. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1348. Accessed November 4, 2020.

identified in the CMP document. However, for the purposes of this analysis, LOS D has been utilized for all study area intersections.

Deficiency Criteria

To determine whether the addition of project traffic at a study intersection results in a project related traffic deficiency, the following thresholds will be utilized:

- A traffic deficiency occurs at a study intersection if the addition of project-generated trips reduces the peak-hour level of service of the study intersection to change from acceptable LOS (LOS A, B, C, or D) to an unacceptable LOS (LOS E or F);
- A traffic deficiency occurs at a study intersection if the project-generated trips worsen the pre-project level of service grade at a deficiently operating (LOS E or F) intersection.

The proposed significance thresholds will be applied at study area intersections for the purposes of determining project-related deficiencies.

Caltrans Facilities

To determine whether the addition of project traffic to the SHS freeway segments would result in a deficiency, the following will be utilized:

- The TIA finds that the LOS of a segment will degrade from D or better to E or F.

The TIA finds that a project will exacerbate an already deficient condition if it contributes 50 or more one-way peak-hour trips. A segment that is operating at or near capacity is deemed to be deficient.

Vehicle Miles Traveled

Changes to CEQA Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based LOS as the new measure for identifying transportation impacts for land use projects. This Statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA.[3]

In February 2020, the San Bernardino County Transportation Authority (SBCTA) released the SBCTA Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (SBCTA Guidelines) that address both traditional automobile delay-based LOS and new VMT analysis requirements. Using the SBCTA Guidelines as a reference document, the City of Colton adopted the City of Colton VMT Guidelines in June 2020 (City Guidelines).[4] These guidelines have been used to conduct this analysis.

[3] State of California Governor's OPR. 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. April. Website: https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf. Accessed October 7, 2020.

[4] San Bernardino County. 2019. Transportation Impact Study Guidelines. July 9. Website: https://www.gosbcta.com/wp-content/uploads/2019/10/2016-Congestion-Management-Plan-.pdf. Accessed October 7, 2020.

3.11.4 - Existing Conditions

Existing (2020) Traffic Counts

Based on direction from City staff, the intersection LOS analysis is based on the traffic volumes observed during the peak-hour conditions using traffic count data collected in 2016, 2018, and 2019. The following peak-hours were selected for analysis:

- Weekday AM Peak-hour (peak-hour between 7:00 a.m. and 9:00 a.m.)
- Weekday PM Peak-hour (peak-hour between 4:00 p.m. and 6:00 p.m.)

Due to the currently ongoing COVID-19 pandemic, schools and businesses within the study area were closed or operating at less than full capacity at the time the Traffic Study was prepared. As such, historic (2016, 2018, and 2019) traffic counts were utilized in conjunction with a 2 percent per year growth rate (compounded annually) to reflect 2020 conditions. The 2016, 2018, and 2019 weekday AM, and weekday PM peak-hour count data is representative of typical weekday peak-hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The I-215 Freeway/Barton Road interchange project was recently completed and was fully operational (as of May 2020). As such, historic traffic volumes were adjusted to reflect the newly constructed interchange's turning movements/configuration. The raw manual peak-hour turning movement traffic count data sheets are included in Appendix J of this Draft Focused EIR.

Existing Intersection Operations

Existing peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 Intersection Capacity Analysis of the TA. The following study area intersection is currently operating at an unacceptable LOS during peak-hours:

- I-215 Northbound Ramps and Iowa Avenue (No. 9)–LOS F AM peak-hour; LOS E PM peak-hour

The intersection operations analysis worksheets are included in Appendix J.

Existing Freeway Conditions

Existing (2020) mainline directional volumes for the AM and PM peak-hours are provided in Table 3.11-8. As shown in Table 3.11-8, the study area freeway segments and merge/diverge ramp junctions analyzed for this study are currently operating at an acceptable LOS (i.e., LOS D or better) during the peak-hours for Existing (2020) traffic conditions. Existing (2020) freeway facility analysis worksheets are provided in Appendix J.

Table 3.11-8: Peak-hour Freeway Off-Ramp Queueing Summary for Existing (2020) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable?[1]	
			AM Peak-hour	PM Peak-hour	AM	PM
Rancho Avenue and I-10 WB Ramps (No. 1)	WBL/T	930	275	134	Yes	Yes
	WBR	150	75	296[3]	Yes	Yes
Rancho Avenue and I-10 EB Ramps (No. 2)	EBL/T	1,530	165	454[2]	Yes	Yes
	EBR	160	135	146	Yes	Yes
I-215 SB Off-ramp and Iowa Avenue (No. 8)	NBL	1,420	36	43	Yes	Yes
	NBR	400	433[3]	101	Yes	Yes
I-215 NB Ramps and Iowa Avenue (No. 9)	SBT/R	1,155	1,095[2]	478[2]	Yes	Yes
I-215 SB Ramps and Barton Road (No. 18)	SBL/T	1,820	25	25	Yes	Yes
	SBR	1,100	25	0	Yes	Yes
I-215 NB Ramps and Barton Road (No. 19)	NBL/T	250	161[2]	326[2,3]	Yes	Yes
	NBR	1,580	168	238	Yes	Yes

Notes:
NB=Northbound
SB=Southbound
EB=Eastbound
WB=Westbound

1 Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

2 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.

3 Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 or I-215 Freeway mainline.

3.11.5 - Regulatory Framework

State

California Department of Transportation Level of Service Goals

Caltrans builds, operates, and maintains the State highway system, including the interstate highway system. Caltrans's mission is to improve mobility Statewide. The department operates under strategic goals to provide a safe transportation system, optimize throughput and ensure reliable travel times, improve the delivery of State highway projects, provide transportation choices, and improve and enhance the State's investments and resources. Caltrans controls the planning of the State highway system and accessibility to the system. Caltrans establishes LOS goals for highways and works with local and regional agencies to assess impacts and develop funding sources for improvements to the State highway system. Caltrans requires encroachment permits from agencies or new development before any construction work may be undertaken within the State's right-of-way. For projects that would impact traffic flow and LOS on State highways, Caltrans would review

measures to mitigate the traffic impacts. However, Caltrans has adopted the 2013 CCTA CMP standards, which are the criteria used to identify impacts in the project-specific TIA and this Draft Focused EIR.

Senate Bill 743

Senate Bill 743 (SB 743) was signed in 2013, with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions." SB 743 changes the focus of the transportation impact discussion within CEQA environmental review analyses from measuring impacts to drivers, to measuring the impact of driving on the environment. The change is made by replacing the historically and commonly utilized LOS metric with an analysis of VMT. This shift in applicable metrics is expected to better align transportation impact analysis and mitigation outcomes with the State's goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through more active transportation. When implemented, "traffic congestion shall not be considered a significant impact on the environment" within a CEQA transportation environmental analysis.

After an extensive public review period, in late 2018, updates to the State CEQA Guidelines were finalized and adopted. These changes became effective on December 28, 2018. The updated State CEQA Guidelines address the requirements of SB 743 and require lead agencies to assess VMT impacts for projects in Section 15064.3. The updated State CEQA Guidelines indicate that "a development project that is not exempt and that results in vehicle miles traveled greater than regional average for the land use type may indicate a significant impact." In February 2020, the SBCTA released the SBCTA Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service (SBCTA Guidelines) that address both traditional automobile delay-based LOS and the required VMT analysis requirements. Using the SBCTA Guidelines as a reference document, the City adopted the City of Colton VMT Guidelines in June 2020 (City Guidelines). The City Guidelines have been used to conduct this analysis. Mandatory implementation of the VMT metric and application of Section 15064.3 must occur by July 2020, pursuant to the applicable CEQA Guidelines.

Regional Regulations

County of San Bernardino Congestion Management Program

The intent of the County of San Bernardino CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation.

Local Regulations

City of Colton General Plan Mobility Element

The General Plan includes a Mobility Element (2013), a core component of the General Plan that discusses transportation facilities as well as alternative modes of transportation, and establishes objectives and policies associated with transportation within the City. The General Plan Mobility Element identifies circulation facilities located in the City, discusses planned circulation system

improvements, and states standards for the design and construction of new roadways within the City.

3.11.6 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. The standards of significance used in this Draft Focused EIR are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G, the City of Colton's Municipal Code and adopted City policies, the judgment of the technical experts that prepared this Draft Focused EIR's Technical Appendices, performance standards adopted, implemented, and monitored by regulatory agencies, significance standards recommended by regulatory agencies, and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local Guidelines for Implementing CEQA's Appendix J Environmental Checklist, to determine whether transportation and traffic impacts are significant environmental effects, the following questions are analyzed and evaluated. Would the project:

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

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

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

d) Result in inadequate emergency access?

3.11.7 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the proposed project and provides mitigation measures where necessary.

Circulation System

Impact TRANS-1:	**The project would not conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities.**

Impact Analysis

Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. The trip generation summary illustrating daily and peak-hour trip generation estimates for the proposed project in actual vehicles and PCE are shown in Table 3.11-9.

Table 3.11-9: Project Trip Generation Summary

Project Trip Generation Rates									
Land Use[1]	ITE LU Code	Units[2]	AM Peak-hour In	AM Peak-hour Out	AM Peak-hour Total	PM Peak-hour In	PM Peak-hour Out	PM Peak-hour Total	Daily
Actual Vehicles									
High-Cube Transload Short-Term Warehouse without Cold Storage[3,4]	154	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars (80.0% AM, 84.0% PM/Daily)			0.049	0.015	0.064	0.024	0.060	0.084	1.176
2-Axle Trucks (3.34% AM, 2.67% PM/Daily)			0.002	0.001	0.003	0.001	0.002	0.003	0.037
3-Axle Trucks (4.14% AM, 3.31% PM/Daily)			0.003	0.001	0.003	0.001	0.002	0.003	0.046
4-Axle+ Trucks (12.52% AM, 10.02% PM/Daily)			0.008	0.002	0.010	0.003	0.007	0.010	0.140
Passenger Car Equivalent									
High-Cube Transload Short-Term Warehouse without Cold Storage[3,4]	154	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars (69.2% AM, 78.3% PM, 67.8% Daily)			0.049	0.015	0.064	0.024	0.060	0.084	1.176
2-Axle Trucks (5.14% AM, 3.62% PM, 5.38% Daily, PCE = 1.5)[5]			0.003	0.001	0.004	0.001	0.003	0.004	0.056
3-Axle Trucks (6.38% AM, 4.49% PM, 6.66% Daily, PCE = 2.0)[5]			0.005	0.002	0.007	0.002	0.005	0.007	0.093
4-Axle+ Trucks (19.28% AM, 13.59% PM, 20.16% Daily, PCE = 3.0)[5]			0.023	0.007	0.030	0.008	0.022	0.030	0.421

Project Trip Generation									
Project	Quantity	Units[2]	AM Peak-hour In	AM Peak-hour Out	AM Peak-hour Total	PM Peak-hour In	PM Peak-hour Out	PM Peak-hour Total	Daily
Actual Vehicles									
High-Cube Transload Short-Term Warehouse without Cold Storage	960.040	TSF							
Passenger Cars:			48	15	63	23	59	82	1,130
Truck Trips:									
2-axle:			2	1	3	1	2	3	36
3-axle:			3	1	4	1	3	4	46
4+-axle:			8	3	11	3	7	10	136
– Net Truck Trips (Actual Vehicles)			*13*	*5*	*18*	*5*	*12*	*17*	*218*
TOTAL NET TRIPS (Actual Vehicles)			***61***	***20***	***81***	***28***	***71***	***99***	***1,348***

Project Trip Generation Rates									
Land Use[1]	ITE LU Code	Units[2]	AM Peak-hour			PM Peak-hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car Equivalent[5]									
High-Cube Transload Short-Term Warehouse without Cold Storage	960.040	TSF							
Passenger Cars:			48	15	63	23	59	82	1,130
Truck Trips:									
2-axle:			3	1	4	2	3	5	54
3-axle:			5	2	7	2	5	7	90
4+-axle:			23	7	30	9	21	30	404
– Net Truck Trips			*31*	*10*	*41*	*13*	*29*	*42*	*548*
TOTAL NET TRIPS			***79***	***25***	***104***	***36***	***88***	***124***	***1,678***

Notes:
[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).
[2] TSF = thousand square feet
[3] Vehicle Mix Source: Institute of Transportation Engineers (ITE) Trip Generation 10th Edition Supplement (February 2020).
[4] Truck Mix Source: South Coast Air Quality Management District (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (2014). Normalized Percentage - Without Cold Storage:
16.7 percent 2-Axle trucks, 20.7 percent 3-Axle trucks, and 62.6 percent 4-Axle trucks.
[5] PCE rates are per San Bernardino County Transportation Authority (SBCTA) Congestion Management Program (CMP) Guidelines.

The following Institute of Transportation Engineers (ITE) land use code and vehicle mix has been utilized:

- High-Cube Transload and Short-Term Storage Warehouse (ITE 154): Transload facilities have a primary function of consolidation and distribution of pallet loads (or larger) for manufacturers, wholesalers, or retailers. They typically have little storage duration, high throughput, and are high-efficiency facilities. Short-term high-cube warehouses are high-efficiency distribution facilities often with custom/special features built into structure movement of large volumes of freight with only short-term storage of products. Based on the ITE Trip Generation 10th Edition Supplement (February 2020), the following vehicle mix was utilized: 20 percent trucks during the AM peak-hour, 16 percent trucks during the PM peak-hour, and 16 percent daily trucks. Based on this interim guidance from the South Coast Air Quality Management District (SCAQMD), the following truck fleet mix was utilized for the purposes of estimating the truck trip generation for the site: 16.7 percent of the total trucks as 2-axle trucks, 20.7 percent of the total trucks as 3-axle trucks, and 62.6 percent of the total trucks as 4+-axle trucks.

Finally, PCE factors were applied to the trip generation rates to convert trips made by heavy trucks (large 2-axle, 3-axle, and 4+-axle trucks) to PCE values. 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 PCE factors in Appendix B of the San Bernardino County Congestion Management Program (2016 Update). As shown in Table 3.11-9, the proposed project is anticipated to generate 1,348 actual trip ends per day, with 81 AM peak-hour trips and 99 PM peak-hour trips.

Project Trip Distribution

The project trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the project traffic would distribute. Truck distribution patterns are based on truck routes, the site's proximity to the regional freeway system and likely distribution of traffic if a future tenant is known. Passenger car distribution patterns are based on existing and planned land uses in the area along with the planned circulation system. Each of these distribution patterns was reviewed by the City of Colton as part of the TIA scoping process.

Project Trip Assignment

The assignment of traffic from the project area to the adjoining roadway system is based upon the project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the project. The Trip Assignment exhibits can be seen in the TIA located in Appendix J.

Existing Plus Project Traffic Conditions

This scenario includes Existing traffic volumes plus project traffic. With the development of the proposed project, South Terrace Avenue will be vacated, from Barton Road to De Berry Street. As such, existing volumes have been adjusted to reflect the vacation of South Terrace Avenue. Existing volumes have been rerouted to utilize La Crosse Avenue to access Barton Road to the north. The ADT and weekday AM and PM peak-hour intersection turning movement volumes which can be expected for Existing Plus Project traffic conditions are shown in Appendix J.

The intersection analysis results are summarized in Table 3.11-10 for Existing Plus Project traffic conditions, which indicates that with the addition of project traffic there are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak-hours, in addition to the study area intersection previously identified under Existing (2020) traffic conditions.

Table 3.11-10: Intersection Analysis for Existing Plus Project Condition

No.	Intersection	Traffic Control[2]	Existing (2020)				Existing Plus Project			
			Delay[1] (seconds)		Level of Service		Delay[1] (seconds)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Rancho Avenue and I-10 WB Ramps	TS	26.5	22.4	C	C	26.5	22.5	C	C
2	Rancho Avenue and I-10 EB Ramps	TS	25.9	36.2	C	D	26.0	36.2	C	D
3	Rancho Avenue and Agua Mansa Road	TS	19.7	33.2	B	C	20.0	33.7	C	C

No.	Intersection	Traffic Control[2]	Existing (2020)				Existing Plus Project			
			Delay[1] (seconds)		Level of Service		Delay[1] (seconds)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
4	La Cadena Drive and I-10 WB Ramps	UC	11.4	11.5	B	B	11.4	11.5	B	B
5	La Cadena Drive and Rancho Avenue	TS	16.0	18.8	B	B	16.2	19.1	B	B
6	La Cadena Drive and Barton Road	TS	41.2	37.1	D	D	41.3	37.1	D	D
7	La Cadena Drive and Iowa Avenue	TS	12.8	15.5	B	B	12.8	15.6	B	B
8	I-215 SB Ramps and Iowa Avenue	TS	16.1	12.5	B	B	16.2	12.6	B	B
9	I-215 NB Ramps and Iowa Avenue	TS	**117.4**	**78.3**	**F**	**E**	**122.1**	**79.7**	**F**	**E**
10	South Terrace Avenue and Barton Road	CSS	16.6	16.7	C	C	11.9	12.5	B	B
11	Driveway 1 and Walnut Avenue	**CSS**	Future Intersection				9.1	9.2	A	A
12	Driveway 2 and Barton Road	**CSS**	Future Intersection				12.5	13.0	B	B
13	Driveway 3 and Barton Road	**CSS**	Future Intersection				11.7	11.7	B	B
14	Driveway 4 and Walnut Avenue	**CSS**	Future Intersection				9.1	9.1	A	A
15	Driveway 5 and Barton Road	**CSS**	Future Intersection				14.1	14.7	B	B
16	Driveway 6 and Driveway 7/De Berry Street	**CSS**	Future Intersection				8.7	8.7	A	A
17	Grand Terrace Road and Barton Road	TS	13.1	18.6	B	B	12.8	18.0	B	B
18	I-215 SB Ramps and Barton Road	RA	6.7	6.9	A	A	7.1	7.4	A	A
19	I-215 NB Ramps and Barton Road	TS	12.1	12.0	B	B	12.4	12.5	B	B

Notes:
NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound
* **BOLD =** Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and LOS are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
2 CSS = Cross-street Stop; TS = Traffic Signal; UC = Uncontrolled; RA = Roundabout; **CSS =** Improvement

Traffic Signal Warrant Analysis

There are no unsignalized study area intersections anticipated to meet a peak-hour volume-based or planning-level (ADT) traffic signal warrant for Existing Plus Project traffic conditions.

Off-Ramp Queuing Analysis

Queuing analysis findings for Existing Plus Project are presented in Table 3.11-11. As shown in Table 3.11-11, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of project traffic.

Freeway Facility Analysis

Existing Plus Project mainline directional volumes for the AM and PM peak-hours are provided on in Table 3.11-12. As shown in Table 3.11-12, the study area freeway mainline segments and merge/diverge ramp junctions are anticipated to continue to operate at an acceptable LOS (i.e., LOS D or better) during the peak-hours for Existing Plus Project traffic conditions.

Table 3.11-11: Peak-hour Freeway Off-Ramp Queuing Summary for Existing Plus Project Conditions

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2020)				E+P			
			95th Percentile Queue (Feet)		Acceptable?[1]		95th Percentile Queue (Feet)		Acceptable?[1]	
			AM Peak-hour	PM Peak-hour	AM	PM	AM Peak-hour	PM Peak-hour	AM	PM
Rancho Avenue and I-10 WB Ramps (No. 1)	WBL/T	930	275	134	Yes	Yes	275	134	Yes	Yes
	WBR	145	75	296[3]	Yes	No	75	296[3]	Yes	Yes
Rancho Avenue and I-10 EB Ramps (No. 2)	EBL/T	1,530	165	454[2]	Yes	Yes	165	454[2]	Yes	Yes
	EBR	160	135	146	Yes	Yes	139	146	Yes	Yes
I-215 SB Off-Ramp and Iowa Avenue (No. 8)	NBL	1,420	36	43	Yes	Yes	36	43	Yes	Yes
	NBR	400	433[3]	101	No	Yes	433[3]	101	Yes	Yes
I-215 NB Ramps and Iowa Avenue (No. 9)	SBT/R	1,155	1,095[2]	478[2]	Yes	Yes	238[2]	112	Yes	Yes
I-215 SB Ramps and Barton Road (No. 18)	SBL/T	1,820	25	25	Yes	Yes	25	50	Yes	Yes
	SBR	1,100	25	0	Yes	Yes	25	25	Yes	Yes
I-215 NB Ramps and Barton Road (No. 19)	NBL/T	250	161[2]	326[2,3]	Yes	No	225[2]	417[2,3]	Yes	Yes
	NBR	1,580	168	238	Yes	Yes	169	238	Yes	Yes

Notes:
NB = Northbound NBR = Northbound Right NBL = Northbound Left NBL/T = Northbound Left/Through
SBR = Southbound Right SBT/R = Southbound Through/Right SBL/T = Southbound Left/Through
EBL/T = Eastbound Left/Through EBR = Eastbound Right
WBL/T = Westbound Left/Through WBR = Westbound Right

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 or I-215 Freeway mainline.

Table 3.11-12: Freeway Facility Analysis for Existing Plus Project Conditions

Freeway	Direction	Ramp or Segment	Lanes on Freeway[1]	Existing (2020)				Existing Plus Project			
				AM Peak-hour		PM Peak-hour		AM Peak-hour		PM Peak-hour	
				Density[2]	LOS[3]	Density[2]	LOS[3]	Density[2]	LOS[3]	Density[2]	LOS[3]
I-215 Freeway	Southbound	North of Barton Road	3	18.2	C	17.3	B	18.3	C	17.3	B
		Off-Ramp at Barton Road	3	25.1	C	24.3	C	25.2	C	24.3	C
		Loop On-Ramp at Barton Road	3	22.3	C	19.9	B	22.3	C	20.0	B
		South of Barton Road	3	18.7	C	16.7	B	18.7	C	16.7	B
	Northbound	North of Barton Road	3	23.9	C	20.8	C	23.9	C	21.0	C
		On-Ramp at Barton Road	3	27.3	C	24.2	C	27.4	C	24.4	C
		Off-Ramp at Barton Road	3	27.4	C	26.7	C	27.7	C	18.5	C
		South of Barton Road	3	22.3	C	21.2	C	22.7	C	21.3	C

* **BOLD =** Unacceptable Level of Service
[1] Number of mixed-flow lanes are in the specified direction and is based on existing conditions.
[2] Density is measured by passenger cars per mile per lane (pc/mi/ln).
[3] LOS = Level of Service

Conclusion

The proposed project would not result in significant impacts to roadway operations, LOS, off-ramp queueing, freeway operations, or warrant new traffic signals. Therefore, impacts would be less than significant.

Opening Year Cumulative (2022) Traffic Conditions

This section discusses the methods used to develop Opening Year Cumulative (2022) Without and With Project traffic forecasts, and the resulting intersection operations, traffic signal warrant, off-ramp queuing, and freeway facility analyses.

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2022) conditions are consistent with those shown previously, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the project to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Opening Year Cumulative conditions only.
- South Terrace Avenue, from Barton Road to De Berry Street, is assumed to be vacated for With Project conditions only.

Opening Year Cumulative Conditions (2022) Without Project Traffic Volumes

This scenario includes Existing traffic volumes plus an ambient growth factor of 4.04 percent plus traffic from pending and approved but not yet constructed known development projects in the area. The weekday ADT and weekday AM and PM peak-hour volumes, which can be expected for Opening Year Cumulative (2022) Without Project traffic conditions, are shown on Table 3.11-13.

Opening Year Cumulative (2022) With Project Traffic Volumes

The weekday ADT and weekday AM and PM peak-hour volumes, which can be expected for Opening Year Cumulative (2022) With Project traffic conditions, are shown on Table 3.11-13.

Intersection Operations Analysis

LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year Cumulative (2022) Without Project conditions with roadway and intersection geometrics. As shown in Table 3.11-13, the following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2022) Without Project traffic conditions:

- Rancho Avenue and Agua Mansa Road (No. 3) – LOS E PM peak-hour only
- I-215 NB Ramps and Iowa Avenue (No. 9) – LOS F AM and PM peak-hours
- South Terrace Avenue and Barton Road (No. 10) – LOS F AM and PM peak-hours

Table 3.11-13: Intersection Analysis for Opening Year Cumulative (2022) Conditions

No	Intersection	Traffic Control[2]	2022 Without Project				2022 With Project			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Rancho Avenue and I-10 WB Ramps	TS	28.6	22.9	C	C	26.6	23.0	C	C
2	Rancho Avenue and I-10 EB Ramps	TS	26.1	36.9	C	D	26.2	37.0	C	D
3	Rancho Avenue and Agua Mansa Road	TS	46.5	**71.0**	D	**E**	47.4	**72.5**	D	**E**
4	La Cadena Drive and I-10 WB Ramps	UC	12.8	13.6	B	B	12.9	13.7	B	B
5	La Cadena Drive and Rancho Avenue	TS	23.7	40.6	C	D	24.4	42.6	C	D
6	La Cadena Drive and Barton Road	TS	43.2	39.7	D	D	44.8	41.0	D	D
7	La Cadena Drive and Iowa Avenue	TS	28.8	45.7	C	D	29.1	47.7	C	D
8	I-215 SB Ramps and Iowa Avenue	TS	32.7	34.0	C	C	33.4	34.4	C	C
9	I-215 NB Ramps and Iowa Avenue	TS	**>200.0**	**198.6**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
10	South Terrace Avenue and Barton Road	CSS	**98.6**	**58.8**	**F**	**F**	31.9	26.5	D	D
11	Driveway 1 and Walnut Avenue	**CSS**	Future Intersection				9.2	9.2	A	A
12	Driveway 2 and Barton Road	**CSS**	Future Intersection				32.3	29.0	D	D
13	Driveway 3 and Barton Road	**CSS**	Future Intersection				25.0	19.8	D	C
14	Driveway 4 and Walnut Avenue	**CSS**	Future Intersection				9.1	9.1	A	A
15	Driveway 5 and Barton Road	**CSS**	Future Intersection				30.1	33.2	D	D
16	Driveway 6 and Driveway 7/De Berry Street	**CSS**	Future Intersection				10.1	10.8	B	B
17	Grand Terrace Road and Barton Road	TS	10.4	15.7	B	B	10.7	15.8	B	B
18	I-215 SB Ramps and Barton Road	RA	9.9	10.8	A	B	10.6	10.9	B	B
19	I-215 NB Ramps and Barton Road	TS	42.3	35.6	D	D	44.6	44.9	D	D

Notes:
NB = Northbound SB = Southbound EB = Eastbound WB = Westbound
* **BOLD =** Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.
2 CSS = Cross-street Stop; TS = Traffic Signal; UC = Uncontrolled; RA = Roundabout; **CSS =** Improvement

As shown in Table 3.11-13, there are no additional study area intersections that are anticipated to operate at a deficient LOS during one or both peak-hours for Opening Year Cumulative (2022) With Project traffic conditions, in addition to the locations identified above for Opening Year Cumulative (2022) Without Project traffic conditions. It should be noted the intersection of South Terrace Avenue and Barton Road (No. 10) is anticipated to operate at an acceptable LOS during the peak-hours since the south leg of the intersection will be vacated with the development of the proposed project.

Traffic Signal Warrants Analysis

There are no unsignalized study area intersections that are anticipated to meet a peak-hour volume-based or planning-level (ADT) traffic signal warrant under Opening Year Cumulative (2022) Without Project and With Project traffic conditions.

Off-Ramp Queueing Analysis

Queuing analysis findings for Opening Year Cumulative (2022) Without and With Project traffic conditions are shown in Table 3.11-14. As shown in Table 3.11-15, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2022) Without Project and With Project traffic conditions.

Freeway Facility Analysis

Opening Year Cumulative (2022) Without Project and With Project mainline directional volumes for the AM and PM peak-hours are provided in Appendix J. As shown in Table 3.11-15, the study area freeway mainline segments and merge/diverge ramp junctions are anticipated to continue to operate at an acceptable LOS (i.e., LOS D or better) during the peak-hours for Opening Year Cumulative (2022) Without Project and With Project traffic conditions.

Table 3.11-14: Peak-hour Freeway Off-Ramp Queuing Summary for Opening Year Cumulative (2022) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	2022 Without Project				2022 With Project			
			95th Percentile Queue (Feet)		Acceptable?[1]		95th Percentile Queue (Feet)		Acceptable?[1]	
			AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
Rancho Avenue and I-10 WB Ramps (No. 1)	WBL/T	930	285	134	Yes	Yes	285	134	Yes	Yes
	WBR	145	76	327[3]	Yes	Yes	76	327[3]	Yes	Yes
Rancho Avenue and I-10 EB Ramps (No. 2)	EBL/T	1,530	164	486[2]	Yes	Yes	164	486[2]	Yes	Yes
	EBR	160	173 [3]	162[3]	Yes	Yes	176[3]	162[2,3]	Yes	Yes
I-215 SB Off-Ramp and Iowa Avenue (No. 8)	NBL NBR	1,420	101	152	Yes	Yes	101	152	Yes	Yes
		400	749[2,3]	525[2,3]		Yes	749[2,3]	525[2,3]	Yes	Yes
I-215 NB Ramps and Iowa Avenue (No. 9)	SBT/R	1,155	615[2]	583[2]	Yes	Yes	628[2]	587[2]	Yes	Yes
I-215 SB Ramps and Barton Road (No. 18)	SBL/T	1,820	75	125	Yes	Yes	75	125	Yes	Yes
	SBR	1,100	25	50	Yes	Yes	25	50	Yes	Yes
I-215 NB Ramps and Barton Road (No. 19)	NBL/T	250	330[2,3]	1,228[2,3]	Yes	Yes	386[2,3]	1,303[2,3]	Yes	Yes
	NBR	1,580	276	328	Yes	Yes	276	328	Yes	Yes

Notes:
NBR = Northbound Right NBL = Northbound Left NBL/T = Northbound Left/Through
SBR = Southbound Right SBT/R = Southbound Through/Right SBL/T = Southbound Left/Through
EBL/T = Eastbound Left/Through EBR = Eastbound Right
WBL/T = Westbound Left/Through WBR = Westbound Right

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 or I-215 Freeway mainline.

Table 3.11-15: Freeway Facility Analysis for Opening Year Cumulative (2022) Conditions

Freeway	Direction	Ramp or Segment	Lanes on Freeway[1]	2022 Without Project				2022 With Project			
				AM Peak-hour		PM Peak-hour		AM Peak-hour		PM Peak- hour	
				Density[2]	LOS[3]	Density[2]	LOS[3]	Density[2]	LOS[3]	Density[2]	LOS[3]
I-215 Freeway	Southbound	North of Barton Road	3	19.0	C	18.0	B	19.0	C	18.0	B
		Off-Ramp at Barton Road	3	25.8	C	25.0	C	26.0	C	25.1	C
		Loop On-Ramp at Barton Road	3	23.0	C	20.5	C	23.1	C	20.7	C
		South of Barton Road	3	19.5	C	17.3	B	19.5	C	17.4	B
	Northbound	North of Barton Road	3	25.0	C	21.8	C	25.1	C	21.9	C
		On-Ramp at Barton Road	3	28.3	D	25.1	C	28.4	D	25.2	C
		Off-Ramp at Barton Road	3	28.3	D	27.5	C	28.6	D	27.5	C
		South of Barton Road	3	23.4	C	22.2	C	23.8	C	22.2	C

* **BOLD =** Unacceptable Level of Service
1 Number of mixed-flow lanes are in the specified direction and is based on existing conditions.
2 Density is measured by passenger cars per mile per lane (pc/mi/ln).
3 LOS = Level of Service

Conclusion

The project is anticipated to contribute fewer than 50 peak-hour trips to both intersections shown on Table 3.11-16.

Table 3.11-16: Intersection Analysis for Opening Year Cumulative (2022) Conditions With Improvements

No.	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
3	Rancho Avenue and Agua Mansa Road																	
	–Without Project	TS	1	2	0	1	2	0	**1**	1	0	0	1	0	30.3	33.2	C	C
	–With Project	TS	1	2	0	1	2	0	**1**	1	0	0	1	0	30.7	33.8	C	C
9	I-215 Northbound Ramps and Iowa Avenue																	
	–Without Project	TS	1	1	0	0	1	0	**1**	**0**	**2**	0	0	0	51.6	43.5	D	D
	–With Project	TS	1	1	0	0	1	0	**1**	**0**	**2**	0	0	0	53.1	44.0	D	D

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; **1 =** Improvement
[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
[3] TS = Traffic Signal

As shown previously in Table 3.11-14, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Opening Year Cumulative (2022) traffic conditions. As shown previously in Table 3.11-15, the study area freeway segments and merge/diverge ramp junctions are anticipated to operate at an acceptable LOS for Opening Year Cumulative (2022) traffic conditions. Therefore, impacts would be less than significant during the Opening Year Cumulative (2022) Traffic Conditions.

Horizon Year (2040) Traffic Conditions

Horizon Year (2040) Without Project Traffic Conditions

The Horizon Year (2040) Without Project Traffic Volume Forecasts scenario includes the refined post-process volumes obtained from the SBTAM (see Section 4.7 *Horizon Year (2040) Volume Development* of the TIA for a detailed discussion on the postprocessing methodology). The weekday ADT and weekday AM and PM peak-hour volumes which can be expected for Horizon Year (2040) Without Project traffic conditions are shown in Appendix J.

As shown in Table 3.11-17, the following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) Without Project traffic conditions:

- Rancho Avenue and Agua Mansa Road (No. 3)–LOS E AM peak-hour; LOS F PM peak-hour
- La Cadena Drive and Rancho Avenue (No. 5)–LOS E PM peak-hour only
- La Cadena Drive and Barton Road (No. 6)–LOS E AM peak-hour only
- La Cadena Drive and Iowa Avenue (No. 7)–LOS F PM peak-hour only
- I-215 SB Ramps and Iowa Avenue (No. 8)–LOS F AM peak-hour; LOS E PM peak-hour
- I-215 NB Ramps and Iowa Avenue (No. 9)–LOS F AM and PM peak-hours
- South Terrace Avenue and Barton Road (No. 10)–LOS F AM and PM peak-hours

Table 3.11-17: Horizon Year (2040) Without Project Traffic Conditions

No.	Intersection	Traffic Control[2]	2040 Without Project				2040 With Project			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Rancho Avenue and I-10 WB Ramps	TS	32.7	29.0	C	C	32.8	29.1	C	C
2	Rancho Avenue and I-10 EB Ramps	TS	28.8	54.1	C	D	28.9	54.4	C	D
3	Rancho Avenue and Agua Mansa Road	TS	**59.7**	**104.1**	**E**	**F**	**60.4**	**105.2**	**E**	**F**
4	La Cadena Drive and I-10 WB Ramps	UC	15.2	18.0	C	C	15.3	18.2	C	C
5	La Cadena Drive and Rancho Avenue	TS	35.0	**69.7**	C	**E**	36.1	**72.6**	D	**E**
6	La Cadena Drive and Barton Road	TS	**57.1**	52.3	**E**	D	**67.7**	**55.2**	**E**	**E**
7	La Cadena Drive and Iowa Avenue	TS	36.5	**89.9**	D	**F**	36.9	**90.4**	D	**F**
8	I-215 SB Ramps and Iowa Avenue	TS	**87.3**	**70.2**	**F**	**E**	**88.7**	**70.6**	**F**	**E**
9	I-215 NB Ramps and Iowa Avenue	TS	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
10	S Terrace Avenue and Barton Road	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
11	Driveway 1 and Walnut Avenue	**CSS**	Future Intersection				9.3	9.3	A	A
12	Driveway 2 and Barton Road	**CSS**	Future Intersection				**82.0**	**44.1**	**F**	**E**
13	Driveway 3 and Barton Road	**CSS**	Future Intersection				**53.2**	25.7	**F**	D
14	Driveway 4 and Walnut Avenue	**CSS**	Future Intersection				9.2	9.3	A	A
15	Driveway 5 and Barton Road	**CSS**	Future Intersection				**>100.0**	**64.0**	**F**	**F**
16	Driveway 6 and Driveway 7/De Berry Street	**CSS**	Future Intersection				10.2	10.8	B	B

No.	Intersection	Traffic Control[2]	2040 Without Project				2040 With Project			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
17	Grand Terrace Road and Barton Road	TS	12.1	17.3	B	B	12.0	17.2	B	B
18	I-215 SB Ramps and Barton Road	RA	12.9	15.2	B	C	15.6	16.4	C	C
19	I-215 NB Ramps and Barton Road	TS	49.4	48.4	D	D	50.7	50.2	D	D

Notes:
NB = Northbound SB = Southbound EB = Eastbound WB = Westbound
* **BOLD =** Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
2 CSS = Cross-street Stop; TS = Traffic Signal; UC = Uncontrolled; RA = Roundabout; **CSS =** Improvement

Horizon Year With Project Conditions

The Horizon Year (2040) With Project Traffic Volumes Forecasts scenario includes the refined post-process volumes obtained from the SBTAM, plus the traffic generated by the proposed project. With the development of the proposed Project, South Terrace Avenue will be vacated, from Barton Road to De Berry Street. As such, existing volumes have been adjusted to reflect the vacation of South Terrace Avenue. Volumes have been rerouted to utilize La Crosse Avenue to access Barton Road to the north. The weekday ADT and weekday AM and PM peak-hour volumes which can be expected for Horizon Year (2040) With Project traffic conditions are shown in Appendix J.

As shown in Table 3.11-18, the following additional study area intersections are anticipated to operate at a deficient LOS during one or both peak-hours for Horizon Year (2040) With Project traffic conditions, in addition to the locations identified above for Horizon Year (2040) Without Project traffic conditions:

- Driveway 2 and Barton Road (#12)–LOS F AM peak-hour; LOS E PM peak-hour
- Driveway 3 and Barton Road (#13)–LOS F AM peak-hour only
- Driveway 5 and Barton Road (#15)–LOS F AM and PM peak-hours

Table 3.11-18: Intersection Analysis for Horizon Year (2040) Conditions

No.	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
3	Rancho Avenue and	TS	1	2	0	1	2	**1**	**1**	1	0	0	1	0	23.4	43.6	C	D
	Agua Mansa Road	TS	1	2	0	1	2	**1**	**1**	1	0	0	1	0	23.5	43.9	C	D

No.	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
	–Without Project –With Project																	
5	La Cadena Drive and Rancho Avenue –Without Project –With Project	 TS TS	 1 1	 2 2	 0 0	 0 0	 2 2	 0 0	 0 0	 1 1	 1> 1>	 0 0	 0 0	 0 0	 34.7 36.1	 28.8 29.5	 C D	 C C
6	La Cadena Drive and Barton Road –Without Project –With Project	 TS TS	 0 0	 2 2	 1 1	 1 1	 2 2	 0 0	 0 0	 0 0	 0 0	 **2** **2**	 0 0	 1 1	 46.0 48.2	 43.1 43.8	 D D	 D D
7	La Cadena Drive and Iowa Avenue –Without Project –With Project	 TS TS	 1 1	 **2** **2**	 0 0	 0 0	 **2** **2**	 2>> 2>>	 1 1	 0 0	 1> 1>	 0 0	 0 0	 0 0	 18.0 18.1	 26.7 27.3	 B B	 C C
8	I-215 SB Ramps and Iowa Avenue –Without Project –With Project	 TS TS	 1 1	 0 0	 1 1	 0 0	 0 0	 0 0	 0 0	 **2** **2**	 0 0	 0 0	 **2** **2**	 0 0	 23.3 23.4	 19.6 19.6	 C C	 B B
9	I-215 NB Ramps and Iowa Avenue –Without Project –With Project	 TS TS	 **2** **2**	 1 1	 0 0	 0 0	 1 1	 0 0	 **1** **1**	 **0** **0**	 **2>** **2>**	 0 0	 0 0	 0 0	 29.0 29.3	 34.0 34.2	 C C	 C C
10	South Terrace Avenue and Barton Road –Without Project –With Project	 TS TS	 0 0	 1 **0**	 D **0**	 0 0	 1 1	 0 0	 **1** **1**	 **2** **2**	 0 0	 d **0**	 **2** **2**	 1 1	 31.0 13.5	 17.4 23.8	 D B	 C C
12	Driveway 2 and Barton Road –Without Project –With Project	 **CSS**	Future Intersection 0	 **1**	 0	 0	 0	 **1**	 0	 **2**	 0	 **1**	 **2**	 0	 16.9	 23.3	 C	 C
13	Driveway 3 and Barton Road –Without Project –With Project	 **CSS**	Future Intersection 0	 **1**	 0	 0	 0	 0	 0	 **2**	 0	 **1**	 **2**	 0	 15.0	 16.5	 C	 C
15	Driveway 5 and Barton Road –Without Project –With Project	 **CSS**	Future Intersection 0	 0	 0	 0	 **1**	 0	 **1**	 **2**	 0	 0	 **2**	 0	 16.4	 18.7	 C	 C

No.	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; >= Right-Turn Overlap Phasing; >>= Free Right Turn Lane; **1 =** Improvement

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross-street Stop; TS = Traffic Signal; **CSS =** Improvement

Off-Ramp Queueing Analysis

Queuing analysis findings for Horizon Year (2040) Without and With Project traffic conditions are shown in Table 3.11-19. As shown in Table 3.11-20, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2040) Without Project and With Project. As a result, impacts related to off-ramp queuing during the Horizon Year would be less than significant.

Freeway Facility Analysis

Horizon Year (2040) Without Project and With Project mainline directional volumes for the AM and PM peak-hours are provided in Appendix J. As shown in Table 3.11-20, the study area freeway mainline segments and merge/diverge ramp junctions are anticipated to continue to operate at an acceptable LOS (i.e., LOS D or better) during the peak-hours for Horizon Year (2040) Without Project and With Project traffic conditions. As a result, impacts related to freeway facility analysis during the Horizon Year would be less than significant.

Table 3.11-19: Peak-hour Freeway Off-Ramp Queuing Summary for Horizon Year (2040) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	2040 Without Project				2040 With Project			
			95th Percentile Queue (Feet)		Acceptable?[1]		95th Percentile Queue (Feet)		Acceptable?[1]	
			AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
Rancho Avenue and I-10 WB Ramps (No. 1)	WBL/T WBR	930 145	354 167[3]	162 535[2,3]	Yes Yes	Yes Yes	354 168[3]	162 535[2,3]	Yes Yes	Yes Yes
Rancho Avenue and I-10 EB Ramps (No. 2)	EBL/T EBR	1,530 160	186 299[3]	669[2] 259[3]	Yes Yes	Yes Yes	186 303[3]	669 260[2,3]	Yes Yes	Yes Yes
I-215 SB Off-Ramp and Iowa Avenue (No. 8)	NBL NBR	1,420 400	107 1,037[2]	161 794[2,3]	Yes Yes	Yes Yes	107 1,037[2,3]	161 794[2,3]	Yes Yes	Yes Yes
I-215 NB Ramps and Iowa Avenue (No .9)	SBT/R	1,155	738[2]	700[2]	Yes	Yes	750[2]	704[2]	Yes	Yes
I-215 SB Ramps and Barton Road (No. 18)	SBL/T SBR	1,820 1,100	125 50	225 75	Yes Yes	Yes Yes	125 50	225 75	Yes Yes	Yes Yes
I-215 NB Ramps and Barton Road (No. 19)	NBL/T NBR	250 1,580	353[2,3] 450	1,276[2,3] 589	Yes Yes	Yes Yes	405[2,3] 451	1,354[2,3] 678	Yes Yes	Yes Yes

Notes:
NB = Northbound SB = Southbound EB = Eastbound WB = Westbound
[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.
[2] 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.
[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 or I-215 Freeway mainline.

Table 3.11-20: Freeway Facility Analysis for Horizon Year (2040) Conditions

Freeway	Direction	Ramp or Segment	Lanes on Freeway[1]	2040 Without Project				2040 With Project			
				AM Peak-hour		PM Peak-hour		AM Peak-hour		PM Peak-hour	
				Density[2]	LOS[3]	Density[2]	LOS[3]	Density[2]	LOS[3]	Density[2]	LOS[3]
I-215 Freeway	Southbound	North of Barton Road	3	24.2	C	19.8	C	24.3	C	20.0	C
		Off-Ramp at Barton Road	3	30.7	D	27.2	C	30.9	D	27.5	C
		Loop On-Ramp at Barton Road	3	28.7	D	25.4	C	28.7	D	25.6	C
		South of Barton Road	3	25.2	C	20.9	C	25.2	C	21.0	C
	Northbound	North of Barton Road	3	28.0	D	27.7	D	28.0	D	27.4	D
		On-Ramp at Barton Road	3	31.4	D	30.0	D	31.4	D	31.5	D
		Off-Ramp at Barton Road	3	29.7	D	31.5	D	29.9	D	30.1	D
		South of Barton Road	3	24.8	C	27.3	D	25.0	C	27.4	D

* **BOLD =** Unacceptable Level of Service
1 Number of mixed-flow lanes are in the specified direction and is based on existing conditions.
2 Density is measured by passenger cars per mile per lane (pc/mi/ln).
3 LOS = Level of Service

Conclusion

The development of the proposed project is not anticipated to require the construction of any off-site improvements, however, there are improvement needs identified at off-site intersections for future traffic analysis scenarios where the project would contribute traffic. As shown in the TA (Appendix J), off-site intersections would operate at deficient levels and the addition of project generated traffic would reduce traffic conditions below acceptable LOS, a potentially significant impact. As a result, Mitigation Measure (MM) TRANS-1a and MM TRANS-1b would require the project applicant to contribute fair share payment of fees to fund future intersection improvements based on construction estimates from the San Bernardino County CMP.

The project is anticipated to contribute fewer than 50 peak-hour trips to the following intersections:

- Rancho Avenue and Agua Mansa Road (No. 3)
- La Cadena Drive and Rancho Avenue (No. 5)
- La Cadena Drive and Barton Road (No. 6)
- La Cadena Drive and Iowa Avenue (No. 7)
- I-215 SB Ramps and Iowa Avenue (No. 8)
- I-215 NB Ramps and Iowa Avenue (No. 9)

Planned intersection improvements to the Study Area intersections would further improve traffic operations. As shown previously in Table 3.11-19, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Horizon Year (2040) traffic conditions. As shown previously in Table 3.11-20, the study area freeway segments and merge/diverge ramp junctions are anticipated to operate at an acceptable LOS for Horizon Year (2040) traffic conditions.

Transportation improvements within the City of Colton are funded through a combination of project improvements, such as the City of Colton DIF program or fair share contributions. The project applicant will be subject to the City's DIF fee program and will pay the requisite City DIF fees at the rates then in effect pursuant to the City's ordinance. The project applicant's payment of the requisite DIF fees at the rates then in effect, pursuant to the DIF Program, will reduce its impacts to DIF-funded facilities.

As such, the project applicant's responsibility for the project's contributions towards off-site intersection deficiencies is fulfilled through payment of fair share or participation in the pre-existing fee programs that would be assigned to construction of the identified recommended improvements. The project would not result in significant impacts to roadway operations, LOS, off-ramp queueing, freeway operations, or warrant new traffic signals. Therefore, payment of fair share contributions consistent with the City of Colton and County's requirements would ensure impacts would be less than significant with mitigation incorporated.

Pedestrian Facilities

Exhibit 3.11-3 illustrates the existing pedestrian facilities within the study area. As shown on Exhibit 3.11-3, there are limited pedestrian facilities on Barton Road and La Cadena Drive near the project site. The proposed project would include new sidewalks along all proposed roadways and would

improve pedestrian access to the site. Payment of fair share contributions consistent with the City of Colton would contribute to pedestrian facility improvements to further serve the study area. Therefore, the proposed project would not result in significant impacts to pedestrian facilities and impacts would be less than significant.

Bicycle Facilities

As shown on Exhibits 3.11-2a and -2b, there are planned Class II bicycle routes along Barton Road and La Cadena Drive and planned Class III bicycle routes along La Cadena Drive within the study area. Field observations conducted as part of the TIA indicate nominal pedestrian and bicycle activity within the study area. As a result, the proposed project would not further increase bicycle facility use beyond existing capacity as there is already sufficient capacity for bicyclists. Payment of fair share contributions consistent with the City of Colton would contribute to bicycle facility improvements to further serve the study area. Therefore, the proposed project would not result in significant impacts to bicycle facilities and impacts would be less than significant.

Transit Facilities

The study area is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County, with bus service along La Cadena Drive, north of Congress Street, via Route 19 and Barton Road, east of the I-215 Freeway, via Route 305. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. The project does not include residential uses that could create a large demand for public transit. In addition, payment of fair share contributions consistent with the City of Colton would contribute to transit facility improvements because Measure I requires local jurisdictions to include a contribution fee for transit improvements. Payment of fair share fees would provide further funds for the City of Colton to improve transit facilities. Therefore, the proposed project would not result in significant impacts to transit facilities and impacts would be less than significant.

Level of Significance

Potentially significant impact.

Mitigation Measures

MM TRANS-1a City of Colton Fair Share Fees

Prior to the issuance of building permits, the Project Applicant shall pay the project's fair share amount of $24,421 for the improvements identified in Table 1-3 of the Traffic Analysis at intersections located within the City of Colton, or as agreed to by the City and Project Applicant.

MM TRANS-1b Caltrans Fair Share Fees

The Developer's fair-share amount for the intersections that either share a mutual border with or are wholly located within the jurisdiction of Caltrans and that have recommended improvements which are not covered by a pre-existing fee program is $4,297, as identified in Table 1-3 of the Traffic Analysis. The Developer shall be required to pay the amount shown above to the City of Colton prior to the issuance of building permits. The City of Colton shall hold Developer's Fair Share contribution in trust and shall apply Developer's Fair Share Contribution to any fee program adopted or agreed upon by the City of Colton and other agencies.

Level of Significance After Mitigation

Less than significant impact.

Conflict with CEQA Guidelines Section 15064.3, Subdivision (b)

Impact TRANS-2: The project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

Impact Analysis

Project Generated Vehicle Miles Traveled

Project generated VMT has been calculated using the SBTAM model. Adjustments in socio-economic data (SED) (i.e., employment) has been made to a separate Traffic Analysis Zone (TAZ) to reflect the project's proposed land use (i.e., industrial/warehouse uses). A separate TAZ is utilized to more easily be able to isolate the VMT generated by the proposed project. Table 3.11-21 summarizes the employment factors for the project.

Table 3.11-21: Employment Factors

Project	
Building Square Footage	960,040 square feet
Employment Factor	1 emp per 1,195 square foot
Employees	803

Table 3.11-22 presents the base year (2016) Project VMT per employee, the cumulative (2040) Project VMT per employee, and the baseline (2020) Project VMT per employee.

Table 3.11-22: Project VMT Per Employee

	Base Year 2016	Cumulative Year 2040	Baseline 2020
Project VMT	16,699	15,877	16,464
Project Employees	803	803	803
VMT per Employee	20.80	19.77	20.50

The City Guidelines provides VMT calculations for base year and cumulative model conditions. The City of Colton's base year VMT per employee threshold is 15.69 and the cumulative VMT per employee threshold is 14.86. Using linear interpolation, the baseline (2020) Project VMT per employee is 15.45. As noted in the City Guidelines, the project results in a significant project generated VMT impact if the baseline project generated VMT per employee exceeds the threshold of 15 percent below the City of Colton baseline VMT per employee.

Table 3.11-23 provides a comparison of the project generated VMT per employee as compared to the City's threshold. As shown in Table 3.11-23, the baseline (2020) Project generated VMT per

employee values would exceed the City's adopted threshold by 24.5 percent for baseline (2020) conditions. The transportation impact based on the assessment of Project generated VMT as compared to the City's adopted threshold is potentially significant.

Table 3.11-23: Project Vehicle Miles Traveled per Employee Comparison

	Baseline 2020
City Threshold	15.45
Project VMT per Employee	20.50
Percent Change	+24.5 percent
Potentially Significant	Yes

Potential VMT Reduction Strategies

Consistent with City Guidelines, VMT reduction strategies should be considered to address project generated VMT that exceeds the City's threshold. Transportation Demand Management (TDM) strategies have been evaluated for the purpose of reducing VMT impacts determined to be potentially significant. The effectiveness of TDM strategies to reduce VMT has been determined based on the SB 743 Implementation Mitigation and TDM Strategy Assessment prepared for SBCTA which was based on a current assessment of the previously published Quantifying Greenhouse Gas Mitigation Measures for applicability to projects in the SBCTA region.[5] The SBCTA TDM Report indicates that of the 50 transportation measures presented by the California Air Pollution Control Officers Association (CAPCOA), only 41 of those measures are applicable at a building and site level. The remaining 9 measures are functions of, or depend on, site location and/or actions by local and regional agencies or funders. Based on a review of the 41 transportation measures identified by CAPCOA, the SBCTA TDM Report identifies that only 7 of those measures may be effective at the project level. Land use context is a major factor relevant to the potential application and effectiveness of TDM measures. More specifically, the land use context of the project is characteristically suburban. Based on a review of the potentially relevant TDM measures presented in the SBCTA TDM Report, the following TDM measures were evaluated for their applicability to the project based on its suburban context and their ability to reduce project generated VMT:

Measure 1: Increase Diversity of Land Uses. Having different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transportation. For example, when residential areas are in the same neighborhood as retail and office buildings, a resident does not need to travel outside of the neighborhood to meet their trip needs.

The proposed project would construct 960,040 square feet of industrial warehouse use. In order for the above measure to apply, at least three of the following land uses should be located on-site, or if not on-site then within 0.25 mile or less of the project site: residential development, retail

[5] Fehr & Peers. 2019. SB 743 Implementation TDM Strategy Assessment. February 26. Website: https://www.fehrandpeers.com/wp-content/uploads/2019/12/TDM-Strategies-Evaluation.pdf. Accessed October 7, 2020.

development, office development, park, or open space. As the proposed project does not include a mix of land uses on-site, and is instead located within 0.25 mile to other industrial uses and low density residential, this particular TDM measure was not evaluated further as a means of providing a reduction in project VMT.

Measure 2: Provide Pedestrian Network Improvements. Providing on-site pedestrian access network to link areas of the project to the off-site pedestrian network encourages people to walk for short trips instead of drive. This mode shift results in people driving less for nearby trips (typically less than 0.25 mile and no greater than 0.5 mile) and thus a reduction in VMT.

The proposed project would provide for on-site pedestrian connections linking the site to existing pedestrian network along Barton Road, South Terrace Avenue, Walnut Avenue, and De Berry Street (with the exception of the SCE easement to the east of the project site that currently does not have a sidewalk) that would provide pedestrian connectivity to other nearby industrial uses and residential homes to the north. In a suburban context, a maximum 2 percent reduction in project VMT may be achieved through this measure, as noted by CAPCOA.

Measure 3: Provide Traffic Calming Measure (SDT-2). Providing traffic calming measures encourages people to walk or bike instead of using a passenger car. This mode shift would result in a decrease in VMT. Traffic calming features may include marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.

There is limited opportunity for the proposed project to implement meaningful enhanced traffic calming measures in the area. Therefore, this measure is not evaluated further as a means of providing a reduction in project VMT.

Measure 4: Implement Car-Sharing Program. Implementing a car-sharing program would allow individuals to have on-demand access to a shared fleet of vehicles on an as-needed basis. User costs are typically determined through mileage or hourly rates, with deposits and/or annual membership fees.

This measure would likely require the proposed project to pay fees toward its inclusion in an existing car sharing program, which may not be feasible for a project of this size. The potential reduction in VMT is also extremely limited with a maximum reduction in VMT between 0.4 percent and .07 percent as noted by CAPCOA, therefore, this measure is not evaluated further as a means of providing a reduction in project VMT.

Measure 5: Increase Transit Service Frequency and Speed. This measure serves to reduce transit-passenger travel time through more reduced headways and increased speed and reliability. This makes transit service more attractive and may result in a mode shift from auto to transit which reduces VMT.

Omnitrans Route 215 provides service in the project area but there is not currently a route with a transit stop within 0.25 mile of the project site; therefore, this measure is not further evaluated as a means of reducing Project VMT.

Measure 6: Encourage Telecommuting and Alternative Work Schedule (TRT-6). Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed work weeks.

The effectiveness of this strategy depends on the ultimate building tenant(s) and is a factor in considering any potential VMT reduction. As the future building tenant(s) are unknown, this measure is not evaluated further as means of providing a reduction in project VMT.

Measure 7: Provide Ride-Sharing Programs (TRT-3). This strategy focuses on encouraging carpooling and vanpooling, but its ultimate implementation is limited as Measure 6 above.

Vanpool and carpool parking spaces will be provided at each on-site building per the City's development code. The potential reduction in VMT is between 1 percent and 15 percent as noted by CAPCOA. The effectiveness of this strategy depends on the ultimate building tenant(s) and is a factor in considering any potential VMT reduction. As the future building tenant(s) are unknown, the low range of 1.0 percent reduction in project VMT may be achieved through this measure.

Conclusion

In summary, the baseline project VMT per employee was found to exceed the City of Colton baseline VMT per employee threshold by about 25 percent. With implementation of the limited feasible TDM measures discussed above, a potential reduction in project VMT of 3 percent would not be enough to reduce project generated VMT to a level of less than significant. Therefore, impacts would remain significant and unavoidable.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

No feasible mitigation is available.

Level of Significance After Mitigation

Significant and unavoidable.

Hazards

Impact TRANS-3: The project could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Impact Analysis

Construction

Prior to the start of construction and during the City's review process, the City of Colton Engineering Division would review proposed construction and design plans to ensure that no hazardous roadway features would be implemented. Construction activity has the potential to create hazardous roadway conditions by causing traffic congestion from temporary road closures, a potentially significant impact. Consistent with the City's General Notes and City Standards regarding Street Improvement Plans, prior to the commencement of any work in public streets or within the public right-of-way, the project contractor is required to provide a traffic control plan to the City Engineer for review.[6] Traffic control plans for minor right-of-way improvements are required to conform to the Work Area Traffic Control Handbook and large project traffic control plans are required to be prepared by a registered civil engineer. As a result, a traffic control plan would be prepared should any temporary road closures be required for construction and thus, impacts would be less than significant.

Operation

Project Site Adjacent Roadways and Access

As described in Section 2, Project Description, the proposed project would involve improvements to existing roadways adjacent to the project site, including new roadway signage, roadway lanes, and associated markings. In order to ensure new roadway improvements are consistent with City of Colton, CA MUTCD, and Caltrans the project would implement MM TRANS-2. MM TRANS-2 would require all roadway improvements and signage to be consistent with City of Colton, CA MUTCD, and Caltrans regulations and policies, which would be verified by the City of Colton Engineering Department. Compliance with these standards would ensure that project roadway improvements and signage do not increase roadway hazards. As a result, impacts would be less than significant.

Truck Access and Circulation

Project Driveways

Access to the project site would be provided via the following driveways:

- Driveway 1 and Walnut Avenue—full access for passenger cars only
- Driveway 2 (North Side) and Barton Road—right-in/right-out access only for both passenger cars and trucks
- Driveway 2 (South Side) and Barton Road—full access for passenger cars only
- Driveway 3 and Barton Road—full access for both passenger cars and trucks
- Driveway 4 and Walnut Avenue—full access for passenger cars only

[6] City of Colton. Street Improvement Plan Notes. Website: https://www.ci.colton.ca.us/DocumentCenter/View/638. Accessed October 2, 2020.

- Driveway 5 and Barton Road—full access for both passenger cars and trucks
- Driveway 6 and De Berry Street—full access for both passenger cars and trucks
- Driveway 7 and De Berry Street—full access for both passenger cars and trucks

Regional access to the project site is available from the Interstate 215 (I-215) Freeway via Barton Road and Iowa Avenue and the Interstate 10 (I-10) Freeway via Rancho Avenue interchanges.

As described in the Environmental Setting, the City of Colton designates Barton Road as a truck route. All trucks accessing the project site would access the project site from Barton Road or De Berry Street. Trucks would not use residential streets, creating a potential roadway hazard, because the most direct route to the project site is via South La Cadena Drive or I-215. In addition, existing school bus routes would not be affected by truck trips because the project would not include roadway changes to Palm Avenue or La Cadena Drive that would change bus routes or pick up/drop off points.

Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at the project driveway anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers (see Exhibit 3.11-5). As shown on Exhibit 3.11-5, the following curb radius change is necessary to accommodate the ingress and egress of heavy trucks:

- Driveway 2 on Barton Road should be modified to relocate the eastern curb of the drive aisle 7-feet to the east and provide a 35-foot radius on the northeast curb.
- Driveway 3 on Barton Road should be modified to provide a 55-foot radius on the southwest curb and a 60-foot radius on the southeast curb.
- Driveway 5 on Barton Road should be modified to relocate the western curb of the drive aisle 20-feet to the west and provide a 50-foot radius on the northeast and northwest curbs.
- Driveway 6 is anticipated to accommodate the turning radius of heavy trucks as currently proposed. No changes are necessary.

Without these modifications, site access would not comply with City standards and the project would have a potentially significant impact. To safely accommodate truck access to the project site, the project would be required to implement MM TRANS-2, which would require the project design to take into account the recommendations from the TA for preventing roadway hazard impacts. These measures are described below.

I-215 Southbound Ramps and Barton Road

A truck turning template has been overlaid at the newly constructed roundabout at I-215 Southbound Ramps and Barton Road based on comments provided by City staff and local residents during the scoping process. A truck turning template has been overlaid for each movement anticipated to be utilized by the proposed project (see Exhibit 3.11-7). As shown in Exhibit 3.11-7, the newly constructed roundabout at I-215 Southbound Ramps and Barton Road is anticipated to accommodate the turning radius of heavy trucks. The red pavement areas on the aerial is a skirt for

the roundabout circle that is meant to accommodate the sweep of large, heavy trucks. As such, no modifications are necessary to the existing I-215 Southbound Ramps on Barton Road and impacts would be less than significant.

Truck Queueing

A truck queuing evaluation was conducted for the existing guard shack at 280 De Berry Street based on comments provided by City of Colton staff during the scoping process. The proposed project is not anticipated to have guard shacks, however the existing industrial building located at 280 De Berry Street has an existing guard shack on the western driveway. The existing guard shack will be relocated in order to increase the distance from De Berry Street, providing more stacking distance for trucks.

Based on information provided by the operations team for the project site, the existing industrial building at 280 De Berry Street has approximately 75–100 inbound trucks daily (over a 24-hour period). Trucks arrive on-site throughout the day as opposed to only a few hours during the day. Trucks are not required to stop at the guard shack. In the event a truck arrives while another truck is already at the guard shack, the truck may enter the site without queuing behind the guard shack. Since the trucks are not required to stop at the guard shack and since the existing industrial building at 280 De Berry Street proposes to relocate the guard shack to provide more stacking distance from De Berry Street, truck queues are not anticipated to spill back onto De Berry Street. As shown on Exhibit 3.11-8, there is sufficient stacking to accommodate up to four WB-67 trucks between the guard shack and the public street. Therefore, impacts related to truck queueing would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM TRANS-2 Site Adjacent Roadways and Site Access

Prior to project construction permits, the applicant shall demonstrate on project site plans the following:

- South Terrace Avenue and Barton Road (No. 10) – Project to vacate the south leg of the intersection.
- Driveway 1 and Walnut Avenue (No. 11) – Project shall install a stop control on the northbound approach and a shared left-right turn lane.
- Driveway 2 and Barton Road (No. 12) - Project shall install a stop control on the northbound approach and a shared left-right turn lane. Project shall install a stop control on the southbound approach and a right turn lane. The Project shall construct the driveway (on the north side of Barton Road) to prohibit left turns in to and left turns out of the northern leg of Driveway 2.
- Driveway 3 and Barton Road (No. 13) – Project to install a stop control on the northbound approach and a shared left-right turn lane.

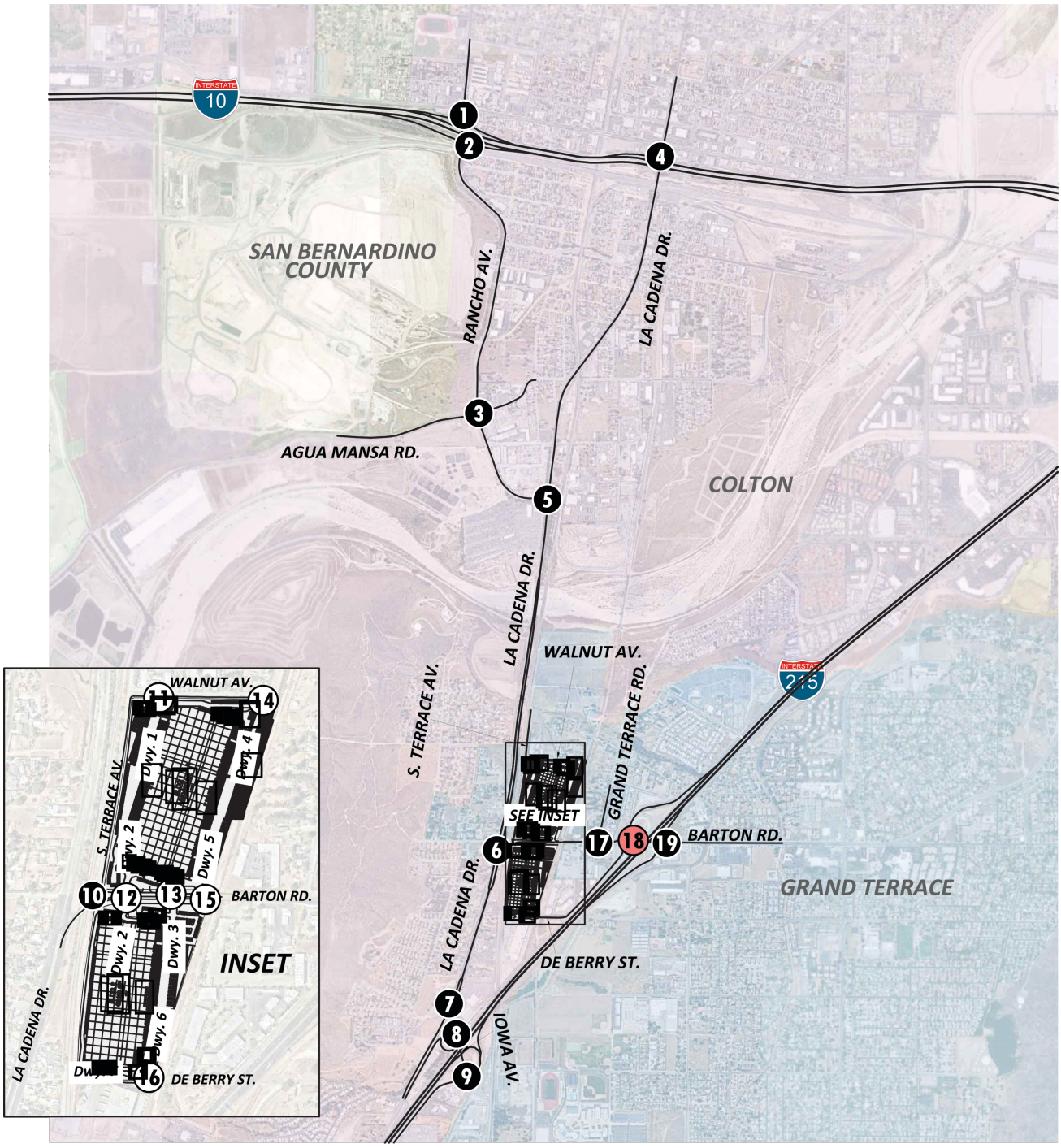
- Driveway 4 and Walnut Avenue (No. 14) – Project to install a stop control on the northbound approach and a shared left-right turn lane.
- Driveway 5 and Barton Road (No. 15) – Project to install a stop control on the southbound approach and a shared left-right turn lane.
- Driveway 6 and Driveway 7/De Berry Street (No. 16) – Project to install a stop control on the southbound approach and a shared left-right turn lane.
- Barton Road is an east-west oriented roadway that bisects the project site.
- Project to construct Barton Road at its ultimate full-section width as a Major Arterial (100-foot right-of-way) from the project's western boundary to the project's eastern boundary consistent with the City's standards. The project may not stripe the second eastbound and westbound through lanes until such time in the future when there are additional receiving lanes to the east and west of the project.

City of Colton Engineering Department staff shall verify that all:

- On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the project site.
- Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Colton sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

Level of Significance After Mitigation

Less than significant impact with mitigation incorporated.



LEGEND:

- 0 = EXISTING INTERSECTION ANALYSIS LOCATION
- 0 = FUTURE INTERSECTION ANALYSIS LOCATION
- 0 = CMP INTERSECTION

Source: Urban Crossroads.

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Exhibit 3.11-1
Location Map and Study Area

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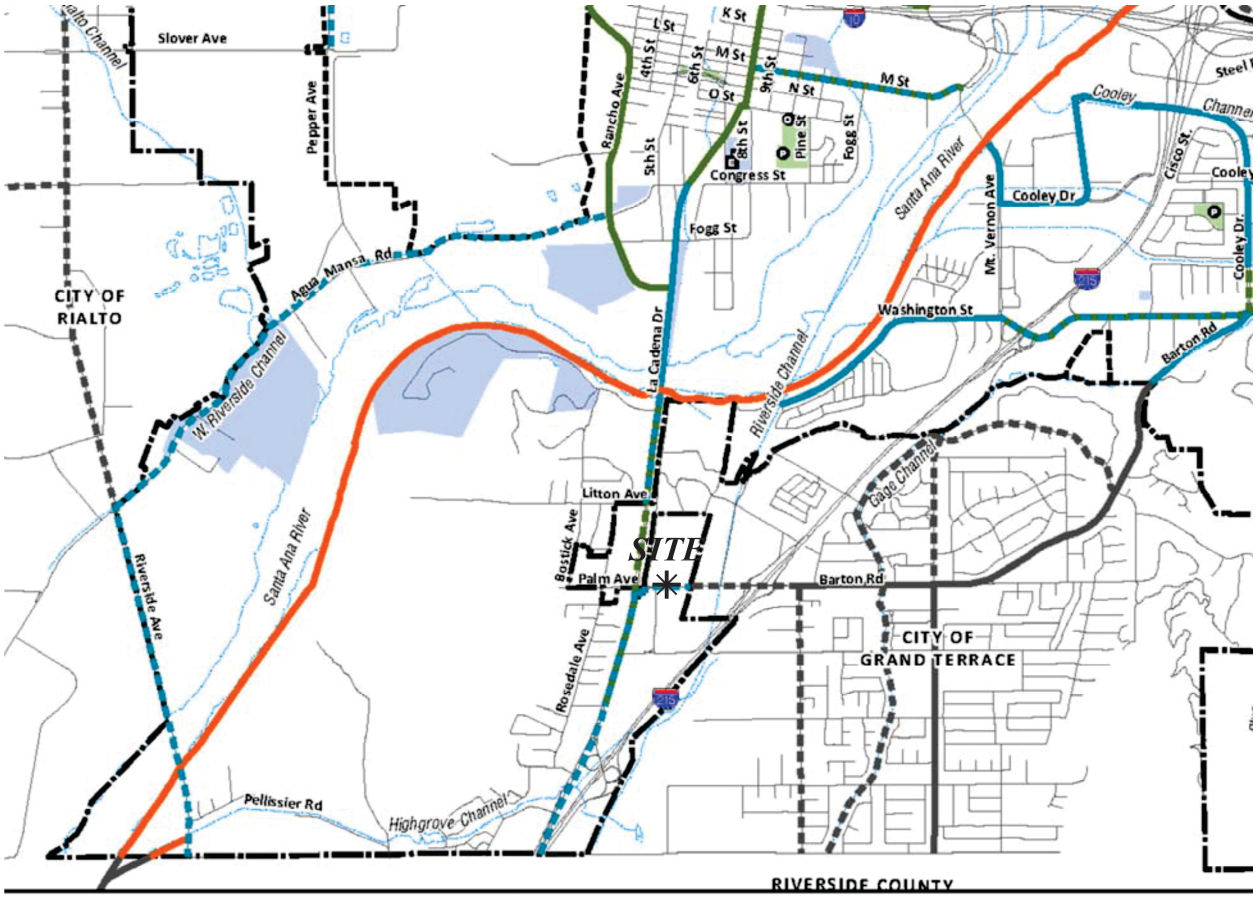

Source: Urban Crossroads.

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Exhibit 3.11-2a
City of Colton General Plan Bicycle Plan

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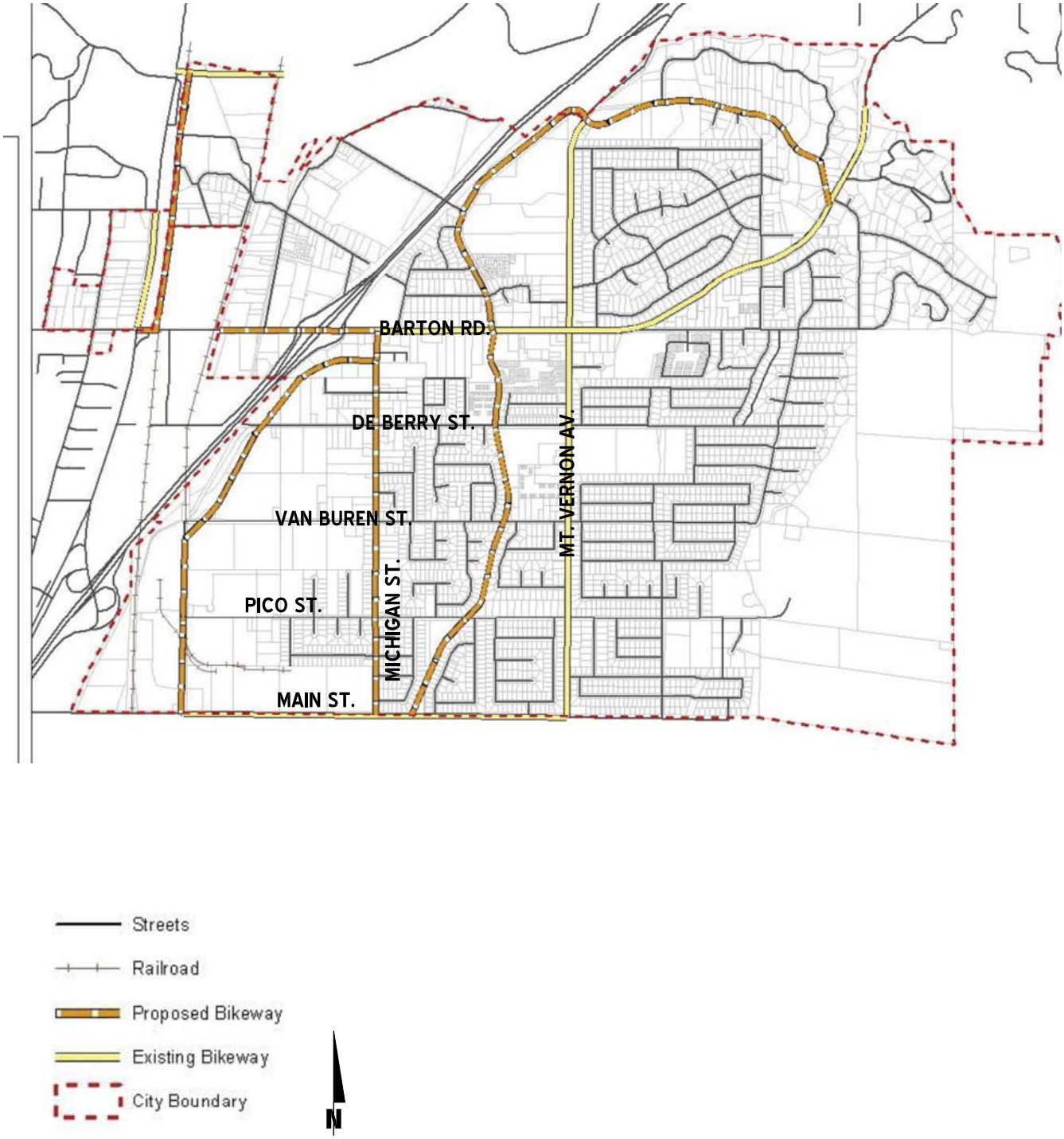

Source: Urban Crossroads.

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Exhibit 3.11-2b
City of Grand Terrace Bikeway Plan

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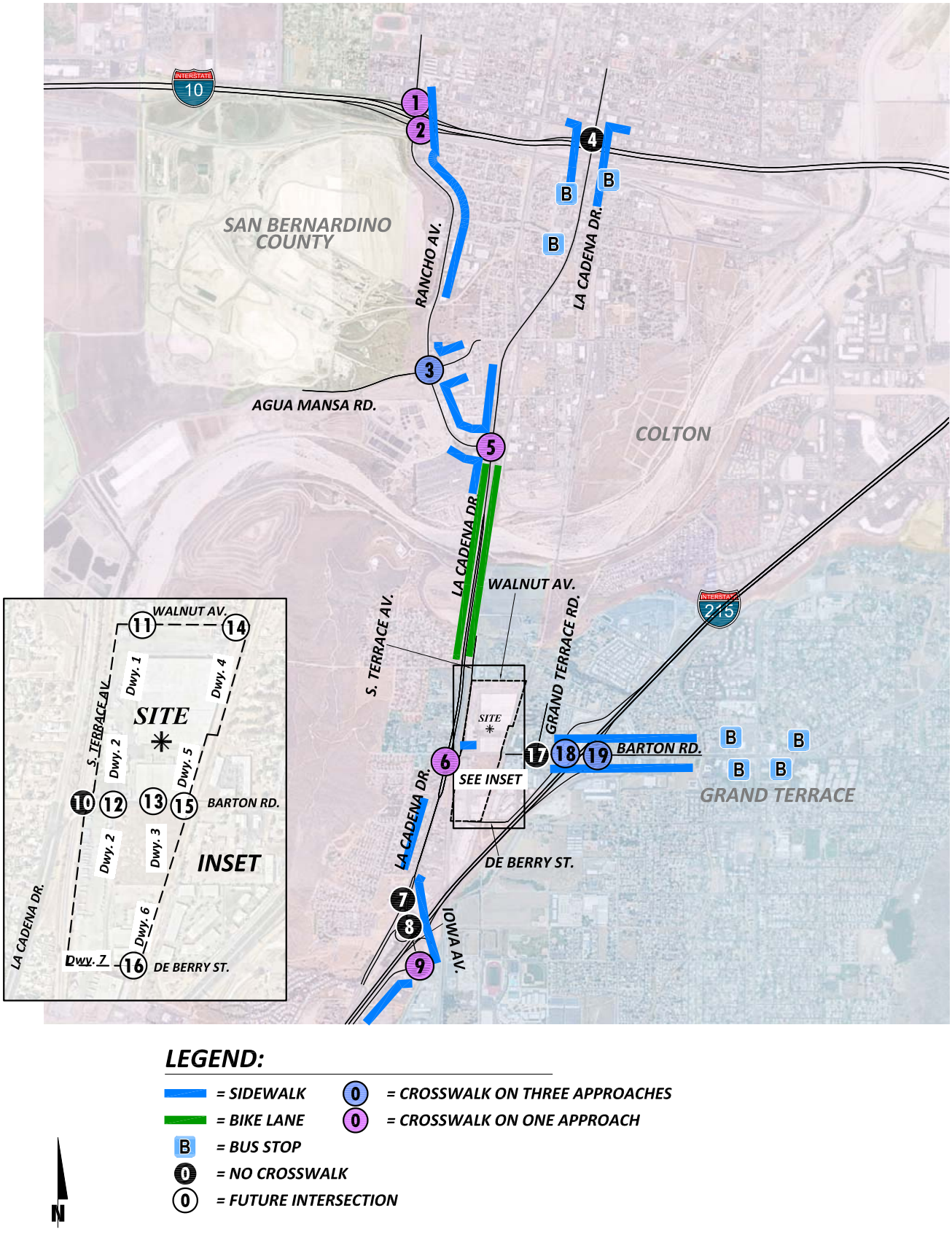

Source: Urban Crossroads.

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Exhibit 3.11-3
Existing Pedestrian Facilities

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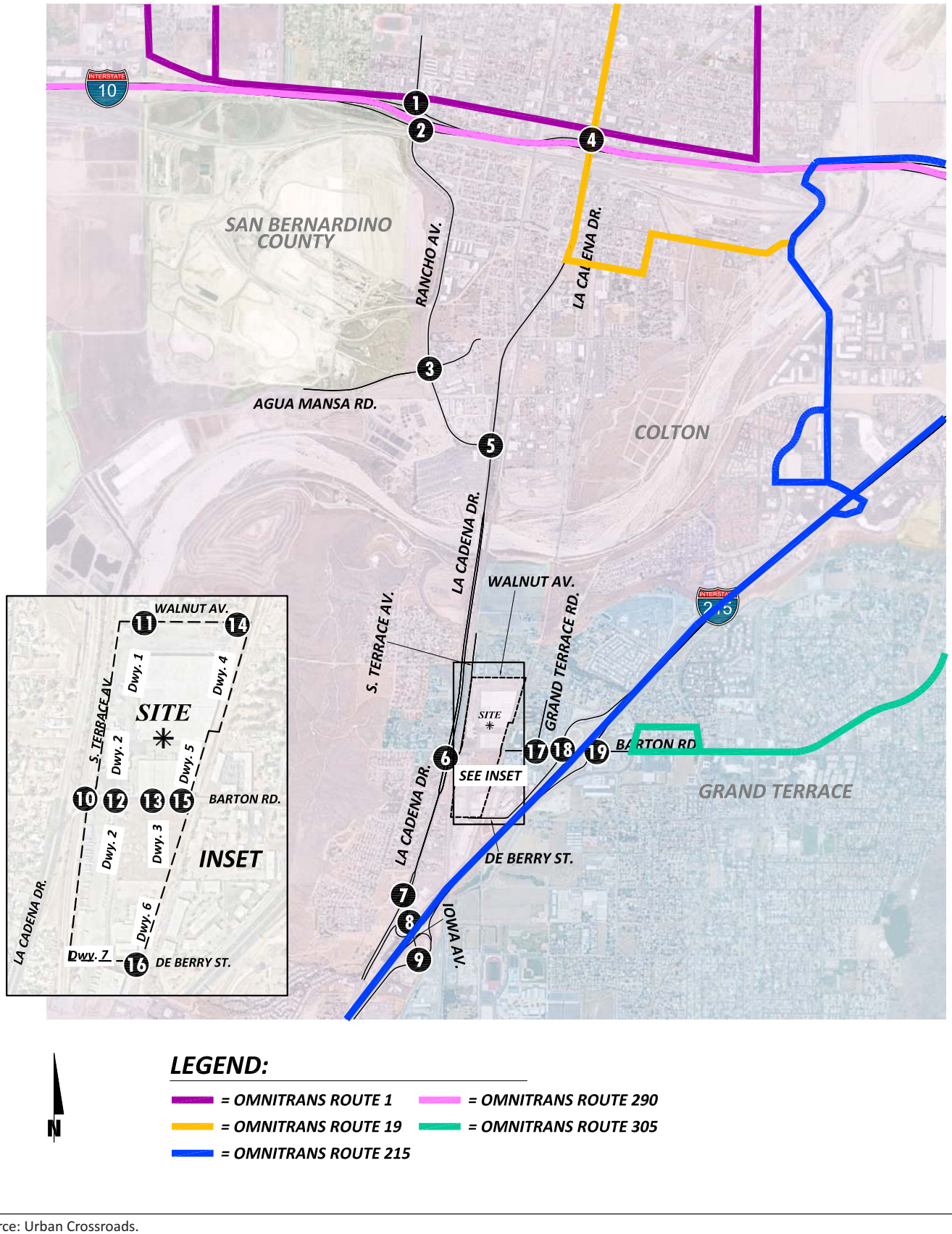

Source: Urban Crossroads.

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Exhibit 3.11-4
Existing Transit Routes

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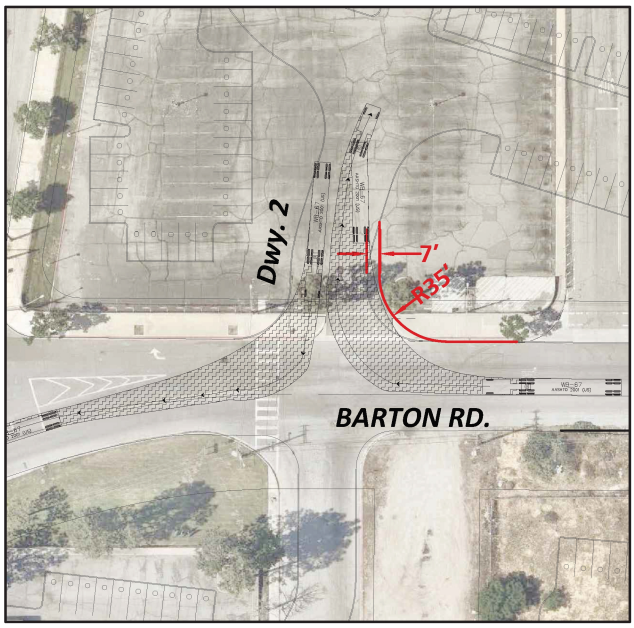

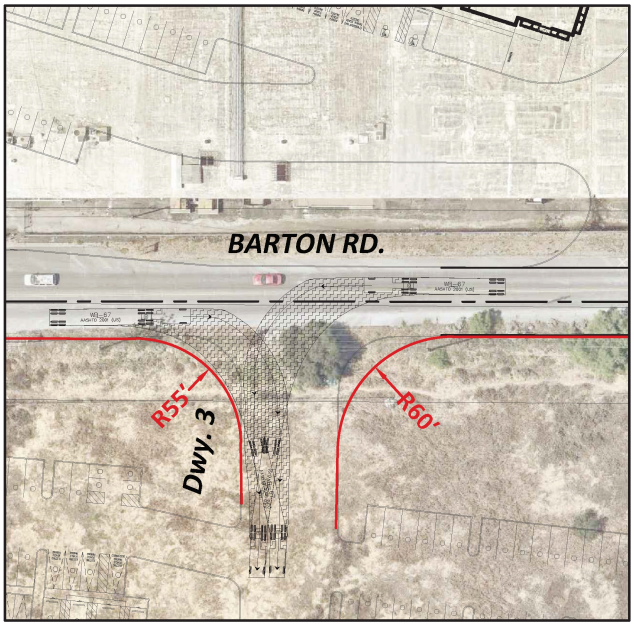



INBOUND ***OUTBOUND***

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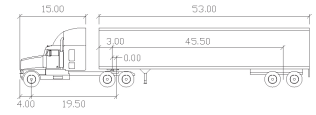

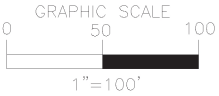



Source: Urban Crossroads.

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Exhibit 3.11-5a
Truck Access

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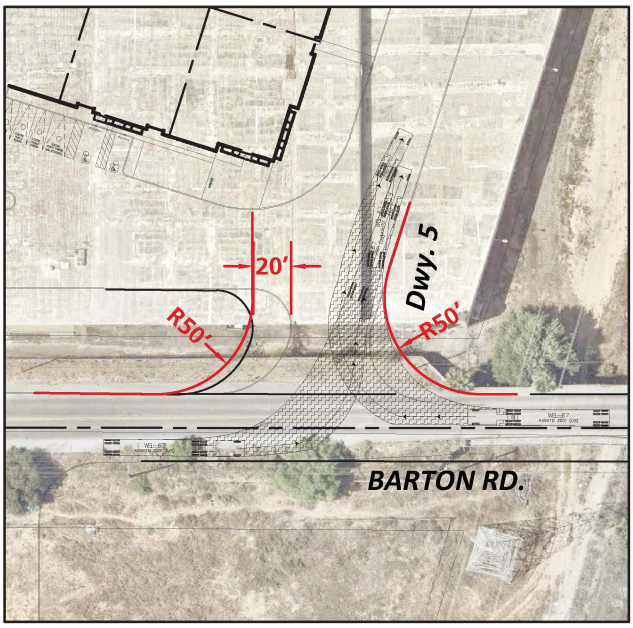
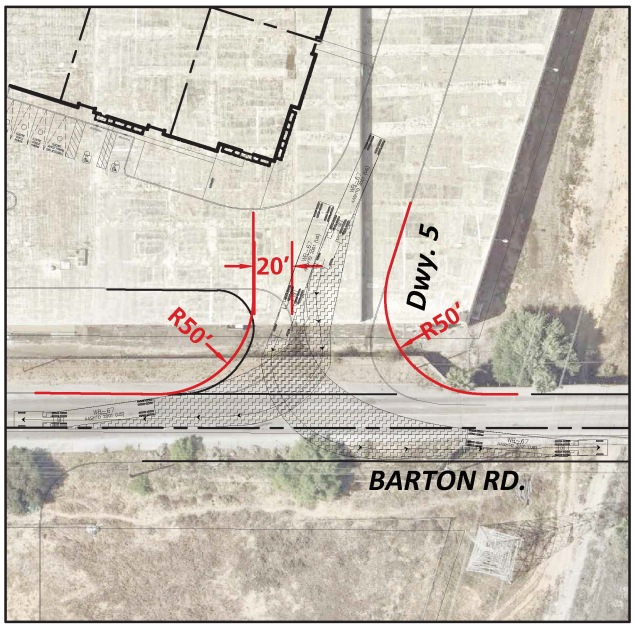


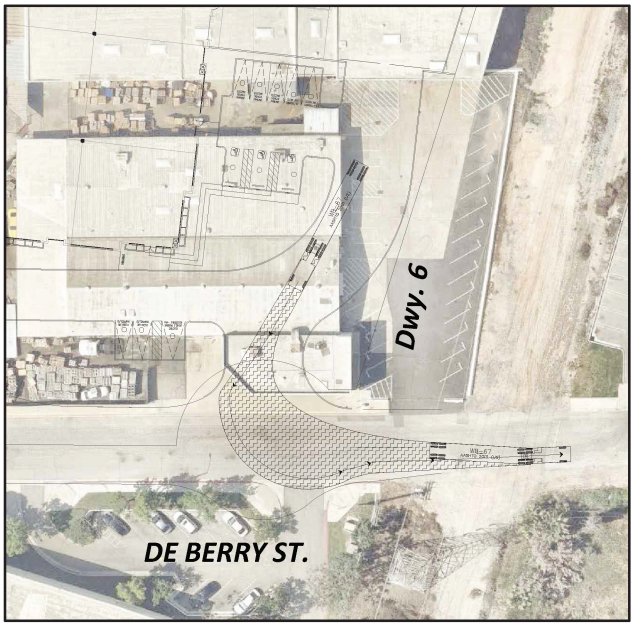
INBOUND



OUTBOUND

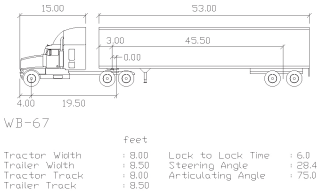


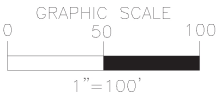
INBOUND



OUTBOUND

LEGEND:







Source: Urban Crossroads.

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Exhibit 3.11-5b
Truck Access

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#	Intersection	Existing (2020)	E+P	Opening Year Cumulative (2022) Without Project	Opening Year Cumulative (2022) With Project	Horizon Year (2040) Without Project	Horizon Year (2040) With Project
1	Rancho Av. & I-10 WB Ramps						
2	Rancho Av. & I-10 EB Ramps						
3	Rancho Av. & Agua Mansa Rd.						
4	La Cadena Dr. & I-10 WB Ramps						
5	La Cadena Dr. & Rancho Av.						
6	La Cadena Dr. & Barton Rd.						
7	La Cadena Dr. & Iowa Av.						
8	I-215 SB Ramps & Iowa Av.						
9	I-215 NB Ramps & Iowa Av.						
10	S. Terrace Av. & Barton Rd.						
11	Dwy. 1 & Walnut Av.	NA		NA		NA	
12	Dwy. 2 & Barton Rd.	NA		NA		NA	
13	Dwy. 3 & Barton Rd.	NA		NA		NA	
14	Dwy. 4 & Walnut Av.	NA		NA		NA	
15	Dwy. 5 & Barton Rd.	NA		NA		NA	
16	Dwy. 6 & Dwy. 7/De Berry St.	NA		NA		NA	
17	Grand Terrace Rd. & Barton Rd.						
18	I-215 SB Ramps & Barton Rd.						
19	I-215 NB Ramps & Barton Rd.						

LEGEND:

- = AM PEAK HOUR
- = PM PEAK HOUR
- = ACCEPTABLE LOS A-D
- = DEFICIENT LOS E
- = DEFICIENT LOS F
- NA = NOT AN ANALYSIS LOCATION FOR THIS SCENARIO

Source: Urban Crossroads.

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Exhibit 3.11-6
Summary of Deficient Intersections by Analysis Scenario

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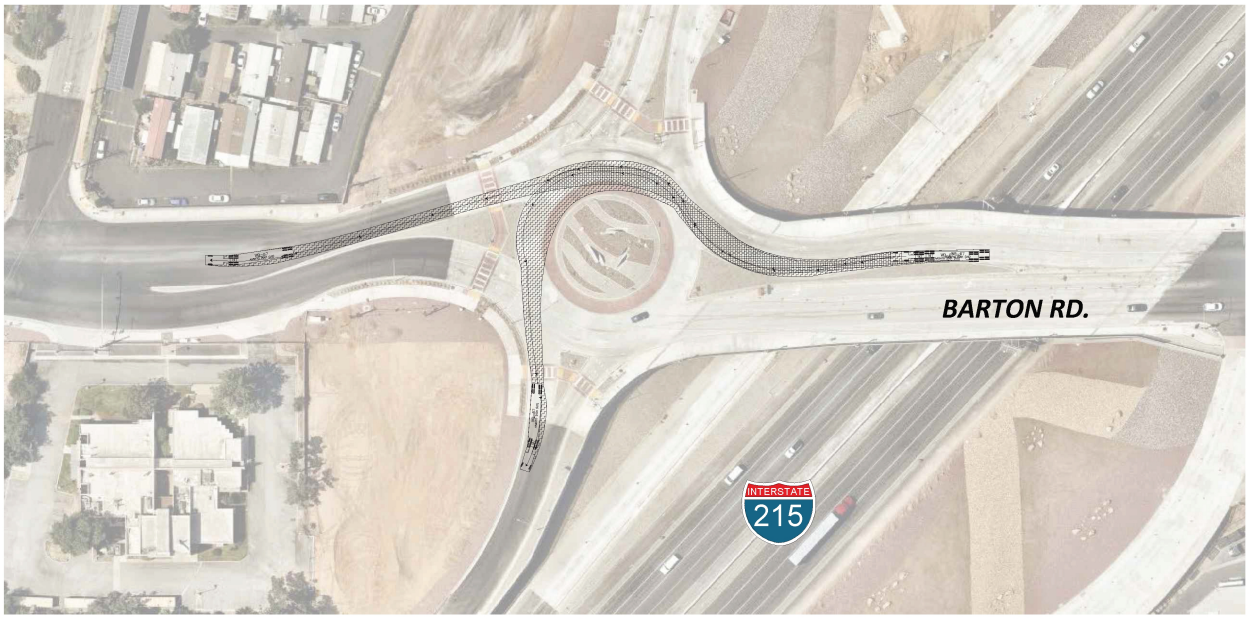

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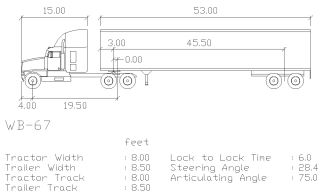

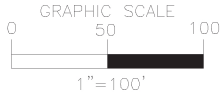



Source: Urban Crossroads.

Exhibit 3.11-7
I-215 SB Ramps and Barton Road Truck Circulation

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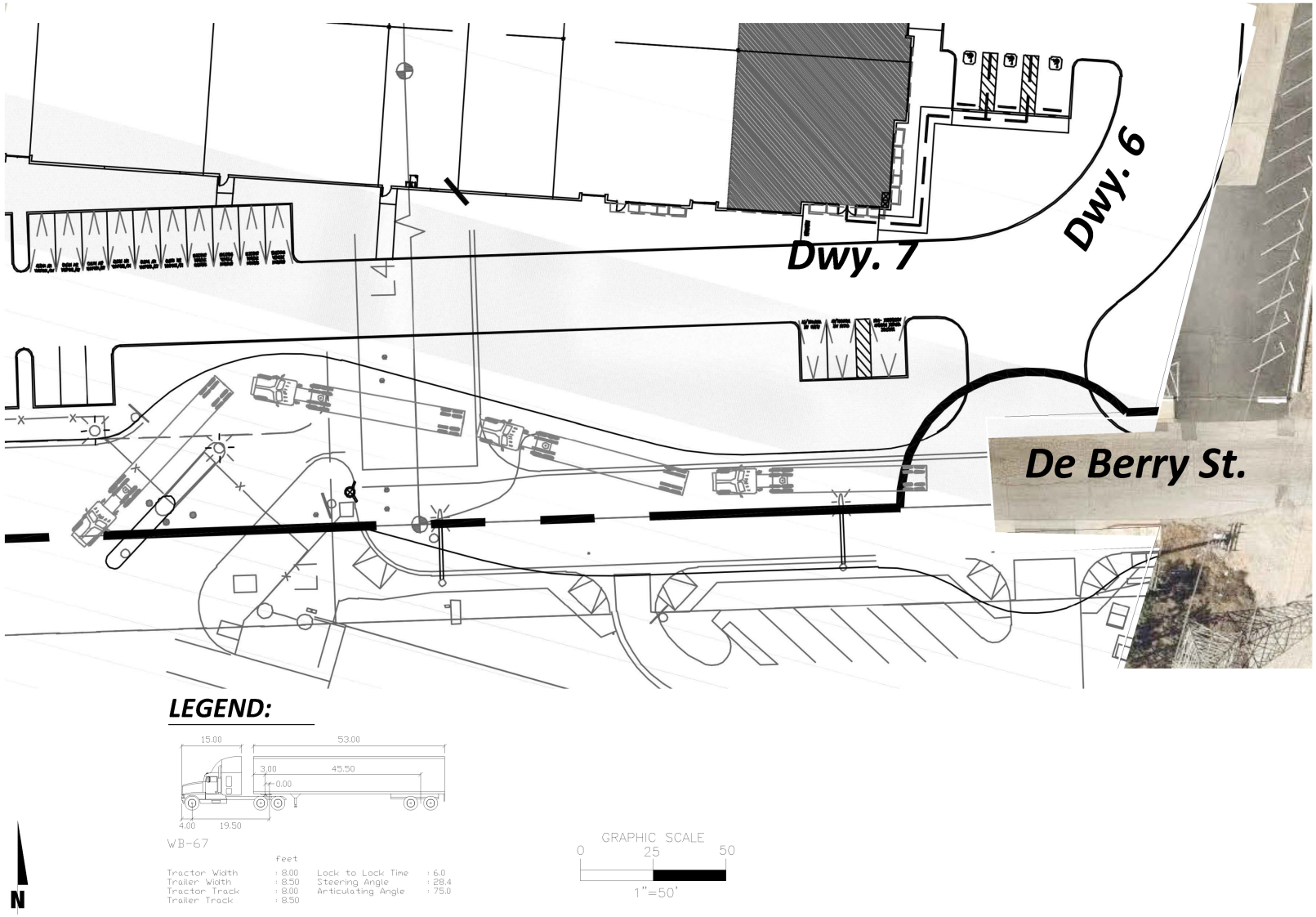

Source: Urban Crossroads.

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Exhibit 3.11-8
Guard Gate Truck Stacking

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3.12 - Tribal Cultural Resources

3.12.1 - Introduction

This section describes the existing environmental and regulatory setting for tribal cultural resources in the region and the project area and evaluates the potential project impacts on tribal cultural resources that could result from project implementation. Information in this section is based, in part, on initial consultation with the Native American Heritage Commission (NAHC), as well as subsequent consultation with tribal representatives identified by the NAHC who may have interest in or additional information on tribal cultural resources that may be impacted by project development (Appendix D). Information in this section is also based on the recommendations provided in the Phase I Cultural Resources Assessment (Phase I CRA) prepared for this project.[1]

3.12.2 - Environmental Setting

Overview

The term "tribal cultural resources" encompasses tribal cultural resources and burial sites, which are defined as follows:

- **Tribal Cultural Resources:** Tribal cultural resources include sites, features, places, or objects that are of cultural value to one or more California Native American Tribes.
- **Native American Burial Sites and Cemeteries:** Burial sites and cemeteries are formal or informal locations where human remains have been interred and that are of cultural value to one or more California Native American Tribes.

Overall Tribal Cultural Resources Setting

Section 3.4, Cultural Resources, of this Draft Focused EIR contains a brief overview of the prehistory and ethnographic background of the region, providing a context in which to understand the background and relevance of sites found in the general project area. This discussion is not intended to be a comprehensive review of the current resources available, as it serves as a general overview. Further details can be found in ethnographic studies, mission records, and major published sources.[2,3,4,5,6,7]

3.12.3 - Regulatory Framework

California Senate Bill 18—Protection of Tribal Cultural Places

California Senate Bill 18 (SB 18) (California Government Code § 65352.3) incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies

[1] FirstCarbon Solutions (FCS). 2020b. Phase I Cultural Resources Assessment Barton Road Logistics Center. June 10.
[2] Kroeber, A.L. 1925. Handbook of the Indians of California. Bulletin 78. Bureau of American Ethnology. Washington, D.C. Smithsonian Institution.
[3] Beardsley, R.K. 1948. "Cultural Sequences in Central California Archaeology." American Antiquity 14:1-28.
[4] Bennyhoff, J. 1950. Californian Fish Spears and Harpoons. Berkeley: University of California Anthropological Records 9(4):295–338.
[5] Chartkoff J.L. and K.K. Chartkoff. 1984. The Archaeology of California. Menlo Park: Stanford University Press.
[6] Moratto, M.J. 1984. California Archaeology. San Diego: Academic Press.
[7] Jones, T.L. and Kathryn A. Klar. 2007. California Prehistory. Lanham: AltaMira Press; Rowman & Littlefield Publishers, Inc.

by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB 18 requires public notice to be sent to tribes listed on the NAHC SB 18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in PRC Sections 5097.9 and 5097.993 that may be affected by the proposed adoption or amendment to a general or specific plan.

California Assembly Bill 52—Effects on Tribal Cultural Resources

California Assembly Bill 52 (AB 52) was signed into law on September 25, 2014, and provides that any public or private "project with an effect that may cause a substantial adverse change in the significance of a Tribal Cultural Resource (TCR) is a project that may have a significant effect on the environment." TCRs include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the CRHR or included in a local register of historical resources." Under prior law, TCRs were typically addressed under the umbrella of "cultural resources," as discussed above. AB 52 formally added the category of "tribal cultural resources" to CEQA and extends the consultation and confidentiality requirements to all projects, rather than just projects subject to SB 18 as previously discussed.

The parties must consult in good faith, and consultation is deemed concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource (if such a significant effect exists); or (2) when a party concludes that mutual agreement cannot be reached. Mitigation measures agreed upon during consultation must be recommended for inclusion in the environmental document. AB 52 also identifies mitigation measures that may be considered to avoid significant impacts if there is no agreement on appropriate mitigation. Recommended measures include:

- Preservation in place.
- Protecting the cultural character and integrity of the resource.
- Protecting the traditional use of the resource.
- Protecting the confidentiality of the resource.
- Permanent conservation easements with culturally appropriate management criteria.

California Public Resources Code Section 21074—Effects on Tribal Cultural Resources

AB 52 amended the CEQA statute to identify an additional category of resource to be considered under CEQA, called "tribal cultural resources." It added PRC Section 21074, which defines TCRs as follows:

(a)"Tribal cultural resources" are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

A) Included or determined to be eligible for inclusion in the CRHR.

B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.12.4 - Methodology

A Phase I CRA was prepared for this project on May 26, 2020, by FirstCarbon Solutions (FCS) Staff Archaeologist, Stefanie Griffin, MA. The following summarizes the methods utilized to analyze the potential impacts of project implementation in the Phase I CRA.

Records Searches to Identify Existing Tribal Cultural Resources

NAHC Sacred Lands File Search and Tribal Correspondence

On March 2, 2020, FCS sent a request to the NAHC in an effort to determine whether any sacred sites are listed on its Sacred Lands File for the project area. A response was received on March 3, 2020, indicating that the Sacred Lands File search failed to locate the presence of Native American cultural resources in the immediate project area. The NAHC provided a list of six tribal representatives available for consultation. To ensure that all Native American knowledge and concerns over potential Tribal Cultural Resources that may be affected by the project are addressed, a letter containing project information and requesting any additional information available was sent to each tribal representative on March 4, 2020. Two responses from the Quechan Tribe of the Fort Yuma Reservation and the San Manuel Band of Mission Indians were received on April 14, 2020, and April 28, 2020, respectively. The Quechan Tribe of the Fort Yuma Reservation provided no comment at this time. The San Manuel Band of Mission Indians stated that the project area is located east of the Serrano Village Jurupet. Unfortunately, much of the village has been destroyed by development in the area and the village boundaries are unknown. The San Manuel Band of Missions Indians and the City, as CEQA Lead Agency, will address this during the Assembly Bill (AB) 52 Consultation process.

South Central Coastal Information Center

On March 30, 2020, a records search for the project area and a 0.5-mile radius beyond the project boundaries was conducted at the SCCIC located at California State University, Fullerton. To identify additional historic properties or resources, the current inventories of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historical Landmarks (CHL) list, the California Points of Historical Interest (CPHI) list, and the California State Historic Resources Inventory (HRI) for San Bernardino County were reviewed to determine the existence of previously documented local historical resources.

3.12.5 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. These thresholds are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies supporting this Draft Focused EIR; performance standards adopted, implemented, and monitored by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local Guidelines for Implementing CEQA, Appendix J Environmental Checklist, to determine whether tribal cultural resource impacts resulting from the implementation of a proposed project are significant, the following questions should be analyzed and evaluated. Would the project:

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

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

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

3.12.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Significance of Tribal Cultural Resource and Eligibility for California Register Listing

Impact TRIB-1:	**The project could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).**

Impact Analysis

Construction

A review of the California Register of Historical Resources, local registers of historic resources, a records search conducted at the SCCIC, an NAHC sacred lands file search failed to identify any listed tribal cultural resources (TCRs) that may be adversely affected by the proposed project. As such, no known eligible or potentially eligible TCRs will adversely be affected by the proposed project. However, there is a possibility that previously undiscovered TCRs may be encountered during project construction. Should any previously undiscovered TCRs be encountered during project construction,

implementation of MM CUL-1 and MM CUL-2 would be required. Implementation of MM CUL-1 and MM CUL-2, included in Section 3.4, Cultural Resources, of this Draft Focused EIR, would reduce potential impacts on TCRs to a less than significant level.

Operation

Impacts related to a proposed project's potential to cause a substantial adverse change in the significance of a listed or eligible TCR are limited to construction impacts. No operational impacts would occur.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implementation of MM CUL-1 and MM CUL-2.

Level of Significance After Mitigation

Less than significant with mitigation.

Significance of Tribal Cultural Resource and Eligibility as Determined by Lead Agency

Impact TRIB-2:	**The project could cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.**

Impact Analysis

Construction

As previously discussed, two responses were received during the NAHC Sacred Lands File records search request process from the Quechan Tribe of the Fort Yuma Reservation and the San Manuel Band of Mission Indians received on April 14, 2020 and April 28, 2020, respectively. The Quechan Tribe of the Fort Yuma Reservation provided no comment at this time. The San Manuel Band of Mission Indians state that the project area is located east of the Serrano Village Jurupet. However, much of the village has been destroyed by development in the area and the village boundaries are unknown. The San Manuel Band of Missions Indians and the Lead Agency will address this during the Assembly Bill (AB) 52 Consultation. The unknown boundaries of the Serrano Village Jurupet increases the potential for potentially significant sub-surface features to be encountered during ground disturbance. Implementation of MM CUL-1 and MM CUL-2 would prevent impacts to undiscovered TCRs and/or human remains that may be encountered during ground disturbance. Therefore, construction impacts related to lead agency determined TCRs would be less than significant with mitigation.

Operation

Impacts related to a proposed project's potential to cause a substantial adverse change in the significance of a lead agency determined TCR are limited to construction impacts. No operational impacts would occur.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implementation of MM CUL-1 and MM CUL-2.

Level of Significance After Mitigation

Less than significant with mitigation.

3.13 - Utilities and Service Systems

3.13.1 - Introduction

This section describes the existing conditions related to utilities and service systems (water, wastewater, stormwater, solid waste, telecommunications, electric power, and natural gas) within the respective utility service areas that wholly or partially encompass the City of Colton and the project vicinity and summarizes the relevant regulatory framework. This section also evaluates the potential effects of project implementation on utilities and service systems. Information in this section is based, in part, on information provided by the San Bernardino Valley Municipal Water District Regional 2015 Urban Water Management Plan (2015 UWMP), personal correspondence with utility providers (Appendix K), and the City of Colton General Plan and General Plan Environmental Impact Report (EIR). This section also provides a full analysis of project impacts related to utilities, as requested by Mayor Navarro, Councilmember Suchil, and Planning Commissioner Grossich.[1]

3.13.2 - Environmental Setting

Potable Water

The proposed project site is located between the City of Colton and Riverside Highland Water Company service areas,.[2] However, the City of Colton has stated in a will-serve letter (included in Appendix K) that the City's Water Department would provide water service to the project site upon completion of all necessary and approved system connections and upon payment of any associated connection fees. The City of Colton was included in the 2015 UWMP, which provides a summary of the existing and projected water supplies and demands for the years 2015 to 2040. The City of Colton's water supply is entirely composed of groundwater pumped from the San Bernardino Basin Area, the Rialto-Colton Basin, and Riverside North Basin. The City does not currently utilize recycled water and does not project recycled water use in the future. The City's existing potable water system facilities consist of 15 wells, five main booster pumping plants, nine water storage reservoirs, two pressure reducing facilities, and over 120 miles of water transmission and distribution pipelines. The City of Colton has projected that future demands would increase at a percentage growth rate that incorporates two factors: the percentage growth in the service area population, and potential changes in the per-capita consumption. The City's water demand from 2020 to 2040 is depicted in Table 3.13-1.

Table 3.13-1: City of Colton Water Demand 2020-2040 (in Acre-Feet)

	2020	2025	2030	2035	2040
City of Colton	10,458	11,301	11,978	12,698	13,462

Source: Water Systems Consulting, Inc. 2016. 2015 San Bernardino Valley Regional Urban Water Management Plan. June. Website: http://www.sbvmwd.com/home/showdocument?id=4196. Accessed July 17, 2020.

[1] Ferguson, Nancy. Contract Planner, Jericho Systems. Personal Communication: e-mailed memorandum. March 3, 2020.

[2] Water Systems Consulting, Inc. 2016. 2015 San Bernardino Valley Regional Urban Water Management Plan. June. Website: http://www.sbvmwd.com/home/showdocument?id=4196. Accessed July 17, 2020.

A water supply reliability assessment was prepared as part of the 2015 UWMP. The 2015 UWMP determined that the City of Colton Water Department will have adequate water supplies to meet water demands in normal, single dry, and multiple dry years.[3] As part of the 2015 UWMP and compliance with Senate Bill (SB) X7-7, the City of Colton Water Department calculated a water use of 203 gallons per capita per day (GPCD) in order to estimate water demand in future years. The City of Colton's water use reduced to 175 GPCD in 2015. Table 3.13-2 summarizes the City's water supply in 2015 and the projected water supply available in future years up to 2040.

Table 3.13-2: Water Supplies Actual and Projected (in Acre-Feet)

Water Supply	Location	2015 Actual Volume	2020	2025	2030	2035	2040
Groundwater	Bunker Hill Basin	6,570	6,783	6,994	7,408	7,991	7,991
Groundwater	Rialto Colton Basin	1,369	4,375	4,511	4,778	5,154	5,154
Groundwater	Riverside North Basin	1,070	1,450	1,495	1,584	1,708	1,708
Total		9,008	12,608	13,000	13,770	14,853	14,853

Source: Water Systems Consulting, Inc. 2016. 2015 San Bernardino Valley Regional Urban Water Management Plan. June. Website: http://www.sbvmwd.com/home/showdocument?id=4196. Accessed July 17, 2020.

Recycled Water

Recycled water is not used in the City of Colton, and the City does not project recycled water use in the future.

Wastewater

The City owns and operates the Colton Wastewater Reclamation Facility (CWRF), a secondary wastewater treatment plant located at 1201 South Rancho Avenue. The CWRF serves a population of approximately 65,687 from Colton, Grand Terrace, and unincorporated San Bernardino County. The facility treats an average daily flow of 5.6 million gallons per day (mgd). The CWRF is designed to treat a maximum of 10.4 mgd and utilizes a conventional and extended aeration secondary treatment process to produce treated effluent in compliance with the Santa Ana Regional Water Quality Control Board (RWQCB) Order Number R8-2005-0075 (National Pollutant Discharge Elimination System [NPDES] Number CA 0105236). Secondary treated wastewater from the CWRF is directed to the jointly owned Colton/San Bernardino rapid infiltration-extraction (RIX) facility for tertiary treatment and disinfection prior to being discharged into the Santa Ana River. This facility is located on Agua Mansa Road west of the CWRF. This facility is designed to treat 40 mgd of influent and currently received approximately 33 mgd.[4]

[3] Water Systems Consulting, Inc. 2016. 2015 San Bernardino Valley Regional Urban Water Management Plan. June. Website: http://www.sbvmwd.com/home/showdocument?id=4196. Accessed July 17, 2020.

[4] City of San Bernardino Water Department. 2020. Water Reclamation Treatment. Website: https://www.sbmwd.org/178/Water-Reclamation-Treatment. Accessed July 1, 2020.

In addition to management and operation of the CWRF, the City of Colton manages and maintains over 100 miles of sewer collection and distribution pipelines. The City of Colton maintains existing 8-inch sanitary sewer mains in Walnut Avenue (flows west) and South Terrace Avenue (flows north). Additionally, the City of Grand Terrace owns 8-inch mains in Barton Avenue (flows west to South Terrace Avenue), South Terrace Avenue (flows south to De Berry Street), and through the middle of the south site (flows west to South Terrace Avenue) that connect to an 18-inch main that flows west under the railroad tracks at De Berry Street. These mains owned by the City of Grand Terrace are maintained by the City of Colton.

Storm Drainage

The City of Colton Engineering Department oversees the maintenance and operation of most of the storm drain facilities within the City. The San Bernardino County Flood Control District provides regional drainage and flood control infrastructure within its planning area, which includes the project site. The Flood Control District maintains a variety of interim and fully improved channels, storm drains, levees, basins, and check dams within its planning area. The project site is located in the Southwest Portion Area within Flood Control District Zone 2, which is approximately 318 square miles in area and includes portions of the cities of Colton, Fontana, Grand Terrace, Highland, Loma Linda, Redlands, Rialto, and San Bernardino. The Flood Control District has developed master drainage plans known as Comprehensive Storm Drain Plans to provide a planned network of flood control facilities and to provide a basis for establishing funding mechanisms.

The City of Colton lies within the jurisdiction of the Santa Ana RWQCB. The Santa Ana RWQCB uses planning, permitting, and enforcement authorities to meet this responsibility, and has adopted a Water Quality Control Plan for the Santa Ana Regional Basin Plan to implement plans, policies, and provisions for water quality management. Water quality objectives are intended to protect the public health and welfare and to maintain or enhance water quality in relation to the existing and/or potential beneficial uses of the water.

The project site currently generally drains westerly to South Terrace Avenue via surface flow, then further west via a street catch basin and a 36-inch pipe outletting to a dirt channel with within the westerly railroad easement. The dirt channel drains northerly and discharges to the Santa Ana River.

Solid Waste

According to the City's General Plan EIR, solid waste collection and disposal within the City are provided by Colton Disposal (a division of Republic Services). Residential, commercial, and recycling services are provided. Curbside residential services include pickup of non-recyclable, recyclable, and yard wastes. Commercial customers may be provided with a 3 cubic yard container or more to handle operational wastes. Colton Disposal also offers 15 cubic yard and 30 cubic yard containers for larger disposal needs, such as those associated with construction projects. Compactors and balers are also available for businesses using large quantities of cardboard, such as supermarkets, large retailers, and industrial facilities. Commercial solid waste is sorted by Colton Disposal at its processing facility where recyclables are removed from the waste stream prior to being landfilled.

Solid waste collected within the City of Colton is disposed of at several landfills: El Sobrante Landfill, San Timoteo Landfill, and Mid Valley Landfill.[5]

Table 3.13-3 depicts the daily permitted capacity and remaining capacity of these three landfills.

Table 3.13-3: Colton Area Landfill Capacity

Landfill Facility Name	Remaining Capacity (cubic yards)	Maximum Daily Disposal (tons per day)
El Sobrante Landfill	143,977,170	12,000
San Timoteo Landfill	12,360,396	12,000
Mid Valley Landfill	61,219,377	12,000
Source: CR&R Website Contact Form, 2020.		

In 2018, the City generated 57,248.5 tons of solid waste based on an employment number of 21,427, which corresponds to a disposal rate of 14.6 pounds per employee per day.[6]

Energy

Electric Power

The City of Colton Electric Utility provides electric power service to the City of Colton. The Electric Utility owns and operates its own power plant, five substations and the entire electrical infrastructure including the transmission and distribution lines within the City boundaries. The Electric Utility serves approximately 16,000 residential customers and 2,500 commercial and industrial customers, with a peak load of 90 megawatts.[7,8] The Electric Utility indicated that the project site would be served with a 2.5-megawatt load, and further indicated that the City of Colton has the capacity to serve the project site. According to the responses received, the Electric Utility does not expect to face any specific challenges associated with the proposed project.[9]

Telecommunications

Telecommunication services include telephone service (both landlines and mobile service) and internet service for businesses and homes. Telecommunications demand for the City is met by AT&T and Frontier Communications.

AT&T maintains buried and underground facilities at the intersection of Walnut Avenue and South Terrace Avenue along with aerial facilities along the Walnut Avenue, South Terrace Avenue, and Barton Road frontages. Additionally, AT&T maintains conduit facilities in the Barton Road and De Berry Street frontages, and aerial and conduit facilities throughout the entire site.

[5] Shelley. CR&R Customer Service. Personal communication: e-mail. July 7, 2020.
[6] California Department of Resources Recycling and Recovery. 2020. Disposal Rate Calculator. Website: https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator. Accessed July 1, 2020.
[7] City of Colton. 2015. Electric Utility Information. Website: https://www.ci.colton.ca.us/316/Electric-Utility-Information. Accessed: July 17, 2020.
[8] One megawatt is equivalent to one million watts.
[9] Kolk, David X.,PhD, Utility Director. City of Colton Electric Utility. Personal communication: e-mail. February 18, 2020.

Natural Gas

Natural gas is used for everything from generating electricity for cooking and space heating to an alternative transportation fuel. Natural gas is measured in British Thermal Units (BTU), or cubic feet.[10] Natural gas service in Colton is provided by Southern Gas Company (SoCalGas), which provides natural gas service throughout Central and Southern California.[11]

SoCalGas maintains a 2-inch main in Walnut Avenue, a 2-inch and 12-inch high-pressure main in South Terrace Avenue, a 4-inch main in Barton Road that terminates prior to continuing east over the bridge, a 2-inch main in South Terrace Avenue, a 2-inch main in De Berry Street, and a 12-inch high pressure main on-site and adjacent to the west property line of the south site. The 2-inch and 4-inch mains are available to provide natural gas services to the proposed project.

3.13.3 - Regulatory Framework

Federal

Federal Safe Drinking Water Act

The Safe Drinking Water Act authorizes the United States Environmental Protection Agency (EPA) to establish national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Department of Health Services conducts most enforcement activities.

Clean Water Act (National Pollutant Discharge Elimination System)

The Water Pollution Control Act of 1972, more commonly known as the Clean Water Act (CWA), regulates the discharge of pollutants into watersheds throughout the nation. Under the CWA, the EPA implements pollution control programs and sets wastewater standards.

The NPDES permit program was established within the CWA to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a sewage treatment plant.

[10] A unit for quantity of heat that equals 100,000 British Thermal Units (BTU). A BTU is the quantity of heat required to raise the temperature of one pound of liquid water one degree Fahrenheit at a constant pressure of 1 atmosphere.

[11] Southern California Gas Company (SoCalGas). 2020. Company Profile. Website: https://www.socalgas.com/about-us/company-profile. Accessed June 25, 2020.

State

Porter-Cologne Water Quality Control Act

Section 13260(a) of the Porter-Cologne Water Quality Control Act (contained in the California Water Code) requires any person discharging waste or proposing to discharge waste, other than to a community sewer system, within any region that could affect the quality of the waters of the State (all surface and subsurface waters) to file a report of waste discharge. The discharge of dredged or fill material may constitute a discharge of waste that could affect the quality of waters of the State. The waterway within the plan area is likely designated as waters of the State, which are protected under the Porter-Cologne Water Quality Control Act.

Historically, California relied on its authority under Section 401 of the CWA to regulate discharges of dredged or fill material to waters of the United States. That section requires an applicant to obtain "water quality certification" from the California State Water Resources Control Board (State Water Board) through the local RWQCB (in this case, the Santa Ana RWQCB) to ensure compliance with State water quality standards before certain federal licenses or permits may be issued. The permits subject to Section 401 include permits for the discharge of dredged or fill materials (CWA Section 404 permits) issued by the United States Army Corps of Engineers (USACE). The RWQCB's typically waived waste discharge requirements under the Porter-Cologne Water Quality Control Act for projects or plans that also required Section 401 certification. Following the U.S. Supreme Court's decision *Rapanos v. United States, 547 U.S. 715 (2006)* which limited the jurisdiction of wetlands under the CWA, the RWQCB's now generally rely on the report of waste discharge process to regulate discharges into waters of the State.

California Urban Water Management Planning Act

The Urban Water Management Planning Act (California Water Code §§ 10610–10656) requires that all urban water suppliers with at least 3,000 customers prepare UWMPs and update them every 5 years. The Act requires that UWMPs include a description of water management tools and options used by that entity that will maximize resources and minimize the need to import water from other regions. Specifically, UWMPs must:

- Provide current and projected population, climate, and other demographic factors affecting the supplier's water management planning;
- Identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier;
- Describe the reliability of the water supply and vulnerability to seasonal or climatic shortage;
- Describe plans to supplement or replace that source with alternative sources or water demand management measures;
- Describe the opportunities for exchanges or transfers of water on a short-term or long-term basis (associated with systems that use surface water);
- Quantify past and current water use;

- Provide a description of the supplier's water demand management measures, including schedule of implementation, program to measure effectiveness of measures, and anticipated water demand reductions associated with the measures; and
- Assess the water supply reliability.

California Health and Safety Code

Section 64562 of the California Health and Safety Code establishes water supply requirements for service connections to public water systems. Before additional service connections can be permitted, enough water must be available to the public water system from its water sources and distribution reservoirs to adequately, dependably, and safely meet the total requirements of all water users under maximum-demand conditions.

California Senate Bills 610 and 221

Senate Bill (SB) 610 and SB 221 (Water Code § 10910(c)(2)) amended State law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 seek to promote more collaborative planning between local water suppliers and cities and counties by requiring that detailed information regarding water availability be provided to decision-makers prior to approval of specified large development projects. SB 610 requires that detailed information be included in a Water Supply Assessment (WSA), which is then included in the administrative record that serves as the evidentiary basis for an approval action by a city or county. SB 221 is narrower in application than SB 610, applying to a residential "subdivision," as defined as Government Code Section 66473.7(a)(1)). SB 221 requires verification of an adequate water supply for certain large residential subdivisions before recordation of a final subdivision map and The proposed project does not meet the size requirements for application of SB 610 or the definition of residential subdivision requiring compliance with SB 221.

California Green Building Standards Code

The 2016 California Green Building Code (Part 11, Title 24) standards became effective on January 1, 2011. The California Green Building Standards Code (CALGreen) was most recently updated in 2016, and these changes went into effect on January 1, 2017.[12] CALGreen was developed to enhance the design and construction of buildings and sustainable construction practices through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality.

For each year of construction, in both newly constructed buildings and alterations to existing buildings, the 2013 Standards (for residential and nonresidential buildings) were expected to reduce the growth in electricity use by 555.5 gigawatt-hours per year and to reduce the growth in peak electrical demand by 148.4 megawatts. The 2013 Standards were also expected to reduce the growth in natural gas use by 7.04 million therms per year beyond the prior 2008 Standards. Overall, the 2013 Standards use 25 percent less energy for lighting, heating, cooling, ventilation, and water heating than the 2008 Standards. Single-family homes built to the 2016 standards will use about 28

[12] California Building Standards Commission (CBC). 2016. Green Building Standards. Website: https://www.ladbs.org/docs/default-source/publications/code-amendments/2016-calgreen_complete.pdf?sfvrsn=6. Accessed March 4, 2019.

percent less energy for lighting, heating, cooling, ventilation, and water heating than those built to the 2013 standards. In 30 years, California will have saved enough energy to power 2.2 million homes, reducing the need to build 12 additional power plants.

The 2016 Building Energy Efficiency Standards may reduce statewide annual electricity consumption by approximately 281 gigawatt-hours per year, electrical peak demand by 195 megawatts, and natural gas consumption by 16 million therms per year. The potential effect of these energy savings to air quality may be a net reduction in the emission of nitric oxide by approximately 508 tons per year, sulfur oxides by 13 tons per year, carbon monoxide by 41 tons per year, and particulate matter less than 2.5 microns in diameter by 13.57 tons per year. Additionally, Energy Commission staff estimated that the implementation of the 2016 Standards may reduce Statewide greenhouse gas (GHG) emissions by 160,000 metric tons of carbon dioxide equivalents per year.

Over time, the energy savings will accumulate as the Standards affect each subsequent year of construction. The savings result from changes to both the residential and nonresidential standards. The Standards affect both newly constructed buildings and alterations to existing buildings. These savings result from retrofit insulation requirements for existing roofs and the energy requirement for renovated lighting systems to meet the updated Standards.

California Water Conservation Act

The California Water Conservation Act (SB X7-7) was enacted in November 2009 and requires each urban water supplier to select one of four water conservation targets contained in California Water Code Section 10608.20 with the Statewide goal of achieving a 20 percent reduction in urban per-capita water use by 2020. Under SBX7-7, urban retail water suppliers are required to develop water use targets and submit a water management plan to the Department of Water Resources by July 2011. The plan must include the baseline daily per-capita water use, water use target, interim water use target, and compliance daily per-capita water use.

California Model Water Efficient Landscape Ordinance

The California Model Water Efficient Landscape Ordinance (MWELO) was adopted by the Office of Administrative Law in September 2009. It requires local agencies to implement water efficiency measures as part of its review of landscaping plans. Local agencies can either adopt the MWELO or incorporate provisions of the ordinance into its own code requirements for landscaping. For new landscaping projects of 2,500 square feet or more that require a discretionary or ministerial approval, the applicant is required to submit a detailed "Landscape Documentation Package" that discusses water efficiency, soil management, and landscape design elements.

2015 Updated Model Water Efficient Landscape Ordinance

Governor Brown's Drought Executive Order of April 1, 2015 (Executive Order B-29-15)[13] directed DWR to update the State's MWELO through expedited regulation. The California Water Commission approved the revised MWELO Ordinance on July 15, 2015. The Executive Order required local agencies to adopt the updated MWELO or adopt a local ordinance with at least as effective water

[13] Although this executive order was largely lifted in 2017 by subsequent Executive Order B-40-17, the prohibitions on wasteful practices and advances measures were retained to make conservation a way of life.

conserving measures by December 1, 2015. The updated MWELO includes revisions that further reduce landscape water use in residential and nonresidential land uses.

California Groundwater Management Act

The Groundwater Management Act of the California Water Code (Assembly Bill [AB] 3030) provides guidance for applicable local agencies to develop voluntary Groundwater Management Plans in State-designated groundwater basins. Groundwater Management Plans can allow agencies to raise revenue to pay for measures influencing the management of the basin, including extraction, recharge, conveyance, maintenance, and water quality.

California Sanitary District Act of 1923

The California Sanitary District Act of 1923 (Health and Safety Code § 6400, *et seq*.) authorizes the formation of sanitation districts and enforces the districts to construct, operate, and maintain facilities for the collection, treatment, and disposal of wastewater. The Act was amended in 1949 to allow the districts to also provide solid waste management and disposal services, including refuse transfer and resource recovery.

California Integrated Waste Management Act

To minimize the amount of solid waste that must be disposed of by transformation and land disposal, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. The legislation required each local jurisdiction in the State to set diversion requirements of 25 percent in 1995 and 50 percent in 2000; established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities; and authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated. In 2007, amendments to AB 939 introduced a new per capita disposal and goal measurement system that moves the emphasis from an estimated diversion measurement number to using an actual disposal measurement number as a per capita disposal rate factor. As such, the new disposal-based indicator (pounds per person per year) uses only two factors: a jurisdiction's population (or in some cases employment) and its disposal as reported by disposal facilities.

Local

City of Colton Municipal Code

Water

City of Colton Municipal Code 13.10.060 outlines the policy applied to the water supply systems. The ordinance requires the water supply be protected from contamination and cross-connection through the use of backflow prevention devices and the testing and maintenance of such devices.

Wastewater

City of Colton Municipal Code Section 13.08 200 outlines the restrictions and prohibitions for discharge into the sewer system in the City of Colton. Section 13.08.300 outlines the permit procedures, and the 400 series outlines the enforcement of standards, procedures, and statutes.

Storm Drains

City of Colton Municipal Code Section 14.02 outlines the general conditions and prohibitions related to storm drains in the City of Colton to include accidental discharge response. City of Colton Municipal Code Section 14.03 outlines the application of ordinances to residential and commercial land uses to include prohibitions, exemptions, permits and best management practices (BMPs). Construction requirements are covered in City of Colton Municipal Code Section 14.05.

3.13.4 - Methodology

The following evaluation discusses whether the project would result in direct impacts on utilities and service systems such as existing wastewater and stormwater drainage facilities, water supply, solid waste, electric power, telecommunications, and natural gas. The evaluation also discusses whether the proposed would result in indirect impacts on utilities and services systems, such as construction impacts from new stormwater drainage systems. In order to determine project impacts water demand, wastewater generation, and solid waste generation were estimated in order to compare to whether wastewater treatment requirements would be exceeded, and sufficient water supply and landfill capacity would be available to serve the project.

3.13.5 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. The standards of significance used in this Draft Focused EIR are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies in support of this Draft Focused EIR; performance standards adopted, implemented, and monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local Guidelines for Implementing CEQA, Appendix J, Environmental Checklist, to determine whether impacts to utilities and service systems from project implementation would be considered significant, the following questions should be analyzed and evaluated. Would the project:

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

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

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

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

e) Comply with federal, State, and local statutes and regulations related to solid waste?

3.13.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Water or Wastewater Treatment Facilities

Impact USS-1:	**The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.**

Impact Analysis

Water

The proposed project would involve the construction of two state-of-the-art speculative concrete tilt-up industrial warehouse logistics buildings totaling 960,040 square feet. The proposed project's water demand is estimated to be 64,803 gallons per day (GPD), which corresponds to 23,653,095 gallons per year, or 72.6 acre-feet annually.[14] The total projected water demand for the proposed project would be approximately 0.006 percent of the City's remaining water capacity.

According to the Due Diligence Report prepared by Thienes Engineering, Inc. in January 2019 (Appendix K), the City of Colton maintains an existing 10-inch water main in the westerly frontage of Barton Road that is fed from a 12-inch water main in La Cadena Drive, west of the site. This 10-inch main in Barton Road continues south in South Terrace Avenue, connecting to a 10-inch main in De Berry Street. With the proposed street vacation of South Terrace Avenue, the existing 10-inch water main would need to be removed as part of the proposed project.[15] In addition, the implementation of the proposed project would require the construction of new water line connections to the existing water lines. Project impacts associated with the relocation of existing water lines and the construction of new water line connections are evaluated throughout this Draft Focused EIR. No significant environmental effects of implementing the required utility connections and improvements have been identified. Furthermore, the City of Colton Public Utilities Department has confirmed that with existing commitments, there is sufficient water supply to meet the demands of the proposed project, a copy of the will serve letter can be found in Appendix K.[16] Therefore, impacts related to planned construction, expansion, and relocation of water infrastructure facilities would be less than significant.

The City does not maintain any reclaimed water facilities in the project vicinity.

Wastewater

As described above in Section 3.13.2, Environmental Setting, the existing sanitary sewer lines on the project site are maintained by the City of Colton. With the vacation of South Terrace Avenue, the existing 8-inch sewer mains on-site and in Barton Road and South Terrace Avenue would need to be removed. The proposed project would construct new sewer line connections to the existing sewer lines in adjacent roadways. Utility construction would occur during grading of the project site.

[14] Water consumption rate: 67.5 GPD/1,000 square feet. 960,040 square feet * 67.5 GPD/1,000 square feet=64,803 GPD.
[15] Thienes Engineering, Inc. 2019. Due Diligence Report.
[16] Soto, Jess, PE. Utilities Engineer, Colton Public Utilities. Personal communication: letter. January 15, 2019.

Although the proposed project would require the construction of new sewer connections, no significant impacts associated with utility construction have been identified in this Draft Focused EIR. Therefore, project impacts related to the construction of new wastewater facilities are considered less than significant.

The proposed project would construct 960,040 square feet of warehouse uses, which would produce an estimated 57,602 GPD of wastewater.[17,18] Note that this calculation conservatively assumes the existing structures and active uses on-site generate a net zero use. The project's estimated wastewater generation represents a 0.057 mgd increase in the amount of wastewater that would be treated at the CRWF. With project implementation, the CRWF would have a remaining capacity of 4.7 mgd. Therefore, the CWRF would not need to be expanded or relocated to accommodate the increase in wastewater created by the proposed project. Therefore, impacts related to the planned construction, expansion, and relocation of wastewater infrastructure facilities would be less than significant.

Stormwater

The proposed project would construct new stormwater drainage infrastructure on the project site and connections to the existing infrastructure on or adjacent to the project site. Although the proposed project would require the construction of new stormwater drainage infrastructure, the construction would occur during grading and would result in minimal impacts. Under existing conditions, the project site drains westerly to South Terrace Avenue via surface flow, then further west via a street catch basin and a 36-inch pipe outletting to an unlined channel within the westerly railroad easement. The unlined channel drains northerly and ultimately discharges to the Santa Ana River. Post-construction, overflow runoff from the project site north of Barton Road would be conveyed southerly via a proposed private storm drain system. The storm drain would continue southerly and accept runoff from the project site south of Barton Road via a proposed street catch basin and lateral. As evaluated in Section 7, Effects Found not to be Significant, the proposed project would have less than significant impacts related to stormwater runoff and would not place a substantial new demand on the City's drainage system. Therefore, impacts related to planned construction, expansion, and relocation of stormwater infrastructure facilities would be less than significant.

Electric Power, Natural Gas, and Telecommunications

The project site is currently developed, and the proposed project would connect to existing electrical power, natural gas, and telecommunication lines in the project area. As discussed in Section 7, Effects Found not to be Significant, the estimated electric power and natural gas usage for the proposed project would not be significantly different from the existing uses, and local providers have sufficient capacity to supply the project. Additionally, the proposed project would comply with the State's Title 24 energy efficiency standards and with the California idling regulations during construction and operation, which would reduce electricity usage.

[17] City of Colton. 2014. Hub City Center Plan Draft Environmental Impact Report. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1816. Accessed July 17, 2020.

[18] Wastewater consumption rate: 60 GPD/1,000 square feet. 960,040 square feet * 60 GPD/1,000 square feet=57,602 GPD

Construction-related impacts are discussed in Section 7, which includes a calculation of energy consumption from construction vehicles, commute vehicles, construction equipment, and electrical use. As noted in Section 7, construction impacts would not require expanded energy supplies or the construction of new infrastructure. Energy use during project operations was calculated for a variety of activities including (but not limited to) building heating and cooling, refrigeration, lighting, electronics, and vehicle trips. Based on these calculations, project operation would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts are less than significant. Section 7 also concludes that the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency during construction or operation.

The proposed project would not result in a significant environmental effect from the construction or relocation of natural, electricity, or telecommunication utilities. Future tenants of the proposed project would negotiate telecommunications service with respective providers.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

Water Supplies

Impact USS-2:	**The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.**

Impact Analysis

As described above under Impact USS-1, the proposed project would have an estimated water demand of 64,803 GPD.[19,20] As shown in Table 3.13-4, the City of Colton would be able to meet the project water demand and have sufficient water supplies during normal, dry, and multiple dry years. The 2015 UWMP indicates that the City of Colton would have up to 14,853 acre-feet per year (AFY) of water supply available for the service area in 2040, which would leave excess capacity of 45 acre-feet. Conservatively assuming the existing structures and active uses on-site generate a net zero use, the proposed project's estimated water demand would result in an increase of 23,653,095 gallons in a year, which is 72.6 acre-feet per year. As a result, the proposed project's new water demand is a nominal amount of the City's remaining water supply capacity. Furthermore, the City of Colton would initiate a water shortage contingency plan that would go into effect during drought conditions and would prohibit certain water uses depending on the severity of the drought.[21]

[19] City of Colton. 2014. Hub City Center Plan Draft Environmental Impact Report. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1816. Accessed July 17, 2020.

[20] Water consumption rate: 67.5 GPD/1,000 square feet. 960,040 square feet * 67.5 GPD/1,000 square feet=64,802.7 GPD.

[21] Water Systems Consulting, Inc. 2016. 2015 San Bernardino Valley Regional Urban Water Management Plan. June. Website: http://www.sbvmwd.com/home/showdocument?id=4196. Accessed July 17, 2020.

The project site has a General Plan Land Use Designation of Light Industrial and a zoning designation of M-1 Light Industrial. Accordingly, the project is consistent with water demand estimates used in the planning for the 2015 UWMP and adequate water supplies would be available to serve the project from existing and planned supplies. Therefore, impacts related to sufficient water supply availability would be less than significant.

Table 3.13-4: Multiple Dry Years Supply and Demand Comparison

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

Source: Table 13-22, 2015 UWMP. 2016.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

Wastewater Treatment Capacity

Impact USS-3: **The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.**

Impact Analysis

The proposed project would develop industrial warehouse logistics facilities totaling 960,040 square feet, which would result in an increase in wastewater generation compared to existing conditions. The proposed project is estimated to generate approximately 57,603 GPD of wastewater.[22,23]

[22] City of Colton. 2014. Hub City Center Plan Draft Environmental Impact Report. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1816. Accessed July 17, 2020.

[23] Wastewater generation rate: 60 GPD/1,000 square feet. 960,040 square feet * 60 GPD/1,000 square feet=57,602.4 GPD.

Project wastewater would be conveyed via a new 6-inch sewer lateral connection to the existing 8-inch City of Colton sewer main in South Terrace Avenue and via a new 6-inch sewer lateral connection to the existing 18-inch sewer main in De Berry Street. The wastewater would then be treated by the CWRF, which treats an average daily flow of 5.6 mgd and is designed to treat a maximum of 10.4 mgd. Accordingly, there is 4.8 mgd of remaining capacity at the CRWF. Conservatively assuming the existing structures and active uses on-site generate a net zero use, the proposed project's estimated wastewater generation represents a 0.057 mgd increase in the amount of wastewater that would be treated at the CRWF. As a result, the CRWF would have 4.7 mgd of remaining capacity with project implementation. Furthermore, the proposed project would be required to pay wastewater and sewer capacity fees consistent with the City of Colton Municipal Code that would reduce impacts by providing funds to maintain wastewater facilities and fund capital improvement projects to expand capacity. As a result, the proposed project would be served by adequate wastewater treatment capacity. Therefore, impacts related to sufficient wastewater capacity would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

Attainment of Solid Waste Reduction Goals

Impact USS-4:	**The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.**

Impact Analysis

Construction

The proposed project involves the demolition of 659,435 square feet of industrial and office buildings on-site, and the construction of 960,040 square feet of industrial warehouse logistics facilities. Demolition, site clearing, and construction would generate construction debris.

As shown in Table 3.13-5, the proposed project is estimated to generate 52,973 tons of construction and demolition debris. During operation, the proposed project is estimated to generate 4,800 pounds, or 2.4 tons, of solid waste per day.[24]

[24] California Department of Resources Recycling and Recovery (CalRecycle). 2006. Estimated Solid Waste Generation Rates. Website: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed July 2, 2020.

Table 3.13-5: Construction and Demolition Waste Generation

Activity	Type	Waste Generation Rate	Square Footage	Total (in pounds)	Total (in tons)
Demolition	Nonresidential	155 pounds/square foot	659,435	102,212,425	51,106
Construction	Nonresidential	3.89 pounds/square foot	960,040	3,734,556	1,867
					52,973

Source: City of Colton. 2014. Hub City Center Plan Draft Environmental Impact Report. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1816. Accessed July 17, 2020.

The proposed project would comply with Development Code Section 15.58.040 Construction and Demolition (C&D), which requires the applicant or construction contractor to prepare and implement a C&D recycling plan. The C&D recycling plan must comply with certain State and federal requirements, including diverting construction and demolition materials from landfills.[25]

Operation

As shown in Table 3.13-3, the three landfills that would likely serve the project site have a remaining capacity of 217,556,943 cubic yards. Although the proposed project would generate solid waste during construction and operation, the volumes generated would not result in an exceedance of available landfill capacity. In addition, AB 939 requires a 50 percent diversion of all solid waste from disposal in local landfills. In order to comply with State regulations, the City's Municipal Code, Chapter 15.58.030, Site and Building Recycling Plan Requirements, requires projects to submit for review and approval a completed site and building recycling plan to the City's Building and Safety Division. The City's Municipal Code also requires site plans to include the location and design of all existing and proposed recycling and trash enclosures, the design of site access points for solid waste and recycling collection vehicles, the design of the grading for the site, operational criteria for the proposed use of the property, and capacity requirements for the waste generation of the building.[26] Compliance with the City's Municipal Code would help ensure the proposed project recycles appropriate materials during demolition and construction and provides adequate solid waste facilities and access during project operation. Compliance with the City's Municipal Code would also help ensure that impacts remain less than significant. As such, impacts related to construction solid waste are considered less than significant.

Level of Significance Before Mitigation

Less than significant impact.

[25] City of Colton. 2020. Colton Municipal Code Chapter 15.58.040 – Construction and Demolition Recycling Requirements. Website: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.58RERE_15.58.040CODERERE. Accessed September 18, 2020.

[26] City of Colton. 2020. Colton Municipal Code Chapter 15.58.030 – Site and Building Recycling Plan Requirements. Website: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.58RERE_15.58.010PU. Accessed September 18, 2020.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

Solid Waste Regulations

Impact USS-5:	**The project would comply with federal, state, and local statutes and regulations related to solid waste.**

Impact Analysis

The proposed project would comply with Chapter 15.58.030 of the City's Municipal Code related to solid waste reduction and recycling measures, as well as Chapter 15.58.040 related to C&D recycling requirements. The proposed project would be required to submit a completed site and building recycling plan to the City's Building and Safety Division as a condition of approval. Compliance with this regulation would ensure compliance with the California Integrated Waste Management Act by ensuring construction waste is transferred to facilities that can adequately recycle solid waste during both construction and operation. As such, construction and operation of the proposed project would not impede the ability of the City to meet waste diversion requirements or cause the City to violate State and local statutes and regulations related to solid waste. Therefore, with compliance with existing State and City law requiring recycling and waste diversion from landfill requirements, construction and operational impacts related to solid waste regulations consistency would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

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3.14 - Wildfire

3.14.1 - Introduction

This section describes the existing fire hazards setting and potential effects from project implementation on wildfire hazards and applicable emergency response plans or emergency evacuation plans.

3.14.2 - Environmental Setting

The project site is located within the southern portion of the City of Colton in an industrial area bound by the Interstate 215 (I-215) Freeway to the south and Walnut Avenue to the north. The portion of the project site that is located north of Barton Road is bound by Walnut Avenue to the north, Barton Road to the south, an SCE easement and a vacant rail spur alignment to the east, and South Terrace Avenue to the west. The portion of the project site that is located south of Barton Road is bound by Barton Road to the north, the I-215 Freeway to the south, the SCE easement to the east, and BNSF Railway to the west, South Terrace Avenue bisects the project site under existing conditions. The site includes six existing buildings and one undeveloped parcel. The project site also includes trailer parking. The site is not located in the wildland-urban interface where wildfire risk is increased. However, according to the City of Colton General Plan Safety Element, the western portion of the site is in a moderate wildfire hazard severity zone, and a small portion of the northwestern side of the site is in a high wildfire hazard zone at the municipal level (Exhibit 3.14-1). The eastern portion of the site is not within a fire hazard severity zone at the municipal, State, or federal level.[1]

3.14.3 - Regulatory Framework

State Fire Zones

The California Department of Forestry and Fire Protection (CAL FIRE) provides Fire Hazard Severity Zone (FHSZ) maps. These maps define areas that are within the High and Very High Fire Hazard Severity Zones (VHFHSZ). According to CAL FIRE, a Fire Hazard Severity Zone is a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., Moderate, High, and Very High). FHSZ maps evaluate wildfire hazards, which are physical conditions that create a likelihood that an area will burn over a 30- to 50-year period. They do not take into account modifications such as fuel reduction efforts. The maps identify areas where wildfire hazards could be more severe and therefore are of greater concern to help limit wildfire damage to structures through planning, prevention, and mitigation to reduce risk. The FHSZ maps are used to designate areas where California's wildland urban interface building codes apply to new buildings; they can be a factor in real estate disclosure; and local governments consider fire hazard severity in the safety elements of their general plans.[2]

[1] City of Colton General Plan. 2018. 2018 Safety Element, Figure S-8: Wildfire Hazard Zone. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed June 10, 2020.

[2] California Department of Technology. 2020. California Fire Hazard Severity Zone Viewer. Website: https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414. Accessed June 30, 2020.

City of Colton General Plan

Local Fire Zones

According to the City of Colton General Plan Safety Element, the City is located within identified fire hazard zones that increase the risk of fire for homes, businesses, and city operations. The City of Colton geographically identifies the location of local wildfire hazard zones in the Safety Element fire hazard map (Exhibit 3.14-1). Areas that are prone to wildfires are classified into three categories of fire hazard severity zones (FHSZs): very high, high, and moderate. According to the City of Colton Local Hazard Mitigation Plan, there is no specific risk level or fire size/intensity that corresponds to each level of FHSZ. Rather, these are qualitative terms based on factors such as fire history, terrain, weather conditions, development, and fuel availability, among others.[3]

According to the Safety Element, increasing human encroachment into natural areas increases the likelihood that bodily harm or structural damage from wildfires will occur. This encroachment occurs in areas called the Wildland-Urban Interface (WUI), which is any area within the High and VHFHSZ, as defined by CAL FIRE. Development within the WUI requires a fire protection plan approved by the fire code official.[4] The La Loma Hills in southern Colton are Very High FHSZs. The flatter areas in southwest Colton near the La Loma Hills are considered a Moderate FHSZ, extending as far north as Slover Avenue, and there are limited areas that are classified as High FHSZ on the boundary of the Very High FHSZ that covers the La Loma Hills. [5]

Safety Element Goals

The City of Colton General Plan Safety Element sets forth the following goals related to wildfire hazards that are relevant to the proposed project: [6]

- **Policy S-3.5:** Require all new development to comply with fire safety standards identified in Title 15 of the Colton Municipal Code.
- **Policy S-3.7:** Locate new critical facilities outside of wildfire hazard severity zones unless no alternate location is available or feasible.
- **Policy S-3.9:** Consider the relationship between existing and future development on the current and future demands for Fire and Emergency Services facilities and personnel.

City of Colton Municipal Code, Title 15

The City of Colton Municipal Code, Title 15, establishes the Fire Code of the City of Colton. The Fire Code of the City of Colton establishes general requirements to reduce fire risks in accordance with the California Fire Code and the California Building Standards Code.[7]

[3] City of Colton. 2018. Local Hazard Mitigation Plan. September. Website: https://www.coltonca.gov/DocumentCenter/View/3948. Accessed June 11, 2020.
[4] City of Colton. 2020. Building and Safety Division. Website: https://www.ci.colton.ca.us/307/Building-Safety-Division. Accessed June 23, 2020.
[5] Ibid.
[6] Ibid.
[7] Ibid.

City of Colton 2018 Local Hazard Mitigation Plan

The 2018 Local Hazard Mitigation Plan focuses on mitigating hazards from events such as earthquakes, floods, and wildfires.[8] The 2018 Local Hazard Mitigation Plan includes a comprehensive assessment of the threats that the City of Colton faces from both natural and human-caused hazards, as well as a set of coordinated policy recommendations to reduce these threats. The plan identifies the resources that can be used to help community members, City staff, and local officials to understand threats and make informed decisions, and supports coordination and collaboration between the City, surrounding communities, other public agencies, local employers and service providers, community members and groups, and other key stakeholders. The plan identifies the City's emergency planning, organization, and response policies and procedures, addresses the City's responsibilities in emergencies associated with natural disasters and human-caused emergencies, and provides a framework for coordination of response and recovery efforts within the City in coordination with local, State, and Federal agencies.

Colton Emergency Operations Plan

The Emergency Operations Plan (EOP) is the document primarily responsible for informing the emergency management strategies for the City of Colton.[9]City of Colton Electric Department's Wildfire Prevention and Mitigation Plan

The Colton Electric Department developed a Wildfire Prevention and Mitigation Plan to illustrate the steps the Colton Electric Department has taken to reduce the risk of fire posed by its electrical generation, transmission, and distribution equipment. The plan complies with SB 1028 and AB 1054 requirements related to the development of a Wildfire Prevention and Mitigation Plan that contains preventative strategies, programs, and performance objectives to minimize wildfire risk.[10]

3.14.4 - Methodology

The following analysis is based, in part, on information provided by the City of Colton General Plan, the City of Colton Local Hazard Mitigation Plan, CAL FIRE, and the City of Colton Electric Department's Wildfire Prevention and Mitigation Plan. The information obtained from these sources and other relevant materials was reviewed to evaluate the potential presence of wildfire risks on the project site.

3.14.5 - Thresholds of Significance

The thresholds of significance used in this Draft Focused EIR are based on the thresholds presented in the City of Colton's Local CEQA Guidelines, Appendix J. The standards of significance used in this Draft Focused EIR are based on the independent judgment of the City of Colton, taking into consideration CEQA Guidelines Appendix G; the City of Colton's Municipal Code and adopted City policies; the judgment of the technical experts who prepared the technical studies in support of this Draft Focused

[8] City of Colton. 2018. Local Hazard Mitigation Plan. September. Website: https://www.coltonca.gov/DocumentCenter/View/3948. Accessed June 11, 2020.

[9] City of Colton General Plan. 2018. 2018 Safety Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed June 10, 2020.

[10] Colton Electric Department. 2019. Wildfire Prevention and Mitigation Plan, Figure 1: CPUC Fire Map for City of Colton Service Area. July 1. Website: https://www.ci.colton.ca.us/DocumentCenter/View/6551 Accessed September 18, 2020.

EIR; performance standards adopted, implemented, and monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR.

According to the City of Colton's Local Guidelines for Implementing CEQA, Appendix J, Environmental Checklist, to determine whether wildfire impacts would be considered significant from implementation of the proposed project, the following questions should be analyzed and evaluated.

> If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:
>
> a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
> b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
> c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
> d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The following Appendix J impacts related to wildfire were determined to be less than significant and are therefore addressed in Section 7, Effects Found not to be Significant, of this Draft Focused EIR:

> If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:
>
> b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
> c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
> d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The following Appendix J impacts were found to be potentially significant and warranted a thorough analysis in this section based on the Notice of Preparation comments, public concerns, or a more detailed analysis conducted as part of the Draft Focused EIR preparation process. These include the following:

If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:

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

3.14.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the proposed project and provides mitigation measures where appropriate.

Emergency Response/Evacuation Plan Consistency

Impact WILD-1:	**The project would not substantially impair an adopted emergency response plan or emergency evacuation plan.**

Impact Analysis

Construction

The proposed project is in an area that is primarily industrial and low-density residential. The project site is surrounded by industrial and commercial uses, major transportation corridors, and low-density residential uses. The project area is not located immediately adjacent to mountains or in proximity to the wildland-urban interface, where wildfires are a greater risk.

The City of Colton has several policies regarding public safety related to emergencies, including those found in the General Plan Safety Element, the EOP and the Local Hazard Mitigation Plan. The project would be required to comply with these policies. Construction of the proposed project would not conflict with the relevant policies identified in the General Plan Safety Element, EOP or the Local Hazard Mitigation Plan. Therefore, construction-related impacts would be less than significant.

Operation

As discussed at length in Section 3.10, Public Services, the proposed project would be adequately served by police, fire, and emergency response services, including respective evacuation or emergency vehicle access. Because the proposed project does not include the development of residential units or other structures that could induce population growth, no unplanned population growth would occur as a result of the project. Therefore, the proposed project would not create a permanent increase in population unaccounted for in the City of Colton General Plan that could lead to overwhelming calls for emergency services.

The project site would be served by the Colton Fire Department. The Colton Fire Department's service area includes the entire City of Colton and unincorporated areas adjacent to the City. The Colton Fire Department has a mutual aid relationship with members of the Consolidated Fire Agencies (CONFIRE) Joint Powers Authority. CONFIRE Joint Powers Authority is a multi-agency Fire, Rescue, and Emergency Medical Services Dispatch Center comprised of San Bernardino County Fire, Colton, Loma Linda, Redlands, Rialto, and Rancho Cucamonga Fire Departments. CONFIRE shares a common dispatch center and operates as a unit by responding to the nearest calls regardless of jurisdiction. As discussed in Section 3.10, Public Services, the closest station to the project site is Station 213, located at 1100 South La Cadena Drive, 1.5 miles north of the site, and would be the

primary station to respond to emergency calls from the proposed project.[11] Average response times for this station are currently estimated at 11 minutes and 9 seconds, while average response times from the whole department are currently averaging 9 minutes and 39 seconds. The Colton Fire Department has a stated response time goal of responding to 90 percent of service calls in under 9 minutes.[12] Furthermore, a master mutual aid agreement is currently in place with all surrounding jurisdictions and would apply to the area surrounding the project site.

Additionally, Table 6-2in Section 6.2 of the Local Hazard Mitigation Plan (LHMP) adopted on August 6th, 2019 provides guidance on Hazard Mitigation Actions. "The list of actions also includes preparedness activities which are intended to improve emergency response for the City and community members when hazard events occur or are imminent. Although these actions are not considered mitigation activities, they are expected to decrease the harm the community faces from hazard events and so support the same goals as mitigation actions." It can therefore be concluded that the implementation actions such as P.6–Emergency Preparedness Drills, 8.1–Brush Clearing, and 8.3–Development of Fire Inspection Programs, would assist in managing potential risks to the site, including fire hazards.

According to the LHMP, approximately a third of the project site lies within the moderate fire hazard zone identified by the City of Colton. A small portion of the northwestern side of the site is within the high fire hazard zone identified by the City.[13] It should be noted that the source information defining the boundaries of the fire hazard zones utilized by the LHMP indicates the California Department of Forestry and Fire Protection provided the data with the support of the United States Geological Service and National Oceanic and Atmospheric Administration an Geographic Information Systems Databases. Guidance provided in Table 3-1 of the LHMP indicates the sources of recommended actions for wildfire events should be obtained from a combination of the California Multiple Hazard Mitigation Plan dated September 2018, updated FEMA guidelines, and Regional Plans. [14]

Therefore, the most up-to-date and applicable regional plan covering the proposed project site is the Colton Electric Department's Wildfire Prevention and Mitigation Plan (WPMP) dated October 1, 2019. According to Section 2.0 of the Wildfire Prevention and Mitigation Plan, the WPMP is consistent with the LHMP.[15] However, according to CAL FIRE, the project site is not located within or adjacent to a VHFHSZ at the local, State, or federal level.[16] Additionally, the WPMP indicates that the site is not within a fire hazard area.[17] Therefore, the proposed project would not require a fire protection plan. However, the proposed project would implement the actions outlined in Section 6.2 of the LHMP, which indicates the proposed project is in a fire hazard zone, in order to minimize risks associated with wildland fire hazards. As such, the proposed project would comply with all fuel

[11] Ray Bruno, Colton Fire Department, Fire Marshal. Email correspondence. March 5, 2020.
[12] Ibid.
[13] City of Colton. 2018. Local Hazard Mitigation Plan, Figure 12: Wildfire Hazard Zones. September. Public Review Draft. Website: https://www.ci.colton.ca.us/DocumentCenter/View/3948. Accessed June 15, 2020.
[14] City of Colton. 2018. Local Hazard Mitigation Plan, Figure 12: Wildfire Hazard Zones. September. Public Review Draft. Website: https://www.ci.colton.ca.us/DocumentCenter/View/3948. Accessed September 22, 2020.
[15] Colton Electric Department. 2019. Wildfire Prevention and Mitigation Plan. October 1. Draft 1.7. Website: https://www.ci.colton.ca.us/DocumentCenter/View/6551/110619-Wildfire-Prevention-2019?bidId=. Accessed September 22, 2020.
[16] State of California. 2005. Map of CAL FIRE's Fire Hazard Severity Zones in Local Responsibility Areas – Colton. Website: https://osfm.fire.ca.gov/media/5941/colton.pdf. Accessed June 15, 2020.
[17] Colton Electric Department. 2019. Wildfire Prevention and Mitigation Plan, Figure 1: CPUC Fire Map for City of Colton Service Area. July 1. Website: https://www.ci.colton.ca.us/DocumentCenter/View/6551 Accessed June 16, 2020.

modification guidelines and building design requirements in accordance with the Colton Fire Department.

Implementation of the proposed project would necessitate the removal of existing vegetation within the project site during demolition activities. The project site would be replanted with plants that have moderate to low water needs. The SCE easement would be cleaned of all foreign debris and receive a non-irrigated hydroseed mix. The project would be subject to ongoing vegetation management requirements. Additionally, the project would be required to utilize ignition-resistant materials where possible. The fire sprinkler plan, fire alarm system plan, and underground water systems plan would require review and approval by the Colton Fire Department. The proposed project would comply with fire safety standards identified in Title 15 of the Colton Municipal Code as per Policy S-3.5 of the City of Colton General Plan.

In the unlikely event of an evacuation due to wildland fire, employees on the project site would utilize the evacuation routes north and west of the project site, including La Cadena Drive, Barton Road, and the I-215 Freeway.[18] Workers can easily access these evacuation routes from the project site. Therefore, impacts related to emergency response/evacuation plan consistency would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

[18] City of Colton. 2018. Local Hazard Mitigation Plan, Figure 3: Evacuation Routes. September. Public Review Draft. Website: https://www.ci.colton.ca.us/DocumentCenter/View/3948. Accessed June 16, 2020.

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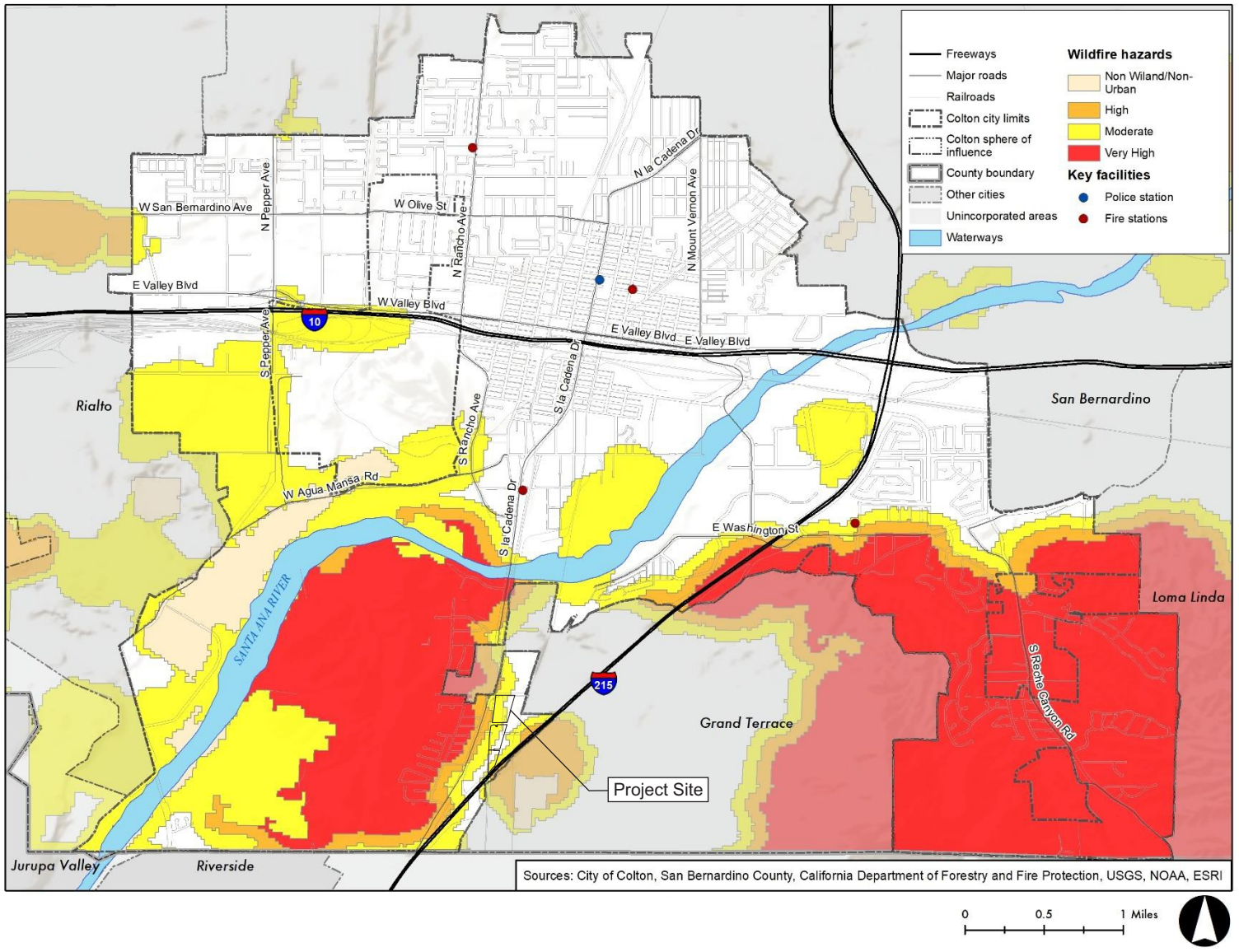

Source: City of Colton General Plan, 2018 Safety Element.

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Exhibit 3.14-1
Wildfire Hazard Zone

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SECTION 4: CUMULATIVE EFFECTS

4.1 - Introduction

California Environmental Quality Act (CEQA) Guidelines Section 15130 requires the consideration of cumulative impacts within an Environmental Impact Report (EIR) when a project's incremental effects are cumulatively considerable. According to CEQA, ". . . the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." In identifying projects that may contribute to cumulative impacts, CEQA allows the use of a list of past, present, and reasonably anticipated future projects that have the potential to result in related or cumulative impacts, including those which are outside of the control of the lead agency.

In accordance with CEQA Guidelines Section 15130(b), ". . . the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, the discussion need not provide as great [a level of] detail as is provided for the effects attributable to the project alone." The discussion should be guided by standards of practicality and reasonableness, and it should focus on the cumulative impact to which other identified projects contribute rather than on the attributes of other projects that do not contribute to the cumulative impact.

The proposed project's cumulative impacts were considered in conjunction with other proposed and approved projects in the cities of Colton and Grand Terrace (Exhibit 4-1). Table 4-1 provides a list of the other projects considered in the cumulative analysis.

Table 4-1: Cumulative Projects

	Project Name	Land Use[1]	Quantity	Units[2]
City of Colton				
COL1	2036 Miguel Bustamante Parkway	Warehouse	124.588	TSF
	2053 Miguel Bustamante Parkway	Warehouse	174.996	TSF
COL2	Roquet Ranch	SFDR	754	DU
		Condo/Townhomes	244	DU
		Active Adult-Attached	52	DU
		Shopping Center	6.500	TSF
		Coffee Shop with Drive Thru	1.500	TSF
		Fast Food with Drive Thru	4.000	TSF
		Active Park[2,4]	11.1	AC
		Passive Park[4]	8.4	AC
COL3	2163 Riverside Avenue	High-Cube Warehouse	447.330	TSF

	Project Name	Land Use[1]	Quantity	Units[2]
COL4	Southwest Regional Operations Center	Office	–[3]	–
		Gasoline Service Station	–[3]	–
		Truck Wash, Service Facility, Parking Lot	–[3]	–
COL5	Agua Mansa Commerce Center	Warehouse	–[3]	–
COL6	Wildrose Village	SFDR	–[3]	–
COL7	Agua Mansa Commerce Center	High-Cube Warehouse	1,214.000	TSF
COL8	300 West Litton Avenue-Litton Housing	Single-family Detached Residential	89	DU
COL9	CalPortland (1500 Agua Mansa Road)	Cement Production Facility	66.0	AC
COL10	California High Speed Rail Facility	Intermodal Rail Facility	–[5]	–[5]
COL11	Tropica Commerce Center	Warehouse	266.030	TSF
City of Grand Terrace				
GT1	Grand Terrace Town Square	Supermarket	–[4]	–
		Shopping Center	–[4]	–
		Fast-Food Restaurant with Drive-Thru	–[4]	–
GT2	22394 and 22040 Van Buren Street	Single Family Detached Residential	–[4]	–
GT3	12569 Michigan Street	Single Family Detached Residential	–[4]	–
GT4	11832 and 11834 Burns Avenue	Single Family Detached Residential	–[4]	–
GT5	22805 Barton Road	Medical Office	–[4]	–
		Coffee Shop without Drive-Thru	–[4]	–
GT6	22085 Commerce Way	Animal Clinic, Commercial Units	–[4]	–
GT7	11838 Burns Avenue	Single Family Detached Residential	–[4]	–
GT8	22881 Barton Road	Coffee Shop with Drive-Thru	–[4]	–
GT9	NEC of Vivienda Avenue and Barton Road	Fast-Food Restaurant with Drive-Thru	2.080	TSF
GT10	North of Vivienda Avenue and east of La Cadena Avenue	Trailer Storage Facility	22.0	AC
GT11	21801 Barton Road	Recycling Center	80.898	TSF
GT12	Gateway Specific Plan	Multifamily Housing	748	DU
		Business Park	12.196	TSF
		Shopping Center	356.296	TSF
		Public Facilities	3.7	AC
GT13	21496 Main Street	Warehouse	8.820	TSF
GT14	22247 Pico Street	Single Family Detached Residential	12	DU

	Project Name	Land Use[1]	Quantity	Units[2]
County of San Bernardino				
SB1	Slover Avenue between Locust Avenue and Laurel Avenue	High-Cube Warehouse	344	TSF
SB2	West of Agua Mansa Road and North of El Rivino Road	High-Cube Warehouse	476.000	TSF
		Warehouse	30.000	TSF
SB3	NWC of Cedar Avenue and Jurupa Avenue	High-Cube Warehouse	677.000	TSF
SB4	Locust Avenue and 7th Street	SFDR	198	DU
SB5	NEC and NWC of Cedar Avenue and Orange Street	Warehouse	395.000	TSF
SB6	Holly Street Truck Terminal	Truck Terminal	450.000	TSF
SB7	Bloomington Commerce Center	High-Cube Warehouse	800.000	TSF
		High-Cube Fulfillment Center	451.640	TSF
SB8	Slover and Cactus Warehouse	Warehouse	257.855	TSF
City of Rialto				
RIA1	Panattoni I-10 (Cactus Avenue and El Rivino Road)	Warehouse	2,475.745	TSF
RIA2	CapRock III	Warehouse	582.000	TSF
RIA3	Newmark Merrill Companies	Discount Super Store	198.000	TSF
		Tire Store	9.861	TSF
		Retail	25.436	TSF
		Fast Food with Drive-Thru	5.484	TSF
RIA4	Kore Infrastructure	Biosolids Facility	288	TPD
County of Riverside				
RIVCO1	TR28957	Single-family Residential	36	DU
RIVCO2	TR32989	Single-family Residential	29	DU
RIVCO3	TR32291	SFDR	69	DU
RIVCO4	CUP03718	Light Industrial	19.988	TSF
RIVCO5	PP24798	Retail	2.400	TSF
		Offices	3.405	TSF
		Laundromat	2.961	TSF
RIVCO6	PP25482	General Office	2.632	TSF
RIVCO7	Truck Sales Facility (PP25505)	Office	1.952	TSF
		Storage	6.000	TSF
RIVCO8	TR36668 (Bixby Highgrove)	Single-family Residential	201	DU
RIVCO9		Single-family Residential	1,518	DU

	Project Name	Land Use[1]	Quantity	Units[2]
	Spring Mountain Ranch (SP 323) (PM36448; TR29597; TR29598; TR29600; TR29741; TR30908; TR30909)	Elementary School	750	STU
		Day Care Center	4.000	TSF
		Commercial Retail	104.000	TSF
RIVCO10	TTM37743	Single-family Residential	58	DU
RIVCO11	PP24778	Multi-family Housing	89	DU
City of Riverside				
R1	P06-0782 (Tract Map 34908) (1006 and 1008 Clark Street)	SFDR	15	DU
R2	P05-0269 and P08-0416 (Tract Map 33550) (3719 Strong Street)	SFDR	9	DU
R3	P06-1031 (Tract Map 31825) (1562 Orange Street)	SFDR	7	DU
R4	P13-0087 P13-0262 (2450 Market Street)	Senior Housing	67	DU
R5	P14-0183 (Centerpointe Apartments) (3105 Market Street)	Apartments	146	DU
R6	P09-0835 P10-0002 (3372 University Avenue)	General Office	132.136	TSF
R7	P06-1237 (Jacobs Medical Office) (14th and Brockton Avenue)	Medical Office	65.281	TSF
R8	P12-0799 and P12-0800 (Tract Map 36516)	SFDR	7	DU
R9	P09-0808 and P08-0809 (2340 14th Street)	Senior Housing	134	Beds
R10	P08-0980 and P09-0095 (3549 Iowa Avenue)	Student Housing	114	Beds
R11	P09-0717 and P09-0718 (807 Blaine Street)	Apartments	55	DU
R12	3667 Placentia Lane	Warehouse	308.000	TSF
R13	750 Marlborough Avenue	Warehouse	346.330	TSF
R14	3444 Center Street	Mobile Home Park	104	DU
R15	The Exchange	Multifamily Housing	482	DU
		Shopping Center	44.500	TSF
		Gasoline Service Station with Convenience Market	16	VFP
		Hotel	229	RM
R16	3723 Strong Street	Senior Housing-Attached	58	DU
R17	3630 Center Street	Warehouse	8.156	TSF

	Project Name	Land Use[1]	Quantity	Units[2]

[1] SFDR=Single Family Detached Residential
[2] DU=Dwelling Units; TSF=Thousand Square Feet; STU=Students; AC=Acres; TPD=Tons Per Day; VFP=Vehicle Fueling Positions; RM=Rooms
[3] Quantity unknown. City of Colton provided estimated trips (AM/PM/Daily).
[4] Quantity unknown. City of Grand Terrace provided estimated trips (AM/PM/Daily).
[5] Per the California High Speed Rail Authority, the size of the facility is currently unknown.

4.2 - Cumulative Impact Analysis

4.2.1 - Aesthetics, Light, and Glare

For the purposes of this analysis, the proposed project's cumulative study area for aesthetics comprises all areas visible from and visible to the project site. Existing and planned development located outside the project's viewshed would not cumulatively contribute to aesthetic impacts.

Population growth, urbanization, and development are anticipated to continue in the San Bernardino Valley and within the City of Colton and along transportation corridors linking to major urban centers. As development continues to increase, light and glare sources are expected to increase, and vacant or under-utilized properties are expected to be developed with new sources of light and glare, leading to visual and aesthetic changes within the City of Colton and the adjacent City of Grand Terrace.

The City of Colton General Plan and Municipal Code policies, goals, and principles are designed to ensure that the changes in aesthetics, light, and glare due to projected development meet the City's development standards and preserve the existing visual resources and neighborhood character within the City of Colton. The proposed project is located in an urbanized area of the City that is zoned for Light Industrial (M-1) development and surrounded by existing industrial and residential development. The project would not change the zoning or land use designation of the site; and future uses would be similar to existing conditions. The proposed project's impacts on aesthetics, light, and glare are analyzed in Section 3.1 and Section 7 of this report, which conclude that the proposed project would have less than significant impacts on aesthetics, light, and glare. The existing visual character of the project site would be slightly altered with project implementation because the four existing industrial buildings and an office building would be replaced with two state-of-the-art industrial warehouse logistics facilities. A 10-foot height variance is required to allow the proposed building height of 50 feet, which exceeds the current maximum allowable height of 40 feet stipulated under the City's Municipal Code.[1] However, the proposed changes would not be

[1] Periodically, the City will amend portions of Title 18 (Zoning) of the Colton Municipal Code to address various items, including but not limited to the addition or modification of definitions; modifications to or additions of certain land uses in use tables; modifications to allowances for certain permitted, conditional, and prohibited land uses in various zones; and amendments to and additions of certain regulations for existing permitted land uses. On December 8, 2020, the Planning Commission considered several proposed amendments, including proposed revisions to the Industrial Building Height limits in M-1 and M-2 Zones. According to the Staff Report, City Staff has observed a growing need to allow for industrial buildings with building heights greater than the established limits, which is 40 feet in the M-1 Zone and 50 feet in the M-2 Zone. Currently, height increases can only be processed and approved through the Variance process. Due to changes in industrial building design and technology (i.e., high cube, refrigeration, etc.) the number of Variance requests have increased in these zones. Recognizing a need to increase flexibility and to accommodate recent advances in technology and building design, City staff has proposed to increase the maximum building height in the M-1 Zone from 40 to 50 feet and to provide for a CUP process in lieu of a Variance in either zone when the proposed height exceeds established

substantial given the existing use, the surrounding uses, and the overall project design. The aesthetic impacts of the proposed project, when considered together with those of other projects, are not cumulatively considerable. The proposed development would allow for the anticipated growth and development of the area to occur without foreseeable contributions to cumulative impacts. Compliance with the General Plan and Municipal Code would ensure that the contribution of the project to cumulative impacts related to aesthetics, light, and glare are less than significant.

4.2.2 - Air Quality

The project site is located in the South Coast Air Basin (SoCAB). The geographic scope of cumulative impacts related to air quality includes the entire SoCAB. All existing and reasonably foreseeable development with the potential to emit air pollutants within the SoCAB is pertinent to a discussion of cumulative air quality impacts.

Criteria Pollutants

The South Coast Air Quality Management District (SCAQMD) considers the emission levels for which a project's individual emissions would be cumulatively considerable. As such, if a project exceeds the identified thresholds of significance, its emissions would be significant in terms of both project- and cumulative-level impacts, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the project's incremental effects would be cumulatively considerable. Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the proposed project would result in regional emissions that exceed the SCAQMD regional thresholds of significance for construction and operations on a project level. Projects that generate emissions below the SCAQMD significance thresholds would be considered consistent with regional air quality planning efforts and would not generate cumulatively considerable emissions. Section 3.2, Air Quality, analyzes project consistency with the cumulative air quality management plan and project-related criteria air pollutant emissions impacts. The analyses in Section 3.2, Air Quality, Impacts AIR-1 and AIR-2, demonstrate that the cumulative operational criteria air pollutant emissions impacts associated with the proposed project would be less than significant with the implementation of mitigation. Specifically, Mitigation Measure (MM) AIR-1 requires the use of architectural coatings with a volatile organic compound (VOC) of less than 10 grams per liter, the use of compliant low VOC cleaning solvents to clean paint application equipment, the lids on all paint containers on-site to be closed when not in use to prevent VOC emissions and excessive odors, and all paint and solvent laden rags to be sealed in containers to prevent VOC emissions. Implementation of MM AIR-1 would reduce the potential cumulative impact related to

limits. Because the City would continue to require the review and approval of a CUP to allow for buildings that exceed 50 feet in height in the M-1 and M-2 Zones, proposed buildings with height greater than 50 feet in industrial zones would be reviewed for land use compatibility, fire requirement compliance, and compliance with all safety requirements/regulations, as with all CUP applications. The proposed project currently requires a Variance to allow the proposed warehouse buildings to exceed the existing 40-foot height restriction in the M-1 zone. If the City approves the proposed Ordinance amending the Zoning Code height restrictions in the M-1 zone, the project would no longer require a Variance or CUP because the Municipal Code would allow for building heights up to 50 feet.

the maximum daily generation of (VOCs during construction of the proposed project to a less-than-significant level.

Toxic Air Contaminants

As discussed in Section 3.2, Air Quality, cumulative cancer and non-cancer health impacts were evaluated at sensitive receptors located within 1,000 feet of the proposed project site. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively considerable. See Impact AIR-3 for the toxic air contaminant (TAC) analysis and discussion assessing the health risk impacts to sensitive receptors from construction and operations of the project. The analysis included under Impact AIR-3 demonstrates that the proposed project would not result in an exceedance of the health risk significance thresholds during construction or operations of the project.

Conclusion

Cumulative projects listed in Table 4-1 that are within the SoCAB will be required to implement the best management practices (BMPs) identified by the SCAQMD during construction and operation. Additionally, cumulative projects would be required to demonstrate consistency with State and Federal regulations regarding TAC exposure levels through the preparation of Health Risk Assessments, if needed. Lastly, other cumulative projects that result in significant air quality impacts would be required to implement feasible mitigation measures to avoid, minimize, or reduce impacts to less than significant levels. Therefore, with the implementation of project-specific MM AIR-1 and compliance with existing regulations pertaining to air quality in the Basun, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact on air quality.

4.2.3 - Biological Resources

For the purposes of this analysis, the proposed project's cumulative study area for biological resources includes the project site and vicinity, as well as the region within with the other development projects identified in Table 4-1 are located.

Special-status Species

The proposed project has the potential to directly impact several special-status species including smooth tarplant (*Centromadia pungens* ssp. *laevis*), burrowing owl (*Athene cunicularia*), and nesting birds. As discussed in Section 3.3, Biological Resources, there are no threatened or endangered species (as defined by the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service) known to occur within the project boundaries.

The proposed project would remove the existing ornamental trees on-site during site preparation; however, the project site is surrounded by existing urban development with landscaping that could provide suitable alternative nesting habitat. New developments would also be required to comply with the City's Municipal Code requirements pertaining to street trees and landscaping, such that the net availability of nesting habitat would not be significantly reduced in the project area. Projects

that affect nesting habitat must comply with local, State, and federal regulations protecting special-status species, including nesting birds. For example, MM BIO-1b would be implemented for the proposed project, which would limit the removal of trees during the nesting season. If trees cannot be removed outside of the nesting season, MM BIO-1b requires pre-construction surveys to be conducted to verify the absence of active nests. The implementation of MM BIO-1b would reduce potential project impacts to nesting birds to less than significant levels.

Smooth tarplant and burrowing owl are both capable of occupying ruderal habitats. The proposed project is expected to remove all 6.42 acres of ruderal habitat found on-site, mostly concentrated in the vacant parcel located along the northeast corner of South Terrace Avenue and Barton Road. Within the local context of the project site, both species are directly impacted by expanding urban development. However, much of the surrounding region including the cities of Colton and Grand Terrace are already developed, thus any impacts by the proposed project would be minimal. Additionally, the implementation of MM BIO-1a and MM BIO-1c would reduce potential impacts on these special-status species to less than significant levels. MM BIO-1a requires a qualified Biologist to conduct a protocol-level rare plant survey at the appropriate time of the year prior to any vegetation removal or ground disturbing activities. The survey would determine if smooth tarplant is present on the project site. MM BIO-1c would require a qualified Biologist to perform a series of breeding season and non-breeding season surveys to identify any burrows or owls on-site. Cumulative projects listed in Table 4-1 would be required to perform a biological assessment prior to construction activities. Project-specific biological assessments would likely result in the need for similar mitigation measures related to biological resources to be implemented.

Sensitive Natural Communities or Riparian Habitat

The proposed project site does not contain any sensitive natural communities or riparian habitat. Therefore, project development would not contribute to any cumulative impacts.

Waters of the United States

The proposed project site does not contain any jurisdictional waters of the United States. Therefore, project development would not contribute to any cumulative impacts.

Local Policies or Ordinances

The proposed project would not conflict with any local policies or ordinances relevant to the protection of biological resources within the City of Colton. As discussed in Section 3.3, Biological Resources, the proposed project would not remove any “protected trees” as defined by the City’s Municipal Code. Existing trees would be replaced in accordance with the Landscape Plan (Exhibits 2-8 and 2-9) prepared for the proposed project that must be implemented prior to issuance of a Certificate of Occupancy of each building. All development projects in the City must also comply with these measures. Therefore, the proposed project’s incremental contribution would not be cumulatively considerable.

Fish and Wildlife Movement Corridors

The project site does not contain any creeks, washes, or waterways that provide significant wildlife movement corridors within the greater project vicinity that would be impacted by the proposed project. The project site is bounded by a utility easement to the east that could allow for the movement of wildlife. However, this potential corridor would not be directly affected by the proposed project. Additionally, the project site is surrounded by existing roadways, railroad lines, and residential development that would impede the movement of terrestrial species. Therefore, the proposed project would not contribute to a significant cumulative impact.

Habitat and Natural Community Conservation Plan Consistency

The proposed project does not lie within the boundaries of any Habitat Conservation Plan (HCP) and/or Natural Community Conservation Plan (NCCP) and would have no impact on any such plans. Therefore, proposed project development would not contribute to any cumulative impacts.

Conclusion

The impacts of the proposed project on biological resources can all be mitigated to less than significant levels, and other development projects in the area would be required to implement similar measures and comply with the relevant local, State, and federal policies, codes, and regulations protecting biological resources. Therefore, project impacts on biological resources would not be cumulatively considerable, and with the implementation of mitigation, the project would not have a significant cumulative impact on special-status species, sensitive natural communities or riparian habitat, waters of the United States, local policies or ordinances, fish and wildlife movement corridors, an HCP, or an NCCP. Therefore, cumulative biological impacts would be less than significant with mitigation.

4.2.4 - Cultural Resources

The analysis of cumulative impacts related to cultural resources includes the project site. There are no cultural or historic resources that extend off-site, such as a historic district, that would be affected by the proposed project.

The presence of cultural resources has not been previously established at the site. Records searches of the Native American Heritage Commission (NAHC) Sacred Lands File and the South Central Coastal Information Center (SCCIC), and tribal correspondence with the NAHC and tribal representatives did not indicate the presence of cultural resources on the project site. Historic resources were inventoried within 0.50 mile of the project site; however, the proposed project would not contribute to a cumulative impact on these historic resources.

Based on the results of the records searches, archival research, tribal correspondence, and pedestrian survey, the potential for the project to have an adverse effect on prehistoric cultural resources is considered moderate, as discussed in Section 3.4, Cultural Resources. In the event that any previously undiscovered prehistoric cultural resources are discovered during grading or construction, MM CUL-1 and MM CUL-2 would be implemented. MM CUL-1 would require a qualified Archaeologist to be present during ground-disturbing activities, and to evaluate any

findings. Additionally, any prehistoric cultural resources that are inadvertently discovered would be subject to MM CUL-2, which would require operations to stop until an Archaeologist can evaluate the findings and recommend appropriate measures. These mitigation measures would reduce any potential foreseeable cumulative impacts to a less-than-significant-level. Therefore, the proposed project would not contribute to a significant adverse cumulative impact related to prehistoric cultural resources. Cumulative impacts related to prehistoric cultural resources would be less than significant with mitigation.

The potential for the project to result in the discovery of human remains is considered low; however, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. Should this occur, Section 7050.5 of the California Health and Safety Code applies, and Public Resources Code Section 5097.98 would be implemented. With implementation of the California Health and Safety Code and Public Resources Code Section 5097.98, the project would not result in any cumulative impacts related to human remains. Public Resources Code Section 5097.98 would require the project to halt any further excavation or disturbance of the site and contact the County Coroner to determine whether the remains are Native American.

The proposed project would not have a significant and unavoidable cumulative impact on cultural resources. The proposed project's less than significant cultural resource impacts, which considered with other projects' impacts on cultural resources, are not cumulatively considerable. With the implementation of mitigation, the project would have a less than significant impact on cultural resources; therefore, the project's cumulative impacts on cultural resources would be less than significant with mitigation.

4.2.5 - Geology, Soils, and Seismicity

Cumulative impacts related to geology, soils, and seismicity include the areas proposed for development on the project site, as the project would not contribute to cumulative impacts associated with other existing, planned, or proposed development. Potential cumulative impacts related to seismically induced hazards, landslides, and expansive soils; are specific to on-site conditions and would not impact off-site areas. Because potential hazards are site-specific, there would be no cumulative impacts associated with off-site areas. Additionally, the project's site-specific design in accordance with mitigation measures would address potentially significant impacts on-site.

The NorCal Engineering Geotechnical Engineering Investigation determined that the project site is not within an area that is at risk of fault-induced ground rupture, liquefaction, or landslides. However, the site is in an area that is at risk of strong ground shaking from earthquakes. Implementation of MM GEO-1 would be required to minimize hazards related to seismic events and reduce seismicity impacts to a less than significant level. Both project and cumulative impacts would be less than significant with implementation of California Building Code standards (CBC), which is required for all developments in the region.

The proposed project could result in soil erosion and the loss of topsoil. These impacts would be reduced to a less than significant level with implementation of standard Best Management Practices (BMPs) and MM GEO-2a and MM GEO-2b, which require the project contractor to implement erosion control measures and grading procedures. As discussed in the Preliminary WQMP, the project would implement BMPs that include, but are not limited to, the use of on-site detention systems, minimization of impervious areas to the maximum extent practicable, and the implementation of Low Impact Development (LID) BMPs to collect runoff from impervious areas for infiltration and treatment. Implementation of these standard BMPs and mitigation measures would ensure that project and cumulative impacts remain less than significant. Additionally, a Storm Water Pollution Prevention Plan (SWPPP) is required to control discharges from a project site, including soil erosion, to protect waterways. A SWPPP describes the measures or practices to control discharges during both the construction and operational phases of the project and identifies project design features and structural and nonstructural Best Management Practices (BMPs) that will be used to control, prevent, remove, or reduce stormwater pollution from the site, including sediment from erosion.

The potential exists for soils to move off-site during grading, and there may be impacts associated with compressible soils at the project site. MM GEO-3a, MM GEO-3b, and MM GEO-3c would be implemented for potentially compressible soils, differential settlement of foundations, and removal and compaction of soils to reduce these potential impacts to a less than significant level. Implementation of these mitigation measures would ensure that project and cumulative impacts related to compressible soils are less than significant with mitigation.

Expansive soils at the project site have the potential to create significant impacts. Therefore, implementation of MM GEO-4 is required. MM GEO-4 requires the contractor to implement geotechnical foundation and retaining wall procedures to reduce impacts related to expansive soils. Implementation of MM GEO-4 would ensure that the proposed project would not contribute significantly to any cumulative impacts related to expansive soils.

Paleontological resources have not been previously identified at the site; however, the potential exists for previously undiscovered paleontological resources to be present beneath the project site during grading or construction. If paleontological resources are inadvertently discovered, MM GEO-5 would be implemented. MM GEO-5 would require a qualified Paleontologist to make recommendations, which would reduce any impacts to a less-than-significant level. Implementation of MM GEO-5 would also ensure that there are no significant cumulative impacts related to paleontological resources. Therefore, the proposed project would not contribute to a significant adverse cumulative impact related to paleontological resources. Impacts related to paleontological resources are considered less than significant.

The proposed project would not have a cumulative impact related to fault-induced ground rupture, liquefaction, or landslides, soil erosion, or the loss of topsoil. Impacts related to compressible soils and expansive soils can be mitigated to a less-than-significant level and would not be cumulatively considerable. With the implementation of mitigation, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact related to

geology, soils, and seismicity. Therefore, the project's cumulative impacts are considered less than significant with mitigation.

4.2.6 - Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the GHG emissions from past, present, and future projects and activities have contributed and will continue to contribute to global climate change and its associated environmental impacts.

As described in Section 3.6, Greenhouse Gas Emissions, GHG emissions related to implementation of the proposed project are not confined to a particular air basin but are dispersed worldwide. Therefore, the analysis under Impacts GHG-1 and GHG-2 also address cumulative impacts.

As demonstrated in Section 3.6, Impact GHG-1, the proposed project would not exceed the applicable CEQA SCAQMD threshold. Thus, the project's construction and operational GHG emissions would not result in a significant impact on the environment. Furthermore, as discussed under Impact GHG-2, with implementation of MM GHG-1a through MM GHG-1d, which require the applicant to provide documentation to the City demonstrating that the project would implement infrastructure and electric vehicle features that would reduce the proposed project's GHG emissions, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of GHG emissions. Therefore, the potential cumulative impact related to the project's consistency with GHG reduction plans would be less-than-significant with mitigation.

4.2.7 - Hazards and Hazardous Materials

The analysis of cumulative impacts related to hazards and hazardous materials includes the project site and adjacent properties. Cumulative impacts related to hazards and hazardous materials would occur if hazardous materials from an industrial land use contributed to a hazard to human health or the environment, such as groundwater contamination. The analysis determined that impacts related to hazards and hazardous materials would be less than significant. The proposed project would comply with the applicable regulations, including SCAQMD, United States Environmental Protection Agency (EPA), Resource Conservation and Recovery Act (RCRA), California Department of Transportation (Caltrans), the San Bernardino County Hazardous Materials Program, Hazardous Materials Transportation Act, and the City of Colton's Emergency Operations Plan (EOP). Compliance of the applicable regulations would ensure that any hazardous materials that are present on-site during construction and operation of the proposed project would not contribute to a foreseeable cumulative impact.

The proposed project's less than significant impacts related to hazards and hazardous materials, along with other projects' potential hazards and hazardous materials impacts, as considered together or in proximity to each other, are not cumulatively considerable. The proposed project, in conjunction with other planned and approved projects, would not have a cumulatively considerable

impact related to hazards and hazardous materials. Therefore, the cumulative impacts related to hazards and hazardous materials would be less than significant.

4.2.8 - Land Use and Planning

The analysis of cumulative impacts related to land use and planning includes the project site and adjacent parcels, as well as the planning area evaluated in the City of Colton General Plan and the portion of the City of Grand Terrace that is adjacent to the proposed project. A cumulative impact related to land use and planning may occur if a change in land use contributes to an impact due to a conflict with a land use plan, policy, or regulation, or an incompatibility with adjacent land uses. For example, a cumulative impact would occur if the proposed project contributed to a traffic overburden on a street circulation system intended for low-density circulation.

The proposed project would be consistent with the existing zoning and land use designation for the project site; it would also construct industrial land uses on property already used for industrial purposes. The project would be consistent with the surrounding urban land uses and would be consistent with the relevant goals, policies, and objectives of the City of Colton General Plan and the City of Grand Terrace General Plan. The proposed project would therefore not cause a foreseeable change in land use that would contribute to a conflict or incompatibility with a land use plan, policy, or regulation or with adjacent land uses. The proposed project's land use and planning impacts are less than significant and, when considered in conjunction with other projects' potential land use impacts, are not cumulatively considerable. The proposed project would not have a significant cumulative land use impact. Therefore, cumulative impacts related to land use and planning are considered less than significant.

4.2.9 - Noise

The geographic scope of the cumulative noise analysis is the project site and vicinity, including surrounding sensitive land use receptors. Noise impacts tend to be localized; therefore, the area nearest to the project site (500-foot radius) has the most potential to be affected by the cumulative noise from project construction and operational activities. Cumulative groundborne vibration impacts are even more localized, with potential construction and operational cumulative vibration impacts limited to areas within 100 feet of project construction and operations. No cumulative development projects were identified within these boundaries, and because the proposed project would have a less than significant impact on noise, project impacts are not cumulatively considerable. Therefore, the proposed project would have a less than cumulatively considerable impact related to noise.

The loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and higher numbers of trucks. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. As discussed in Section 3.9, Noise, the highest traffic noise level increase with implementation of the proposed project would occur along Barton Road between Project Driveway 5 and Grand Terrace Road. Along this roadway segment, the proposed project would result in an increase of 0.5 A-weighted decibel (dBA) over existing conditions. This increase is well below the 5 dBA increase that would be considered a substantial permanent increase in noise levels compared with noise levels that would exist without the proposed project. Therefore, project-related traffic noise levels

would not result in a substantial permanent increase in traffic noise levels in excess of applicable standards and this would represent a less than significant impact.

Construction Noise

The proposed project's loudest phase of construction activity (the site preparation phase) would not overlap with any other current or planned cumulative development projects located within 500-feet of the project site. As such, there would be no possibility of combination of potential construction noise associated with the cumulative projects. Therefore, there would be no cumulative impact related to construction noise.

Operational Traffic Noise

The significance threshold for a cumulative traffic noise impact would be if the project traffic noise levels would result in a substantial increase above conditions that would exist without the project. As shown in Section 3.9, Noise, Mobile Source Operational Noise Impact, the greatest traffic noise increase along modeled roadway segments in the project site vicinity would be a 0.5 dBA increase along Barton Road adjacent to the project site compared to existing traffic noise levels. This is a less-than-significant increase. Table 4-2 shows the traffic noise increase in Year 2040 without and with the project, which includes future cumulative developments. The increase in traffic noise in Year 2040 with implementation of the proposed project ranges from 0.0 dBA to 0.2 dBA. This increase is well below the 5 dBA increase that would be considered a substantial permanent increase in noise levels compared with noise levels that would exist without the proposed project. Therefore, there would be no considerable contribution to any cumulative impact with respect to traffic noise.

Table 4-2: Year 2040 Traffic Noise Increase Summary

Roadway Segment	Year 2040 No Project (dBA) CNEL	Year 2040 Plus Project (dBA) CNEL	Increase over Year 2040 No Project (dBA)
Barton Road-Project Driveway 5 to Grand Terrace Road	71.3	71.5	0.2
Barton Road-Grand Terrace Road to I-215 Southbound Ramps	72.2	72.3	0.1
La Cadena Drive-Rancho Avenue to Barton Road	74.2	74.3	0.1
La Cadena Drive-Barton Road to Iowa Avenue	76.1	76.1	0.0
Source: FCS 2020.			

Operational Stationary Noise

As shown in the analysis above, impacts from project-related stationary noise sources would not result in a substantial permanent increase in ambient noise levels in exceedance of applicable standards. Since there are no other reasonably foreseeable projects located within 500 feet of the project site, the noise from the proposed project would not combine with any other planned projects in the project vicinity to result in a cumulatively considerable contribution to existing ambient noise

conditions in the project site vicinity. Therefore, the cumulative operational stationary noise impact would be less than significant.

Construction Vibration

The proposed project would not result in construction vibration that could overlap with any other reasonably foreseeable development projects within 100 feet of the project site. As such, there would be no possibility of the project combining potential construction vibration effects with another project. Therefore, there would be no cumulative impact related to construction vibration.

Operational Vibration

As detailed in the operational vibration impact discussion in Section 3.9, Noise, the project would not include any permanent sources of vibration. Therefore, the project would not expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. The only cumulative contribution to vibration conditions in the project vicinity would be the additive effect of project-related permanent groundborne vibration sources with other existing vibration sources in the project vicinity. Railroad activity along the rail line west of the project site is the only major source of groundborne vibration in the project vicinity. Implementation of the proposed project would not increase railroad activity. Therefore, implementation of the proposed project would not result in a contribution to cumulative operational groundborne vibration conditions in the project vicinity. Therefore, the cumulative impact related to project operational vibration is considered less than significant.

4.2.10 - Public Services

The geographic scope of cumulative impacts associated with public services includes the service areas for public services, electricity provider, water and wastewater provider, solid waste provider, library, police protection, and fire protection, and the planning area included in the City of Colton General Plan. Although the City of Grand Terrace is adjacent to the project site, the extent of the project's potential for cumulative impacts is limited to the City of Colton's jurisdiction as the City of Grand Terrace does not provide public services to the City of Colton.

A significant cumulative impact on public services can occur when a project contributes to an increased demand for public services such that new or expanded government facilities would be required, which could in turn have adverse environmental impacts. The proposed project would not require new or expanded fire protection or police protection services or facilities. Because the proposed project would not induce unplanned population growth, the project would not contribute to a foreseeable cumulative impact related to the provision of electricity, water and wastewater, solid waste, library, fire or police protection services. Accordingly, the proposed project's impacts would not be cumulatively considerable and, cumulative impacts related to public services would be less than significant.

4.2.11 - Transportation

The geographic scope for evaluating cumulative transportation impacts is the study area outlined in the project-specific Traffic Analysis (TA)[2]. This study area was defined in conformance with the County of San Bernardino Traffic Impact Analysis Guidelines. The study area includes 19 intersections that are adjacent to the project site and/or in the vicinity. These include intersections along Interstate 10 (I-10) and Interstate 215 (I-215), La Cadena Drive, and Barton Road.

A cumulative impact related to transportation would occur if the project, when considered in combination with other reasonably foreseeable projects, would conflict with a program plan, ordinance, or policy of the circulation system, including CEQA Guidelines Section 15064.3, subdivision (b), hazards, and emergency access. The proposed project would not result in significant increases in queueing at study area intersections or freeway sections, generate significant new trips, or warrant new traffic signals. The project would not result in roadway hazards due to queueing or truck turning radii and the project would provide sufficient emergency access. Cumulative projects that conflict with local transportation policies, including pedestrian, bicycle, and transit policies, would be required to mitigate for such impacts.

However, the project would conflict with CEQA Guidelines Section 15064.3, subdivision (b). Although the proposed project would implement Transportation Demand Management (TDM) measures aimed at reducing project Vehicle Miles Traveled (VMT), the project would still exceed the City of Colton baseline VMT threshold and, therefore, the proposed project would result in a significant and unavoidable cumulative impact related to VMT. Cumulative projects would be required to comply with the City of Colton VMT measures and implement TDM measures as needed. However, the incremental effect of the project would still be cumulatively considerable. Therefore, the proposed project would result in a significant and unavoidable cumulative impact related to VMT.

4.2.12 - Tribal Cultural Resources

The analysis of cumulative impacts related to Tribal Cultural Resources (TCRs) includes the project site. There are no TCRs that extend off-site that would be affected by the proposed project. The project's cumulative impacts on cultural resources would be less than significant with mitigation.

The presence of TCRs has not been previously established at the site. Records searches of the NAHC Sacred Lands File and the SCCIC, and tribal correspondence with the NAHC and tribal representatives did not indicate the presence of TCRs. However, the potential exists for previously undiscovered TCRs to be present beneath the project site. In the event that any previously undiscovered TCRs are discovered during grading or construction, MM CUL-1 and MM CUL-2 would be implemented. MM CUL-1 would require a qualified Archaeologist to be present during ground-disturbing activities, and in the event that cultural resources are discovered, the Archaeologist would evaluate the findings. Additionally, any cultural resources that are inadvertently discovered would be subject to MM CUL-2, which would require operations to stop until an Archaeologist can evaluate the findings and make a recommendation concerning appropriate measures. These mitigation measures would reduce any potential cumulative impacts to a less-than-significant level. Impacts related to TCRs can be mitigated to a less-than-significant level and would not be cumulatively considerable. The proposed

[2] Urban Crossroads, Inc. 2020. Barton Road Logistics Traffic Analysis. September 8.

project, in conjunction with other planned and approved projects, and with mitigation incorporated, would not have a cumulatively considerable impact related to tribal cultural resources. Therefore, the proposed project would not contribute to a significant adverse cumulative impact related to tribal cultural resources. Cumulative impacts related to tribal cultural resources would be less than significant with mitigation.

4.2.13 - Utilities and Service Systems

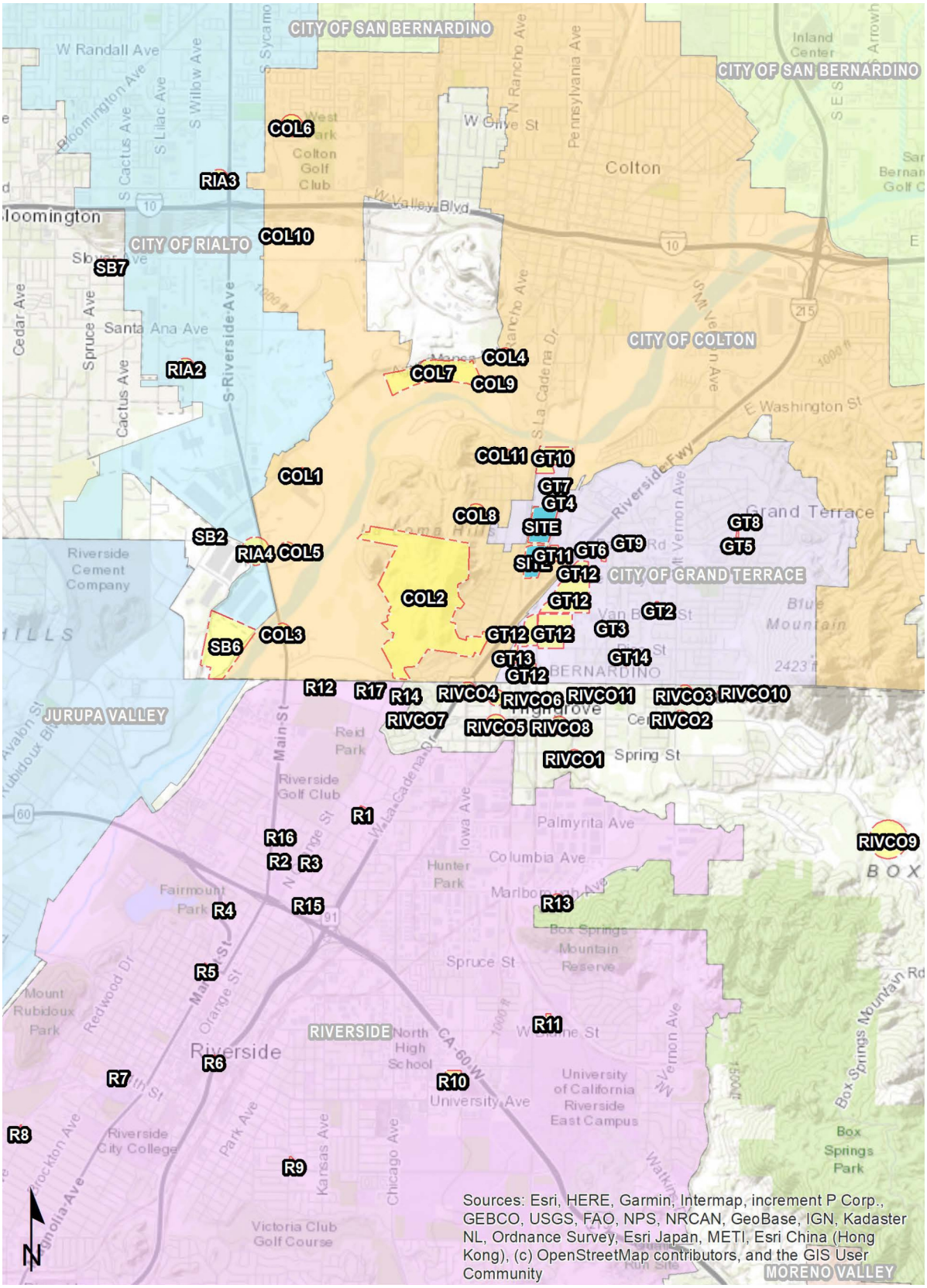
The geographic scope for the analysis of cumulative impacts on utilities and service systems includes the service areas for water, wastewater treatment, stormwater drainage, power, gas, and solid waste services. Cumulative impacts associated with utilities and service systems may occur if the proposed project contributes to an increased demand for public services such that new or expanded utility facilities or infrastructure is required, which would in turn have environmental effects. The proposed project would not require new or expanded water, wastewater treatment, stormwater drainage, power, gas, or telecommunication facilities. Rather, the proposed project would be consistent with the projected water and wastewater demands in the City of Colton, and the City has the capacity to serve the project. The City of Colton approves individual projects on a case-by-case basis and evaluates the development proposals for consistency with the 2015 Urban Water Management Plan (UWMP), Colton Wastewater Reclamation Facility's wastewater treatment capacity, and the City's Master Plan for wastewater treatment. Furthermore, payment of the required capacity fees would reduce cumulative impacts by providing funds to maintain wastewater facilities and fund capital improvement projects to expand future capacity for utilities. Payment of capacity fees as projects are approved would allow provision of utilities and public services to continue to support an expanding population or service area.

A significant cumulative impact on utilities and service systems can occur when a project contributes to an increased demand for utilities and service systems such that new or expanded facilities would be required, which could in turn have adverse environmental impacts. The proposed project's less-than-significant impacts taken with other projects' potential impacts related to utilities and service systems, as considered together, are not cumulatively considerable. The proposed project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact related to utilities and service systems. Therefore, cumulative impacts related to the provision of utilities and public services would be less than significant.

4.2.14 - Wildfire

The geographic scope of the analysis related to cumulative wildfire impacts includes the project site, the project area, surrounding hillsides and wildlands, the service area for fire protection services, and emergency evacuation routes in the City of Colton. A cumulative impact associated with wildfire may occur if the proposed project contributes to a cumulative increase in demand for emergency response or conflicts with an emergency evacuation plan. The proposed project would not conflict with the City of Colton's EOP or the Local Hazard Mitigation Plan. It would comply with the City's fuel modification and building design requirements and with Section 701(a) of the CBC. The proposed project would not cause an unanticipated increase in calls for emergency services and would not cause a foreseeable change in land uses that would contribute to a conflict or incompatibility with an emergency response or emergency evacuation plan. The proposed project's less-than-significant

wildfire impacts, when considered together with the wildfire impacts of other foreseeable projects, would not be cumulatively considerable. Therefore, the proposed project would not have a cumulatively considerable impact related to wildfire. Cumulative impacts related to wildfire would be less than significant.



Source: Urban Crossroads.

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Exhibit 4-1
Cumulative Projects Map

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SECTION 5: ALTERNATIVES TO THE PROPOSED PROJECT

5.1 - Introduction

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.6, this Draft Focused Environmental Impact Report (Draft Focused EIR) contains a comparative impact assessment of alternatives to the proposed project. The primary purpose of this section is to provide decision makers and the general public with a reasonable number of feasible project alternatives that could attain most of the basic project objectives, while avoiding or reducing any of the project's significant adverse environmental effects. Important considerations for alternative analyses are noted below (as set forth in CEQA Guidelines Section 15126.6).

- An EIR need not consider every conceivable alternative to a project;
- An EIR should identify alternatives that were considered by the lead agency but rejected as infeasible during the scoping process;
- Reasons for rejecting an alternative include:
  - Failure to meet most of the basic project objectives;
  - Infeasibility; or
  - Inability to avoid significant environmental effects.

5.1.1 - Significant Unavoidable Impact

The proposed project would result in the following significant and unavoidable impact:

- **Impact TRANS-2**: The proposed project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Although the project would implement Transportation Demand Management (TDM) measures aimed at reducing project Vehicle Miles Traveled (VMT), the proposed project would still exceed the City of Colton baseline VMT threshold and would result in a significant and unavoidable cumulative impact related to VMT.

5.1.2 - Alternatives to the Proposed Project

The three alternatives to the proposed project analyzed in this section are as follows:

- **No Project Alternative:** The No Project Alternative would allow for the continued use of the site under existing conditions.
- **Cold Storage Alternative:** Under this alternative, buildings would be razed, and two new state-of-the-art buildings would be developed. The buildings would include one dry goods warehouse and one cold storage warehouse.
- **Barton Road South Side Redevelopment Alternative:** Under this alternative, all demolition and development associated with the proposed project would occur on the south side of Barton Road in the area between Barton Road and De Berry Street. On the north side of Barton Road, the two warehouses would remain in-place, and the existing office building would be demolished and replaced by a new trailer parking lot.

The three alternatives to the proposed project are analyzed below. These analyses compare the proposed project and each individual project alternative. In several cases, the description of the impact may be the same under each alternative when compared with the CEQA Thresholds of Significance (i.e., both the proposed project and the alternative would result in a less than significant impact). The actual degree of impact may be slightly different between the proposed project and each alternative, and this relative difference is the basis for a conclusion of greater or lesser impacts.

5.2 - Project Objectives

As stated in Section 2, Project Description, the objectives of the proposed project are to:

- Develop Best-in-Class industrial facilities in the City of Colton that are designed to meet contemporary industry standards and can easily accommodate a wide variety of warehouse and distribution uses and are economically competitive with similar warehouse facilities in the local Inland Empire marketplace. Develop facilities that are compatible with surrounding land uses.
- Develop highly functional and efficient industrial buildings in close proximity to the I-215 Freeway that would be placed into inventory and service of the Southern California supply chain and goods movement network. Replace existing outdated facilities with more modern, high-cube and energy-efficient facilities.
- Minimize vehicle miles traveled and traffic congestion on city streets by siting the proposed project immediately west of the newly reconstructed I-215 interchange at Barton Road.
- Maximize benefits to the public through roadway improvements on Barton Road, South Terrace Avenue, and Walnut Street.
- Minimize environmental impacts through compliance with the California Green Building Standards Code (CALGreen).
- Expand economic development and facilitate job creation in the City of Colton by replacing aged and in some cases functionally obsolete facilities with a modern industrial development situated within an already-established industrial location.
- Attract new businesses to the City of Colton which in-turn would reduce the need for local residents to commute outside their locale in order to realize gainful employment.
- Make efficient use of an aged and underutilized property in the City of Colton by maximizing its buildout potential for employment-generating uses.

5.3 - Alternative 1—No Project Alternative

Under Alternative 1, development of the proposed project would not occur. The project site would remain unchanged, with the continued operation and use of the site for industrial uses and office space. As discussed previously, there are six existing buildings situated on 12 legal lots. Three of the existing buildings are located at 21700 Barton Road, and the other three buildings are located at 275 De Berry Street, at 375 De Berry Street, and at 280 De Berry Street. The project site also includes trailer parking at 21700 Barton Road and along the west side of South Terrace Avenue south of

Barton Road, and there is a vacant lot at the southeast corner of the intersection of South Terrace Avenue and Barton Road. Because the project is already developed with two warehouses and an office building on the north side of Barton Road, and a warehouse, landscaper's yard and other similar uses on the south side of Barton Road, these uses would continue under Alternative 1.

5.3.1 - Impact Analysis

Aesthetics, Light, and Glare

Implementation of Alternative 1 would have fewer aesthetic impacts than the proposed project because no development or site improvements would occur on the project site under Alternative 1. The existing aesthetic, light, and glare conditions in the project vicinity would remain unchanged under Alternative 1; however, Alternative 1 would not meet the project objectives, and under Alternative 1 the positive aesthetic benefits from the construction of a new Best-in-Class facility would not be realized. As discussed in Section 3.1, Aesthetics, the proposed project would have a less-than-significant impact on scenic vistas and light and glare. The proposed project would not substantially impact a scenic vista. Furthermore, the project site does not contain and is not located in close proximity to a State scenic highway, nor would it obstruct views of scenic features. However, under the proposed project, viewsheds containing the project site would be altered because buildings and facilities would occur in slightly different configurations and would be taller than the existing facilities. Implementation of the proposed project would require a height variance from the City's Zoning requirements to construct two 50-foot buildings that exceed the established 40-foot height limit in industrial zones.[1]

Alternative 1 would have no impacts and would avoid the proposed project's less-than-significant impacts. The site would remain in the existing conditions. Under the existing conditions, light sources in the project area include interior lighting emanating from the existing industrial and office buildings, headlights of vehicles traveling on roadways, nearby residential lighting, streetlights, and security lighting. Streetlights exist along South La Cadena Drive, South Terrace Avenue, Barton Road, De Berry Street, and Walnut Avenue.

As noted, in this Draft Focused EIR, project impacts related to aesthetics would be less than significant. Alternative 1 would result in lesser impacts related to aesthetics compared to the proposed project because there would be no impacts to a scenic vista, no impacts related to light and glare, and no impacts to the scenic and visual quality of the site. The existing views of ridgelines would remain in the existing condition. However, Alternative 1 would not meet any of the project objectives because it would not maximize the use of the project site, develop highly functional and efficient industrial buildings, or attract new businesses.

Agriculture and Forest Resources

As noted in Section 7, Effects Found not to be Significant, the project site does not contain Important Farmland, is not subject to or eligible for a Williamson Act Contract or agricultural zoning, does not

[1] It should be noted that on December 8, 2020, the City proposed to increase the maximum allowable building height in zones M-1 and M-2, in which the project is located. If the Ordinance is approved, a height variance would no longer be necessary for the proposed project.

contain forestland, would not result in the loss or conversion or loss of forestland, and would not result in other changes to the environment related to agricultural or forest resources. Therefore, similar to the proposed project there would be no agricultural or forest-related impacts. Under Alternative 1, there would be no impacts.

Air Quality

As discussed in Section 3.2, the proposed project's air quality impacts would be less than significant after incorporation of mitigation. Under Alternative 1, use of the project site would continue in its current condition, no construction would occur, and there would be no air quality impacts. Emissions that would occur would be the result of current operations at the project site. Under this alternative, on-site operational emissions would not be expected to exceed any significance thresholds. As such, site conditions would remain the same as under the existing conditions, with no construction-related air quality impacts as compared with proposed project. Alternative 1 would result in lesser impacts related to air quality than the proposed project because the project site would remain in its existing condition. However, Alternative 1 would not meet any of the project objectives because it would not maximize the use of the project site, develop highly functional and efficient industrial buildings, or attract new businesses.

Biological Resources

As discussed in Section 3.3, Biological Resources, the proposed project's impacts would be less than significant with mitigation incorporated. Potential construction impacts include impacts to special-status species including smooth tarplant, impacts to foraging habitat for burrowing owl, and impacts to nesting birds. Additionally, there is an unlikely possibility of impacts to any native or non-native trees on-site.

Under Alternative 1, ground-disturbing activities would not occur, the proposed project would not be implemented, and there would be no potential impacts to smooth tarplant, burrowing owl, or nesting birds. Therefore, this alternative would have no impact on biological resources and would therefore have reduced impacts as compared to the proposed project during construction and operation because the site would continue to remain in its existing condition. However, Alternative 1 would not meet any of the project objectives because it would not maximize the use of the project site, develop highly functional and efficient industrial buildings, or attract new businesses.

Cultural Resources

As discussed in Section 3.4, Cultural Resources, the proposed project has the potential to cause a substantial adverse change in the significance of a historical resource or to disturb previously unknown human remains. No significant cultural resources were identified, but it was determined that there is a moderate potential for the project to have an adverse effect on historic or prehistoric cultural resources during ground-disturbing activities, and impacts would be less than significant with mitigation.

Under Alternative 1, ground-disturbing activities would not occur. Therefore, there would be no potential for previously unknown cultural resources or human remains to be discovered. Therefore, this alternative would avoid all impacts to cultural resources, and there would be no possibility of

uncovering previously unknown human remains. Therefore, this alternative would avoid all of the proposed project's impacts and would result in no impacts. However, Alternative 1 would not meet any of the project objectives because it would not maximize the use of the project site, develop highly functional and efficient industrial buildings, or attract new businesses.

Energy

As discussed in Section 7, Effects Found not to be Significant, the proposed project would result in less-than-significant impacts resulting from fuel used during construction as well as energy required to operate the buildings. Under Alternative 1, energy impacts would not occur during construction. Additionally, energy consumption at the project site needed to operate the existing facilities and due to vehicle trips would not change from existing conditions. Therefore, this alternative would avoid all energy impacts from construction and would result in lesser operational impacts to energy compared to the project because additional development would not occur, and new vehicle trips would not be added to the project area. However, the existing buildings would not be updated to comply with the State's Title 24 energy efficiency standards, which would reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Overall, this alternative would reduce the level of impacts when compared with the proposed project from less than significant impacts to no impacts, but it would not meet any of the project objectives because it would not minimize environmental impacts through building design or develop Best-in-Class industrial facilities that meet contemporary industry standards and are economically competitive with similar warehouse facilities.

Geology, Soils, and Seismicity

As discussed in Section 3.5, Geology and Soils, the proposed project could cause potential substantial adverse impacts associated with seismic ground shaking. The hazard posed by seismic ground shaking in the site area is considered high due to the proximity of active known faults. However, the proposed buildings would be designed not to collapse in accordance with the current California Building Standards Code (CBC) and the American Society of Civil Engineers (ASCE) Standard (ASCE 7). Additionally, the proposed project could result in substantial soil erosion or the loss of topsoil during site development and would require erosion control measures. The project also has on-site soils that are expected to have very low to medium expansion potential. A total of 1,238 cubic yards of soil would be imported to balance materials during grading of the proposed site of Building 1 north of Barton Road. No fill material would be exported from the site. Accordingly, mitigation measures would be required to reduce these impacts to less than significant levels.

Under Alternative 1, there would be no development at the site, and therefore, soil erosion and the loss of topsoil would not occur during site development. Additionally, there would be no grading under this alternative, so there would be no potential for soils to move off-site during grading. Therefore, this alternative would avoid all of the proposed project's impacts associated with construction. However, under this alternative, the existing buildings would not be replaced with more modern buildings that are built according to the most recent CBC to reduce impacts associated with seismic events. Accordingly, this alternative would not reduce all of the proposed project's impacts and could have greater impacts than the proposed project due to obsolete building design.

Greenhouse Gas Emissions

As discussed in Section 3.6, Greenhouse Gas Emissions, the proposed project would generate direct and indirect greenhouse gas (GHG) emissions; however, these emissions would not result in a significant impact on the environment, and impacts would be less than significant. Under Alternative 1, no development would occur on the project site, and therefore, there would be no emissions from project construction or implementation.

As noted in this Draft Focused EIR, project impacts related to GHG emissions and energy would be less than significant. Alternative 1 would result in fewer impacts to GHG emissions and energy compared to the project because development would not occur, and new vehicle trips would not be added to the project area. However, Alternative 1 would not meet any of the project objectives because it would not replace outdated facilities with more modern, energy-efficient facilities or reduce the need for local residents to commute outside their locale in order to realize gainful employment.

Hazards and Hazardous Materials

As discussed in Section 3.7, Hazards and Hazardous Materials, the proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving hazardous materials, specifically asbestos-containing material (ACM), during demolition of the older structures on the site. These hazards would be less than significant with compliance with applicable regulations.

Under Alternative 1, no demolition would occur on the project site. The existing buildings would remain in their current conditions so there would be no potential for ACMs to be released into the environment during demolition. Therefore, this alternative would avoid the proposed project's impacts related to the potential for ACMs to be released. The level of impacts would be reduced. However, Alternative 1 would not meet any of the project objectives because it would not replace outdated facilities with more modern, energy-efficient facilities, maximize the use of the project site, or attract new businesses.

Hydrology and Water Quality

As discussed in Section 7, Effects Found not to be Significant, the proposed project's impacts related to hydrology and water quality could include production of various small quantities of pollutants, which may include nutrients, sediments, metals, oils and greases, trash and debris, pesticides and herbicides, as well as organic compounds. However, with implementation of a Storm Water Pollution Prevention Plan (SWPPP) during construction as required by the California State Water Resources Control Board (State Water Board), and implementation of a City-approved Water Quality Management Plan (WQMP) through the life of the project would reduce impacts to less than significant levels. Alternative 1 would avoid any risk of producing small quantities of pollutants and would therefore result in no impacts regarding pollutants as compared to the proposed project.

The proposed project would include significant improvements to the local storm drain systems and would alter the drainage patterns of the site and add on-site detention and infiltration systems that do not currently exist under the existing conditions. It was determined that these proposed

improvements would result in a significant decrease from existing condition 25-year discharges and 100-year discharges from the project site. Under Alternative 1, the storm drain system would not be improved, and infiltration and detention systems would not be installed at the site. Runoff volumes would be significantly greater under the existing conditions than they would be under the proposed conditions. Therefore, Alternative 1 would not provide the benefits of reduced runoff volumes and improved drainage patterns and would result in greater hydrology and water quality impacts than the proposed project. Additionally, Alternative 1 would not meet any of the project objectives because it would not maximize the use of the project site, develop highly functional and efficient industrial buildings, or attract new businesses.

Land Use and Planning

As discussed in Section 3.8, Land Use and Planning, the proposed project may result in less-than-significant impacts related to land use because alterations to Terrace Avenue may impair the flow of traffic within the community during construction. These impacts would not affect the overall connectivity of the community as a whole and would be considered less than significant. However, under Alternative 1, there would be no alterations to Terrace Avenue, and there would be no impacts to the flow of traffic. Because this alternative would avoid the proposed project's potential impacts related to land use, Alternative 1 would result in lesser impacts. However, Alternative 1 would not meet any of the project objectives because it would not maximize the use of the project site, develop highly functional and efficient industrial buildings, or attract new businesses.

Mineral Resources

As discussed in Section 7, Effects Found not to be Significant, there are no mineral resource recovery sites on the project site or in the project vicinity that would be affected by the proposed project. Therefore, similar to the proposed project, there would be no impacts related to mineral resources under Alternative 1.

Noise

As discussed in Section 3.9, Noise, the proposed project could have significant impacts related to an increase in noise levels in excess of noise standards and that the impacts would be less than significant with mitigation and conditions of approval incorporated. Under Alternative 1, no development would occur on the site, and there would be no construction noise impacts and no increase in traffic noise as compared to the existing conditions. On-site operational noise under Alternative 1 would be similar to the proposed project as measured at the property line because existing loading docks are currently located as close as 150 feet from the project boundaries. Therefore, no impacts would occur under this alternative. As such, project site conditions and the level of impacts would be reduced under this alternative as compared to the proposed project conditions. However, Alternative 1 would not meet any of the project objectives because it would not maximize benefits to the public through roadway improvements, or make efficient use of an aged and underutilized property in the City of Colton by maximizing its buildout potential for employment-generating uses.

Population and Housing

As discussed in Section 7, Effects Found not to be Significant, the proposed project would not displace substantial numbers of people or induce substantial unplanned population growth, and impacts would be less than significant. Under Alternative 1, there would be no direct impacts related to population growth or displacement of people or housing. There would be no potential for indirect population growth under this alternative because the proposed project's projected employment growth would not occur under this alternative, and the project site would remain in its existing condition. Thus, under this alternative, the level of impacts would be reduced, but the proposed project's employment benefits would not occur. Alternative 1 would not meet any of the project objectives because it would not attract new businesses, maximize the property's buildout potential for employment-generating uses, or expand economic development and facilitate job creation.

Public Services and Utilities

As discussed in Section 3.10, Public Services and 3.13, Utilities and Service Systems, the proposed project's impacts to public services and utilities including water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunications facilities, and solid waste facilities, as well as impacts on water supplies and wastewater treatment capacity would be less than significant. Under Alternative 1, no development would occur at the project site, and the less-than-significant impacts, such as a potential increased demand for fire protection services, would be avoided. However, as noted in Section 3.10, Public Services, the proposed project would improve circulation and allow for emergency vehicle access consistent with the CBC. Under Alternative 1, the existing buildings would not be updated to more modern facilities in compliance with the current CBC. Additionally, the existing buildings would not be updated with a new fire sprinkler plan, fire alarm system plan, and underground water systems plan that comply with the latest codes and regulations. Accordingly, under Alternative 1, there would be no improvements to buildings and circulation pursuant to the current CBC, and the older fire sprinkler protection system would remain in place. Thus, Alternative 1 impacts would be similar to the proposed project; however, none of the proposed improvements would be implemented. Additionally, Alternative 1 would not meet any of the project objectives because it would not replace existing outdated facilities with more modern facilities, develop highly functional and efficient industrial buildings, or result in roadway improvements to Barton Road, South Terrace Avenue, and Walnut Street.

Recreation

As discussed in Section 7, Effects Found not to be Significant, the proposed project's impacts associated with recreation would be less than significant. Under Alternative 1, no development would occur on the site, and no recreational facilities would be impacted. Additionally, the payment of applicable Park Impact Fees would not occur under this alternative. As such, project site conditions would remain the same under this alternative as compared to the proposed project conditions. Additionally, Alternative 1 would not meet any of the project objectives because it would not maximize the use of the project site, develop highly functional and efficient industrial buildings, or attract new businesses.

Transportation

As discussed in Section 3.11, Transportation, the proposed project's only transportation impact that would be significant and unavoidable is related to VMT, because the baseline project VMT per employee was found to exceed the City of Colton baseline VMT per employee threshold by approximately 25 percent, and feasible mitigation would not be sufficient to reduce the project's VMT to a less than significant level. Additionally, mitigation measures would be implemented to reduce potential hazards related to geometric design features to a less than significant level and to ensure payment of transportation fair share fees. Under Alternative 1, no development would occur on the site, and the traffic generated by the existing development at the project site would remain unchanged. However, the proposed improvements to roadways and circulation would not be implemented under this alternative. While the project site conditions would remain the same as existing conditions under Alternative 1, Alternative 1 would not meet any of the project objectives because it would not develop an economically competitive, functional, and efficient industrial facility that meets contemporary industry standards immediately west of the newly reconstructed I-215 interchange at Barton Road.

Wildfire

As discussed in Section 3.14, Wildfire, and Section 7, Effects Found not to be Significant, the proposed project's impacts related to wildfire would be less than significant. Under Alternative 1, wildfire conditions would remain unchanged from existing conditions at the project site. However, the proposed site improvements, such as ongoing vegetation management and implementation of a fire sprinkler plan, fire alarm system plan, and new water lines would not occur under this alternative. As such, wildfire impacts would be similar to the proposed project; however, it would not offer any of the benefits of the proposed project. Therefore, impacts would be similar or slightly increased under this alternative. Additionally, Alternative 1 would not meet any of the project objectives because it would not implement roadway improvements on Barton Road, South Terrace Avenue, and Walnut Street, or replace aged and functionally obsolete facilities with modernized industrial development.

5.3.2 - Conclusion

Under the proposed project, the implementation of mitigation measures would be required to reduce the potentially significant impacts associated with air quality; biological resources; cultural resources; geology, soils, and seismicity; GHG emissions; noise; transportation; and tribal cultural resources to less than significant levels. Transportation impacts related to VMT would be significant and unavoidable. Overall, none of the mitigation measures required for the proposed project would be implemented under Alternative 1. Alternative 1 would have no impacts on agricultural resources and mineral resources. Alternative 1 would have similar impacts as the proposed project on public services and utilities, recreation, and wildfire. Therefore, Alternative 1 would not result in any significant changes to these topical areas; however, it would not offer any of the benefits of the proposed project and would not meet any of the project objectives.

Alternative 1 would result in greater impacts on geology, soils, and seismicity; and hydrology and water quality because none of the project benefits would be realized, such as the replacement of

obsolete buildings with modern buildings that meet the current CBC standards and reduced runoff volumes through the implementation of storm drain system improvements. Alternative 1 would further reduce the proposed project's less than significant impacts related to aesthetics, light, and glare; air quality; biological resources; cultural resources; energy; GHG emissions; hazards and hazardous materials; land use; noise; and population and housing. Additionally, under Alternative 1, the proposed project's significant and unavoidable impact related to transportation would not occur.

Because the project site would continue to function as it does under the existing condition, Alternative 1 would not meet any of the project objectives. Alternative 1 would not replace aged and functionally obsolete facilities with a modern industrial development, minimize environmental impacts through compliance with the California Green Building Standards Code (CALGreen), maximize benefits to the public through roadway improvements on Barton Road, South Terrace Avenue, and Walnut Street, or make maximum use of the site.

5.4 - Alternative 2—Cold Storage Alternative

Similar to the proposed project, under Alternative 2, the existing buildings would be demolished, and two new state-of-the-art warehouse buildings would be developed on the project site. The buildings would include one 480,020-square-foot high-cube dry goods transload and short-term storage warehouse and one 480,020-square-foot high-cube cold storage warehouse. High-cube cold storage warehouses are used for storage or consolidation of manufactured goods prior to distribution and are characterized by permanent temperature-controlled environments in at least part of the building for perishable foods and products. Energy use would likely increase compared to the proposed project due to the increased energy demands required to support a cold storage warehouse. For the purposes of the traffic analyses, high-cube warehouse cold storage facilities have separate trip generation rates based on the land use and therefore have the potential to reduce traffic impacts as compared to other land uses.[2] Similar to the proposed project, the new buildings would require a height variance.[3]

5.4.1 - Impact Analysis

Aesthetics, Light, and Glare

Under Alternative 2, the proposed landscaping plan would be similar to the proposed project. This Alternative's light and glare sources, including headlights and interior and exterior lighting on the buildings, would be similar to the proposed project. A height variance would be required for the high-cube warehouses (or City approval of the Code amendment changing the maximum allowable building height in M-1 and M-2 zones, such that a variance would no longer be necessary). Similar to the proposed project, the height would be integrated into the building elevation design to minimize visual impacts to the greatest extent feasible. Under existing conditions, although Building A on the north side of Barton Road (Exhibit 2-2) is located near the eastern project site boundary, it is situated approximately 10 feet or greater below the level of the adjacent neighborhoods. Under Alternative 2, the new building located north of Barton Road would be at approximately the same grade, but would be situated approximately 150 feet west of the eastern project site boundary, which is further

[2] Institute of Transportation Engineers (ITE). 2017. Trip Generation Manual, 10th Edition.

[3] It should be noted that on December 8, 2020, the City proposed to increase the maximum allowable building height in zones M-1 and M-2, in which the project is located. If the Ordinance is approved, a height variance would no longer be necessary for the proposed project.

away from the adjacent neighborhoods than the existing Building A. Integrating the building height into the siting elevation design would reduce the visual impacts on views in the area to a less than significant level. Construction-related impacts including light and glare from construction equipment, construction machinery, and nighttime security lighting would be similar to the proposed project. Additionally, under Alternative 2, light sources would not substantially increase the existing light and glare sources or substantially change the existing character of the project site. Therefore, impacts related to aesthetics, light, and glare would also be less than significant, similar to the proposed project.

Agriculture Resources

Because the project site does not contain Important Farmland, is not subject to or eligible for a Williamson Act Contract or agricultural zoning, does not contain forestland, would not result in the loss or conversion or loss of forestland, and would not result in other changes to the environment related to agricultural or forest resources, there would be no impacts under Alternative 2. Therefore, similar to the proposed project, there would be no impacts related to agricultural resources as compared to the proposed project.

Air Quality

Construction emissions would be similar to the proposed project because the construction for Alternative 2 would be similar to the proposed project. Additionally, volatile organic compounds (VOC) emissions would be similar because similar to the proposed project, two new warehouses would be constructed. Because VOC emissions result from painting and architectural coatings, mitigation would still be required for Alternative 3 since architectural coatings would be applied to the buildings. Additionally, because Alternative 2 would generate 1,696 actual vehicle trips per day, as compared to the proposed project, which would generate 1,348 actual vehicle trips per day, this alternative would increase air quality emissions. Therefore, compared with the proposed project, air quality emissions would be greater under the Alternative 2. This increase would be largely due to mobile emissions generated by an increased number of vehicle trips associated with passenger cars and truck trips as determined by the Traffic Impact Analysis (TIA). Additionally, Alternative 2 would not minimize VMT and impacts would be similar to the proposed project, and therefore would not meet the project objectives related to air quality.

Biological Resources

Under Alternative 2, development that occurs at the site would not be significantly different from the proposed project and would require ground-disturbing activities, tree removal, and clearing of vegetation similar to that of the proposed project. Biological resources such as burrowing owl and smooth tarplant would most likely be found in the vacant field south of Barton Road; therefore, biological resources have potential to be impacted under Alternative 2. Nesting birds have the potential to be impacted across the entire site. Therefore, potential impacts to smooth tarplant, burrowing owl, and nesting birds would be similar to the potential impacts of the proposed project. The mitigation measures that would be implemented under the proposed project for smooth tarplant, burrowing owl, and nesting birds would need to be implemented under this alternative. Therefore, similar to the proposed project, impacts would be less than significant with mitigation under this alternative.

Cultural Resources

Under Alternative 2, development that occurs at the site would require ground-disturbing activities similar to those required for the proposed project. Therefore, potential impacts to cultural resources would be similar to the potential impacts of the proposed project. The mitigation measures that would be implemented under the proposed project, including the presence of a qualified archaeologist on-site during all ground disturbing activities, would need to be implemented under this alternative as well. Therefore, similar to the proposed project, impacts would be less than significant with mitigation under this alternative.

Energy

Under Alternative 2, less-than-significant impacts would occur due to fuel used during construction as well as energy required to operate the buildings. The new buildings would be constructed to comply with the State's Title 24 energy efficiency standards to reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. However, energy use would likely increase compared to the proposed project and impacts would be greater under Alternative 2 due to the increased energy demands required to support a cold storage warehouse because the California Emissions Estimator Model (CalEEMod) default values for energy use are higher for a refrigerated warehouse (i.e. cold storage warehouse) than for an unrefrigerated warehouse.[4] Because this alternative would result in increased energy impacts, impacts would likely be significant under this alternative. However, the increased energy demands of the project could potentially require mitigation, which could potentially increase the impact level to less than significant with mitigation. Additionally, because a cold storage warehouse is not more energy-efficient than the proposed project, Alternative 2 would not be more energy-efficient than the proposed project, and therefore would not meet the project objectives related to energy efficiency.

Geology, Soils, and Seismicity

The project site is subject to hazards posed by seismic ground shaking, the proximity of active known faults, the potential for soil erosion, and soils that have very low to medium expansion potential. The project site is not subject to liquefaction, landslides, or slope instability. Development under Alternative 2 could cause potential substantial adverse impacts associated with seismic ground shaking because of the project's proximity to known active faults, similar to the proposed project. Similar to the proposed project, construction of Alternative 2 would require soil import to balance materials during grading of the project site, north of Barton Road. However, the potential impacts associated with earthquakes and seismicity would be reduced to a less than significant level by complying with the latest CBC requirements and the implementation of the mitigation measures identified in the project's geotechnical investigation report. Under Alternative 2, building design would be subject to the same requirements and mitigation measures as the proposed project. Although it is not considered feasible to make structures totally resistant to seismic shaking, similar to the proposed project, they would be designed in accordance with the current CBC and ASCE 7 to reduce hazards posed by seismic ground shaking and the proximity to known active faults.

[4] California Emissions Estimator Model (CalEEMod) User's Guide. 2017. Appendix D, Table 8.1 – Default Data Tables. Website: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4. Accessed November 6, 2020.

Additionally, hazards posed by the potential for soil erosion and soils that have very low to medium expansion potential would be addressed through erosion control measures, as set forth in the project's construction SWPPP and operational WQMP, and mitigation measures related to seismic shaking. These mitigation measures would include conformance with the applicable recommendations from the 2019 NorCal Engineering report, the amended recommendations contained in the Leighton Consulting, Inc. Geologic and Geotechnical Review, and the Structural Engineers Association of California and the current CBC requirements. The mitigation measures that would be implemented under the proposed project would also need to be implemented under Alternative 2. Therefore, impacts related to geology, soils, and seismicity would be less than significant with mitigation under Alternative 2, similar to the proposed project.

Greenhouse Gas Emissions

Under Alternative 2, the proposed buildings would each be 480,020 square feet, with a total building footprint of 960,040 square feet. Under the proposed project, the building north of Barton Road would be 540,920 square feet, and the building south of Barton Road would be 419,920, with a total building footprint of 960,840 square feet. Typically, buildings with a smaller square footage would reduce long-term operational impacts. However, Alternative 2 has the potential to generate direct and indirect GHG emissions greater than those generated by the proposed project because of the increased energy demands of the cold storage warehouse. Cold storage would result in additional GHG emissions from refrigerants and additional toxic air contaminant (TAC) emissions from use of Transportation Refrigeration Units (TRUs), which are diesel fuel-powered refrigeration systems designed to transport perishable goods, and from TRU generator sets, which are used to power electrically driven refrigerated shipping containers. According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs for the State of California can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM) from diesel-fueled engines, such as TRUs.

Additionally, because Alternative 2 would generate 1,696 actual vehicle trips per day, as compared to the proposed project, which would generate 1,348 actual vehicle trips per day, this alternative would result in an overall increase in vehicle trips, which would in turn increase impacts related to GHG emissions.

The mitigation measures that would be implemented under the proposed project would need to be implemented under this alternative. The mitigation measures would require the applicant to demonstrate compliance with GHG reduction measures. Mitigation Measure (MM) GHG-2a through MM GHG-2d pertaining to Climate Action Plan (CAP) checklist requirements and building code requirements would be implemented under Alternative 2. Therefore, the mitigation measures would remain unchanged under this alternative. This alternative would be anticipated to result in greater GHG emissions because this alternative would increase the trip generation rate from 1,348 total net trips under the proposed project to 1,696 total net trips under Alternative 2. Therefore, the impact level would remain similar to or greater than the proposed project because there would be increased emissions resulting from the increased trip generation under this alternative.

Hazards and Hazardous Materials

The impacts associated with hazards and hazardous materials would be increased under Alternative 2 due to the presence of materials that would be required to maintain a cold storage warehouse, such as refrigerants, which may create a hazard.[5] Additionally, the potential for the proposed project to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving hazardous materials, specifically ACMs, during demolition of the older structures on the site would remain unchanged from the proposed project. These hazards would be less than significant with compliance with applicable regulations; however, the level of impacts may be increased from those of the proposed project because the refrigerant materials used for cold storage would not be required under the proposed project. The use of refrigerants would be required on-site as well as in TRUs, which are refrigeration systems designed to transport perishable goods in various containers. Because TRUs require refrigeration during transportation and are powered by diesel fuel, they pose a greater risk of exposure to hazards and hazardous materials due to upset and accident conditions involving hazardous materials, including refrigerants and diesel fuels.[6] Additionally, Alternative 2 would introduce operational impacts that would occur due to the increased energy demands of maintaining a cold storage warehouse as compared to the proposed project. The increased estimated energy demands are based on the CalEEMod default values for energy use, which are higher for a refrigerated warehouse. Therefore, the amount of hazardous materials would increase under Alternative 2. Although Alternative 2 would likely result in greater impacts than the proposed project due to the added presence of refrigerants and TRUs, the level of impacts would remain less than significant.

Hydrology and Water Quality

Under Alternative 2, the potential impacts would be the same as those associated with the proposed project's impacts. Potential impacts related to hydrology and water quality could include production of various small quantities of pollutants, which may include nutrients, sediments, metals, oils and greases, trash and debris, pesticides and herbicides, as well as organic compounds. These impacts can be prevented through BMPs, as well as implementation of local and state requirements such as a SWPPP and WQMP. Therefore, the level of impacts would remain the same regarding the generation and control of pollutants under this alternative as compared to the proposed project.

Alternative 2 would implement the same improvements to the local storm drain systems and alteration of the drainage patterns of the site and the addition on-site detention and infiltration systems. With implementation of the proposed improvements, Alternative 2 would result in a significant decrease from existing condition 25-year discharges and 100-year discharges from the project site, similar to the proposed project. As such, Alternative 2 would result in the same level of impacts regarding the storm drain system and drainage patterns as compared to the proposed project. These impacts are addressed through project design features such as new underground retention systems that would be utilized to temporarily store stormwater runoff for infiltration or treatment of the water quality design capture volume, prior to release into the City's storm drain system. Therefore, similar to the proposed project, impacts would be less than significant.

[5] United States Environmental Protection Agency (EPA). 2020. Refrigerant Safety. Website: https://www.epa.gov/snap/refrigerant-safety. Accessed November 6, 2020.

[6] California Air Resources Board (ARB). 2020. Transport Refrigeration Unit. Website: https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit. Accessed November 6, 2020.

Land Use

Similar to the proposed project, Alternative 2 would be consistent with the General Plan and Zoning Designations for the project site – Light Industrial. Under Alternative 2, to the vacation of Terrace Avenue south of Barton Road would be implemented. Similar to the proposed project, the incorporation of South Terrace Avenue into the project site may temporarily impair the flow of traffic within the community during construction. However, as a standard condition of approval for a project, the applicant would be required to submit a Construction Traffic Management Plan that shows how traffic would continue to flow during construction activities. These temporary impacts would not impact the overall connectivity of the community as a whole under project operation. These impacts would be considered less than significant, similar to the proposed project. Therefore, the level of impacts would remain the same under this alternative as compared to the proposed project.

Mineral Resources

There are no mineral resource recovery sites on or in the project vicinity, and mining activities are not permitted under the City of Colton General Plan. Therefore, similar to the proposed project, there would be no impacts related to mineral resources under Alternative 2. Therefore, the level of impacts would remain the same under this alternative as compared to the proposed project.

Noise

Under Alternative 2, construction noise impacts would be similar to the proposed project. The two warehouse facilities would likely have a similar footprint on the project site as the proposed project. Therefore, loading docks would be in a similar location. The mitigation measures that would be required under the proposed project in order to reduce temporary construction noise impacts would be required under Alternative 2. Thus, similar to the proposed project, construction noise impacts under Alternative 2 would be less than significant with mitigation. Therefore, the level of impacts would remain the same under this alternative as compared to the proposed project.

Population and Housing

Under Alternative 2, there would be no direct impacts related to population growth or displacement of people or housing. The potential for indirect population growth under this alternative would be similar to that of the proposed project. Additionally, the projected employment growth would be similar to the proposed project. Therefore, similar to the proposed project, impacts would be less than significant under this alternative.

Public Services and Utilities

Impacts to public services and utilities would be increased under Alternative 2 due to the increased utility demands of the cold storage warehouse. Although this alternative would increase the demand for energy utilities, mitigation measures would likely not be necessary. Therefore, although Alternative 2 would have greater impacts than the proposed project, the impact level would likely remain less than significant under this alternative. Additionally, the energy usage for a cold storage warehouse is estimated to be greater than the energy usage for a non-refrigerated warehouse, as

per the CalEEMod values[7], thus, a cold storage warehouse is not the most energy-efficient use of the property. Therefore, Alternative 2 would not replace existing outdated facilities with more energy-efficient facilities, and therefore would not meet the project objectives related to public services and utilities.

Recreation

Under Alternative 2, no housing is proposed, no recreational facilities would be impacted, and there would not be an increased demand for recreational facilities because the project would not introduce a significant new residential population or directly induce population growth. Additionally, the project would comply with the applicable Park Impact Fees, similar to the proposed project. Although indirect population growth may occur as a result of the proposed project, the potential for indirect population growth to occur under this alternative would be similar to that of the proposed project. Additionally, the projected employment growth numbers would be similar to the proposed project because the square footage of the proposed warehouses would not be substantially different under Alternative 2. As such, project site conditions would remain the same under this alternative as compared to the proposed project conditions. Therefore, similar to the proposed project, impacts would be less than significant.

Transportation

Under the proposed project, baseline project VMT per employee was found to exceed the City of Colton baseline VMT per employee threshold by about 25 percent. There would be significant and unavoidable cumulative impact related to VMT, and no feasible mitigation measures are available.

The proposed project is anticipated to generate 1,348 actual vehicle trips per day, with 81 AM peak-hour trips and 99 PM peak-hour trips. Under Alternative 2, the project would generate 1,696 actual vehicle trips per day, with 99 AM peak-hour trips and 115 PM peak-hour trips. Therefore, Alternative 2 would result in an increased trip generation. This alternative would fail to reduce the impacts of the proposed project. Similar to the proposed project, impacts would be significant and unavoidable; however, the level of impacts would be greater under Alternative 2.

Wildfire

Under Alternative 2, wildfire conditions would be the same as those for the proposed project. The proposed project's less-than-significant impacts related to emergency response plans and emergency evacuation plans would be the same under Alternative 2. Additionally, the proposed site improvements, such as ongoing vegetation management and implementation of a fire sprinkler plan, fire alarm system plan, and underground water systems plan would be applicable under this alternative. As such, project site conditions would remain the same under this alternative as compared to the proposed project conditions. Therefore, similar to the proposed project, impacts would be less than significant under Alternative 2.

[7] California Emissions Estimator Model (CalEEMod) User's Guide. 2017. Appendix D, Table 8.1 – Default Data Tables. Website: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4. Accessed November 6, 2020.

5.4.2 - Conclusion

Based on the above, Alternative 2 would not reduce any environmental impacts of the project. Impacts that would be increased under Alternative 2 include air quality; energy; GHG emissions; hazards and hazardous materials; public services and utilities; and transportation.

Alternative 2 would have similar impacts to the proposed project associated with aesthetics, light, and glare; biological resources; cultural resources; geology, soils, and seismicity; hydrology and water quality; land use; noise; population and housing; recreation; and wildfire.

All of the mitigation measures required for the proposed project would be necessary under Alternative 2. Although Alternative 2 would meet most of the project objectives, when compared to the proposed project, this alternative would fail to meet the following project objectives:

- Replace existing outdated facilities with more modern, high-cube and energy-efficient facilities.
- Minimize VMT and traffic congestion on city streets by siting the proposed project immediately west of the newly reconstructed I-215 interchange at Barton Road.

The addition of the cold storage warehouse would increase daily vehicle trips and would therefore fail to reduce VMT. The cold storage warehouse would also fail to be more energy-efficient than the proposed project. Additionally, because Alternative 2 would result in several increased impacts, Alternative 2 would be environmentally inferior to the proposed project.

5.5 - Alternative 3—Barton Road South Side Redevelopment Alternative

Under this alternative, all demolition and development would occur on the south side of Barton Road. This includes the same suite of activities south of Barton Road that are associated with the proposed project, including the vacation of South Terrace Road, demolition of the two smaller buildings, demolition and reconstruction of the parking lot, and development of Building 2 and associated off-sites improvements. However, under Alternative 3, the two existing warehouses north of Barton Road would remain in place. The existing office building, which is currently vacant, would be demolished. The site of the office building would be regraded and replaced by a new parking lot to be used for truck and shipping container/trailer storage.

5.5.1 - Impact Analysis

Aesthetics, Light, and Glare

The two existing warehouses on the north side of Barton Road would remain in their existing condition, and the existing office building would be demolished. Because there would be no new buildings constructed north of Barton Road, the scenic vistas would not be impacted north of Barton Road. Additionally, north of Barton Road, the parking lot would potentially introduce new lighting sources from the new parking lot. However, the level of lighting would not be significantly different from the existing conditions and therefore would not result in any new significant impacts. South of Barton Road, the project impacts would be similar to the impacts of the proposed project, including

less-than-significant impacts on a scenic vista, and less-than-significant impacts regarding light and glare at the site. Additionally, under Alternative 3, the project would comply with the City's Municipal Code regarding design of the project site, and would also require a height variance to construct a warehouse that exceeds the height limit (or City approval of the Code amendment changing the maximum allowable building height in M-1 and M-2 zones, such that a variance would no longer be necessary).[8] Impacts on the scenic quality of the surrounding community would be similar to the proposed project. Therefore, on the south side of Barton Road, the level of impacts related to aesthetics, light, and glare would also be less than significant, similar to the proposed project. Therefore, similar to the proposed project, overall impacts would be less than significant under Alternative 3. However, the overall level of impacts would be incrementally reduced because no new buildings would be constructed north of Barton Road, and a height variance would therefore not be required for buildings north of Barton Road.

Agriculture Resources

Because the project site does not contain Important Farmland, is not subject to or eligible for a Williamson Act Contract or agricultural zoning, does not contain forestland, would not result in the loss or conversion or loss of forestland, and would not result in other changes to the environment related to agricultural or forest resources, there would be no impacts under Alternative 3. Therefore, similar to the proposed project, there would be no impacts under this alternative.

Air Quality

Construction emissions would be reduced because there would be fewer buildings demolished and no new construction north of Barton Road. Additionally, VOC emissions would be reduced because only one new building would be constructed on the project site, unlike the proposed project, which would include construction of two new buildings. Because VOC emissions result from painting and architectural coatings, mitigation would still be required for Alternative 3 since architectural coatings would be required for the building that would be constructed south of Barton Road. Therefore, similar to the proposed project, the level of impacts would be less than significant with mitigation.

Biological Resources

Under Alternative 3, development that occurs at the site would differ from the proposed project on the north side of Barton Road. Although ground-disturbing activities, tree removal, and clearing of vegetation would still occur south of Barton Road, two buildings north of Barton Road would remain in place, with a limited amount of demolition and ground-disturbing activities north of Barton Road as compared to the proposed project. However, potential impacts to smooth tarplant, burrowing owl, and nesting birds would be similar to the potential impacts of the proposed project. Biological resources such as burrowing owl and smooth tarplant would most likely be found in the vacant field south of Barton Road; therefore, similar to the proposed project, biological resources have potential to be impacted under Alternative 3. Nesting birds have the potential to be impacted throughout the project site south of Barton Road, as well as the area that would be affected north of Barton Road

[8] It should be noted that on December 8, 2020, the City proposed to increase the maximum allowable building height in zones M-1 and M-2, in which the project is located. If the Ordinance is approved, a height variance would no longer be necessary for the proposed project.

under Alternative 3. The mitigation measures that would be implemented under the proposed project would need to be implemented under this alternative. Therefore, similar to the proposed project, impacts would be less than significant with mitigation.

Cultural Resources

Under Alternative 3, development that occurs at the site would require ground-disturbing activities similar to those required for the proposed project. However, the amount of ground that would be disturbed would be smaller than the proposed project, as the area to be developed would be limited to south of Barton Road and the existing office building north of Barton Road, which would be demolished and replaced by a new parking lot. Because the potential for ground-disturbing activities to uncover previously undiscovered cultural resources is unknown, potential impacts to cultural resources under Alternative 3 would be similar to the potential impacts of the proposed project. The mitigation measures that would be implemented under the proposed project would need to be implemented under this alternative. Therefore, similar to the proposed project, impacts would be less than significant with mitigation.

Energy

Under Alternative 3, less-than-significant impacts would occur due to the reduced amount of fuel that would be used during the construction of one new building and new parking lots, as well as energy required to operate the new building. The new building would be constructed to comply with the State's Title 24 energy efficiency standards to reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. The less-than-significant impacts resulting from fuel used during construction would be reduced under Alternative 3 as compared to the proposed project because there would be less construction activity across the site. However, under Alternative 3, the existing outdated facilities north of Barton Road would not be replaced with more modern energy-efficient facilities. Therefore, Alternative 3 would result in decreased construction impacts, but would result in similar or increased operational impacts as compared to the proposed project. Although construction impacts would be decreased, the project would comply with Title 24 efficiency standards and would not introduce more energy-demanding land uses than the proposed project as per CalEEMod values. Therefore, similar to the proposed project, energy impacts would be less than significant. Additionally, Alternative 3 would not replace all of the existing outdated facilities with more modern, high-cube, and energy-efficient facilities and therefore would not meet all of the project objectives related to energy impacts. Under Alternative 3, the two older existing buildings would remain operational and are not as energy-efficient as compared to the proposed project.

Geology, Soils, and Seismicity

The project site is subject to hazards posed by seismic ground shaking, the proximity of active known faults, the potential for soil erosion, and soils that have very low to medium expansion potential.

Under Alternative 3, there would be a reduced amount of ground disturbance north of Barton Road, and therefore, soil erosion and the loss of topsoil would occur on a smaller portion of the site during site development as compared to the proposed project. Therefore, this alternative would avoid some of the proposed project's construction-related impacts associated with soil erosion and loss of

topsoil. The proposed project would require a total of 1,238 cubic yards of imported soil to balance materials during grading of the proposed site of Building 1 north of Barton Road. Under Alternative 3, the import of soil to balance materials during grading is not anticipated to be required because all demolition and development would occur on the south side of Barton Road.

Development under Alternative 3 could cause potential substantial adverse impacts associated with seismic ground shaking, similar to the proposed project. Under Alternative 3, building design for the new building constructed south of Barton Road would be subject to the same requirements and mitigation measures as the proposed project. Although it is not considered feasible to make structures totally resistant to seismic shaking, similar to the proposed project, the buildings would be designed in accordance with the latest CBC requirements, ASCE 7 to reduce hazards posed by seismic ground shaking and the proximity to known active faults, and the implementation of mitigation measures identified in the project's geotechnical investigation report. Additionally, the hazards posed by the site's potential for soil erosion and soils that have very low to medium expansion potential would be addressed through erosion control measures as set forth in the project's construction SWPPP and operation WQMP, and mitigation measures related to seismic shaking. These mitigation measures would include conformance with the applicable recommendations from the 2019 NorCal Engineering report, the amended recommendations contained in the Leighton Consulting, Inc. Geologic and Geotechnical Review, and the Structural Engineers Association of California and the latest CBC requirements. The mitigation measures that would be implemented under the proposed project would also need to be implemented under Alternative 3. However, under this alternative, the existing buildings north of Barton Road would not be replaced with more modern buildings that are built in accordance with the latest CBC requirements to reduce impacts associated with seismic events. Accordingly, this alternative would not benefit from improved design features to the same extent as the proposed project, as only one new building would be developed. However, impacts related to geology, soils, and seismicity would be less than significant with mitigation under Alternative 2, similar to the proposed project.

Greenhouse Gas Emissions

Under Alternative 3, MM GHG-2a through MM GHG-2d pertaining to CAP checklist requirements and building code requirements would apply to the building to be constructed south of Barton Road. MM GHG-1c would be required for this alternative to be consistent with the 2017 Climate Change Scoping Plan Update, which seeks to reduce Statewide GHG emissions to at least 40 percent below the Statewide GHG emissions limit by December 31, 2030, for on-site yard equipment during operations. Because Alternative 3 would require the same mitigation measures as the proposed project, similar to the proposed project, impacts would be less than significant with mitigation. Additionally, Alternative 3 would not replace all of the existing outdated facilities with more modern, high-cube, and energy-efficient facilities and therefore would not meet all of the project objectives related to GHG emissions.

Hazards and Hazardous Materials

The impact level associated with hazards and hazardous materials would be similar to the proposed project under Alternative 3. Overall, the potential for the project to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving

hazardous materials, specifically ACMs, during demolition of the older structures on the site would be reduced because fewer buildings would be demolished, and therefore fewer hazardous materials would be present on-site during demolition. Although fewer hazardous materials would be present on-site, these hazards would still be less than significant and would require the same level of compliance with applicable regulations. Additionally, the operational impacts of Alternative 3 would be similar to the proposed project. Therefore, although impacts associated with hazards and the handling of hazardous materials may slightly decrease, the level of impacts would be less than significant, which would not be substantially lower than Alternative 3 such that there would be no impacts. Therefore, similar to the proposed project, impacts would be less than significant under Alternative 3.

Hydrology and Water Quality

Under Alternative 3, the potential impacts to the project site south of Barton Road would be the same as the proposed project's impacts. Potential impacts related to hydrology and water quality could include production of various small quantities of pollutants, which may include nutrients, sediments, metals, oils and greases, trash and debris, pesticides and herbicides, as well as organic compounds. These impacts can be prevented through BMPs, as well as implementation of local and state requirements such as a SWPPP and WQMP. Therefore, the level of impacts to the project site south of Barton Road would be similar regarding the generation and control of pollutants under this alternative as compared to the proposed project.

Impacts north of Barton Road would be reduced because the amount of ground disturbance would be decreased under this alternative. The office building would be demolished, and the west side of the site would be regraded and repaved to create a new trailer parking lot. The parking lot would be designed per City standards regarding drainage and stormwater retention on-site. Therefore, Alternative 3 would result in less than significant impacts related to hydrology and water quality with the implementation of BMPs identified in a construction SWPPP and in the project's WQMP for long term operation of the site, similar to the proposed project. Therefore, similar to the proposed project, impacts related to pollutants would be less than significant under Alternative 3.

Improvements to the local storm drain systems and drainage patterns of the site would be implemented south of Barton Road. The proposed project would result in a significant decrease from existing condition 25-year discharges and 100-year discharges from the project site. However, under Alternative 3, the improvements would be more limited because the amount of ground disturbance would be reduced on the north side of Barton Road. Runoff volumes would be decreased under Alternative 3, but because the two warehouse buildings north of Barton Road would remain in place, the amount of regrading would be reduced to the area where the office building will be demolished and replaced with a new trailer parking lot. Therefore, Alternative 3 would provide fewer of the benefits of reduced runoff volumes and improved drainage patterns and would result in more runoff as compared to the proposed project. Additionally, because the area north of Barton Road would replace an existing office building with a new parking lot, the amount of impervious surface area would be increased, potentially leading to reduced runoff benefits as compared to the proposed project. Because of the reduced benefits related to reduced runoff volumes and improved drainage patterns, Alternative 3 would result in greater hydrology and water quality impacts than the proposed project.

Similar to the proposed project, although there would be greater runoff volumes than the proposed project, impacts related to runoff would be considered less than significant under Alternative 3. Additionally, Alternative 3 would not maximize the buildout potential of the project site and would therefore not meet all of the project objectives related to hydrology and water quality.

Land Use

Similar to the proposed project, Alternative 3 would be consistent with the General Plan and Zoning Designations for the project site – Light Industrial. Under Alternative 3, South Terrace Avenue would be vacated south of Barton Road, similar to the proposed project. The incorporation of South Terrace Avenue into the project site may temporarily impair the flow of traffic within the community during construction. However, as a standard condition of approval for a project, the applicant would be required to submit a Construction Traffic Management Plan that shows how traffic would continue to flow during construction activities. These temporary impacts would not impact the overall connectivity of the community as a whole under project operation. These impacts would be considered less than significant. Therefore, Therefore, similar to the proposed project, impacts related to land use would be less than significant under Alternative 3.

Mineral Resources

There are no mineral resource recovery sites on or in the project vicinity, and mining activities are not permitted under the City of Colton General Plan. Therefore, similar to the proposed project, there would be no impacts related to mineral resources under Alternative 3.

Noise

Under Alternative 3, there would be no new development of warehouses on the north side of Barton Road. Therefore, there would be no loading docks on the northeast side of the project site near existing residential neighborhoods. Although construction activity would be further from residences north of Barton Road, construction-related noise impacts would be similar to the proposed project due to the project's proximity to residences to the west of the project site, as well as the proximity of the new parking lot to residential areas. Similar to the proposed project, the parking areas would be available for truck use 24 hours per day. Additionally, because loading dock and mechanical equipment operations would be at the same noise level as measured at the project boundaries, operational noise impacts would be similar to those of the proposed project. The mitigation measures that would be required under the proposed project in order to reduce temporary construction noise impacts would be needed under Alternative 3. Thus, similar to the proposed project, construction noise impacts under Alternative 3 would be less than significant with mitigation.

Population and Housing

Under Alternative 3, there would be no direct impacts related to population growth or displacement of people or housing. The potential for indirect population growth under this alternative would be similar to or somewhat reduced from that of the proposed project. Additionally, the projected employment growth for the City of Colton would be the same as under the proposed project. Therefore, similar to the proposed project, impacts related to population and housing would be less

than significant under Alternative 3. However, Alternative 3 would allow existing businesses that occupy the warehouse buildings north of Barton Road to remain in place. Therefore, the project impacts would be similar to the proposed project and would not result in unplanned population growth. However, because the project would not maximize the buildout potential of the project site, the project would not attract new businesses that would reduce the need for local residents to commute outside their locale in order to realize gainful employment and would therefore not meet all of the project objectives related to population and housing.

Public Services and Utilities

Under Alternative 3, the development of the warehouse north of Barton Road would not occur, and the proposed project's less-than-significant impacts, such as a potential increased demand for fire protection services, would be decreased during construction. However, as noted in Section 3.10, Public Services, the proposed project would implement the proposed roadway improvements south of Barton Road, which would improve circulation and allow for emergency vehicle access consistent with the CBC. Under Alternative 3, the existing warehouse buildings north of Barton Road would not be updated to more modern facilities in compliance with the current CBC. Additionally, the existing buildings north of Barton Road would not be updated with a new fire sprinkler plan, fire alarm system plan, and underground water systems plan that comply with the latest codes and regulations. Accordingly, this alternative would avoid the proposed project's potential impacts to public services, but because there would be no improvements to buildings and circulation pursuant to the current CBC, and the older fire sprinkler protection system would remain in place, impacts would be greater than the proposed project. Although the impacts would be increased, the level of impacts would remain less than significant under Alternative 3.

Recreation

Under Alternative 3, no recreational facilities would be impacted, and there would not be an increased demand for recreational facilities because the project would not directly introduce a new residential population. Although indirect population growth may occur as a result of the proposed project, the potential for indirect population growth to occur under this alternative would be similar to that of the proposed project. Additionally, the project would comply with the applicable Park Impact Fees, similar to the proposed project. As such, similar to the proposed project, impacts related to recreation would be less than significant.

Transportation

Under the proposed project, baseline project VMT per employee was found to exceed the City of Colton baseline VMT per employee threshold by about 25 percent. There would be significant and unavoidable cumulative impact related to VMT, and no feasible mitigation measures are available under the proposed project. The proposed project is anticipated to generate 1,348 actual vehicle trips per day, with 81 AM peak-hour trips and 99 PM peak-hour trips. Under Alternative 3, the number of vehicle trips per day would be expected to decrease based on the reduced square footage of the project. Under Alternative 3, the 416,000-square-foot building and the 118,383-square-foot freezer warehouse north of Barton Road would remain in place, and a new 419,920-square-foot building would be constructed south of Barton Road. Alternative 3 would be a total of 954,303

square feet, as compared to the proposed project, which would be 960,000 square feet. Therefore, Alternative 3 would generate approximately 799 employees and associated vehicle trips, resulting in an insubstantial reduction of VMT.

According to the City screening thresholds, projects that generate fewer than 110 daily vehicle trips per day would have a less than significant impact on VMT (Appendix J). Alternative 3 would not sufficiently reduce daily vehicle trips to below 110 per day; therefore, the project impacts would not be reduced to less than significant under Alternative 3. Additionally, similar to the proposed project, Alternative 3 would not meet the City screening thresholds pertaining to land use type, Transit Priority Area, or Low VMT Area. Therefore, similar to the proposed project, the level of impacts would be marginally reduced, but would remain significant and unavoidable.

Wildfire

Under Alternative 3, wildfire conditions at the project site would be the same as those for the proposed project. The proposed project's less-than-significant impacts related to emergency response plans and emergency evacuation plans would be the same under Alternative 3. Additionally, the proposed site improvements, such as ongoing vegetation management and implementation of a fire sprinkler plan, fire alarm system plan, and underground water systems plan would be applicable under this alternative. As such, similar to the proposed project, impacts would be less than significant under Alternative 3.

5.5.2 - Conclusion

Based on the above, this project alternative would result in decreased impacts related to aesthetics, light, and glare; energy; and transportation. Impacts that would be increased include hydrology and water quality, and public services and utilities. Alternative 3 would have similar impacts as compared to the proposed project regarding air quality; biological resources; cultural resources; geology, soils, and seismicity; GHG emissions; hazards and hazardous materials; land use; noise; population and housing; recreation; and wildfire.

Alternative 3 would partially attain six out of the eight project objectives; however, Alternative 3 would not meet these project objectives as effectively as the proposed project. Alternative 3 would fail to meet the following objective:

- Make efficient use of an aged and underutilized property in the City of Colton by maximizing its buildout potential for employment-generating uses.

Under Alternative 3, the only project objective that would be fully attained is the following:

- Minimize traffic congestion on city streets by siting the proposed project immediately west of the newly reconstructed I-215 interchange at Barton Road.

In addition to failing to meet one of the project objectives, Alternative 3 would result in several increased environmental impacts related to hydrology and water quality, and public services and utilities. Additionally, according to the applicant, this option would not be a feasible alternative

because the existing dry storage warehouse features low 24-foot warehouse ceiling clearance, an aged fire sprinkler protection system, highly inefficient truck circulation, excessively deep warehouse bay depths, and considerable deferred maintenance. Additionally, according to the applicant, the existing cold storage building features a refrigeration system that utilizes a type of refrigerant no longer available. Thus, the building's refrigeration system would need to be replaced. As such, the existing dry and cold storage warehouses are aged, outdated, and functionally obsolete buildings that would limit the project's ability to meet the following project objectives:

- Develop Best-in-Class industrial facilities in the City of Colton that are designed to meet contemporary industry standards and can easily accommodate a wide variety of warehouse and distribution uses and are economically competitive with similar warehouse facilities in the local Inland Empire marketplace. Develop facilities that are compatible with surrounding land uses.
- Develop highly functional and efficient industrial buildings in close proximity to the I-215 Freeway that would be placed into inventory and service of the Southern California supply chain and goods movement network.
- Replace existing outdated facilities with more modern, high-cube and energy-efficient facilities.
- Expand economic development and facilitate job creation in the City of Colton by replacing aged and in some cases functionally obsolete facilities with a modern industrial development situated within an already-established industrial location.
- Attract new businesses to the City of Colton which in-turn would reduce the need for local residents to commute outside their locale in order to realize gainful employment.
- Make efficient use of an aged and underutilized property in the City of Colton by maximizing its buildout potential for employment-generating uses.

Therefore, Alternative 3 would be environmentally inferior to the proposed project.

5.6 - Environmentally Superior Alternative

The qualitative environmental effects of each alternative in relation to the proposed project are summarized in Table 5-1.

Table 5-1: Summary of Alternatives

Environmental Topic Area	Proposed Project	Alternative 1	Alternative 2	Alternative 3
Aesthetics, Light, and Glare	Less than significant	Lesser impact	Similar impact	Lesser impact
Agriculture Resources	No impact	Similar impact	Similar impact	Similar impact
Air Quality	Less than significant with mitigation	Lesser impact	Greater impact	Similar impact

Environmental Topic Area	Proposed Project	Alternative 1	Alternative 2	Alternative 3
Biological Resources	Less than significant with mitigation	Lesser impact	Similar impact	Similar impact
Cultural Resources	Less than significant with mitigation	Lesser impact	Similar impact	Similar impact
Energy	Less than significant	Lesser impact	Greater impact	Lesser impact
Geology, Soils, and Seismicity	Less than significant with mitigation	Greater impact	Similar impact	Similar impact
Greenhouse Gas Emissions	Less than significant with mitigation	Lesser impact	Greater impact	Similar impact
Hazards and Hazardous Materials	Less than significant	Lesser impact	Greater impact	Similar impact
Hydrology and Water Quality	Less than significant	Greater impact	Similar impact	Greater impact
Land Use	Less than significant	Lesser impact	Similar impact	Similar impact
Mineral Resources	Less than significant	Similar impact	Similar impact	Similar impact
Noise	Less than significant with mitigation	Lesser impact	Similar impact	Similar impact
Population and Housing	Less than significant	Lesser impact	Similar impact	Similar impact
Public Services and Utilities	Less than significant	Similar impact	Greater impact	Greater impact
Recreation	Less than significant	Similar impact	Similar impact	Similar impact
Transportation	Significant and unavoidable	Lesser impact	Greater impact	Lesser impact
Wildfire	Less than significant	Similar impact	Similar impact	Similar impact
Source: FirstCarbon Solutions (FCS) 2020.				

CEQA Guidelines Section 15126(e)(2) requires an EIR to identify an environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other alternatives. As shown in Table 5-1, The No Project Alternative is considered the overall environmentally superior alternative because the significant impacts associated with implementation of the proposed project would not

occur with the No Project Alternative. However, if the No Project Alternative is found to be the environmentally superior alternative, CEQA requires selection of an "environmentally superior alternative other than the No Project Alternative" from among the other alternatives. As such, Table 5-2 presents how the proposed project and each of the project alternatives compare in terms of meeting the Project Objectives.

Table 5-2: Project Objectives Attainment Comparison

Project Objective	Proposed Project	Alternative 1	Alternative 2	Alternative 3
Objective 1: Develop Best-in-Class industrial facilities in the City of Colton that are designed to meet contemporary industry standards and can easily accommodate a wide variety of warehouse and distribution uses and are economically competitive with similar warehouse facilities in the local Inland Empire marketplace. Develop facilities that are compatible with surrounding land uses.	Yes	No	Yes	*Partially
Objective 2: Develop highly functional and efficient industrial buildings in close proximity to the I-215 Freeway that would be placed into inventory and service of the Southern California supply chain and goods movement network. Replace existing outdated facilities with more modern, high-cube and energy-efficient facilities.	Yes	No	No	*Partially
Objective 3: Minimize VMT and traffic congestion on city streets by siting the proposed project immediately west of the newly reconstructed I-215 interchange at Barton Road.	Yes	No	No	Yes
Objective 4: Maximize benefits to the public through roadway improvements on Barton Road, South Terrace Avenue, and Walnut Street.	Yes	No	Yes	*Partially
Objective 5: Minimize environmental impacts through compliance with the California Green Building Standards Code (CALGreen).	Yes	No	Yes	*Partially
Objective 6: Expand economic development and facilitate job creation in the City of Colton by replacing aged and in some cases functionally obsolete facilities with a modern industrial development situated within an already-established industrial location.	Yes	No	Yes	*Partially

Project Objective	Proposed Project	Alternative 1	Alternative 2	Alternative 3
Objective 7: Attract new businesses to the City of Colton which in-turn would reduce the need for local residents to commute outside their locale in order to realize gainful employment.	Yes	No	Yes	*Partially
Objective 8: Make efficient use of an aged and underutilized property in the City of Colton by maximizing its buildout potential for employment-generating uses.	Yes	No	Yes	No

Note:
* Although this project alternative would partially attain this project objective, it would not attain the objective nearly as effectively as the proposed project.

Alternative 1 (No-Project Alternative) would have lesser impacts on aesthetics, light, and glare; air quality; biological resources; cultural resources; energy; GHG emissions; hydrology and water quality; land use; noise; population and housing; transportation; and wildfire compared to the proposed project. Additionally, Alternative 1 avoids most of the project's impacts, including the project's significant unavoidable impact, Impact TRANS-2. Because the No Project Alternative is environmentally superior, pursuant to CEQA Guidelines Section 15126(e)(2), one of the remaining alternatives must be identified as the environmentally superior alternative.

The proposed project's significant unavoidable transportation impacts are caused by trip generation rates. Alternative 3 would achieve the greatest reduction in trip generation rates and thus would yield the greatest reduction in transportation impacts, as well as associated impacts related to GHG emissions and air quality. Due to the decreased development footprint, Alternative 3 also has lesser impacts with respect to aesthetics, light, and glare; energy; and transportation compared to the proposed project. As such, Alternative 3 is the environmentally superior alternative.

However, because Alternative 3 would not facilitate the same amount of revenue-generating and goods-moving activities as would occur under the proposed project, the only project objective that would be fully met under Alternative 3 would be to minimize traffic congestion on city streets, as compared to the proposed project.

5.7 - Alternatives Rejected from Further Consideration

The following alternatives were considered and rejected from further consideration.

- Self-storage: The developable area of the project site is 45+ acres, whereas the optimal size of a self-storage facility is around 8 to 10 acres. This alternative would fail to meet the project objectives because it would not expand economic development and facilitate job creation in the City of Colton, attract new businesses to employ local residents, or maximize the property's buildout potential for employment-generating uses. Additionally, because the site

is unique in its size, scope, and zoning designation within the City, and a self-storage site that would be an appropriate size to serve the population of the City of Colton can be realistically situated on a much smaller property, a self-storage site would not maximize the full buildout potential of the project site and preserve the long-term economic and utility value of the site.

- Manufacturing campus: Generally, such facilities consist of a series of smaller buildings housing a number of small manufacturing businesses such as cabinet makers, welders, auto repair; all permitted uses within the M-1 zone. However, as with the self-storage alternative discussed above, this alternative would fail to meet the project objectives because the manufacturing campus would not be able to utilize full buildout potential of the project site. Thus, this alternative would not be an effective way of meeting the project objectives of expanding economic development and job creation, attracting new businesses to employ local residents, or maximizing the property's buildout potential for employment-generating uses.

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SECTION 6: OTHER CEQA CONSIDERATIONS

6.1 - Significant Unavoidable Impacts

California Environmental Quality Act (CEQA) Guidelines Section 15126.2(a)(b) requires an Environmental Impact Report (EIR) to identify and focus on the significant environmental effects of the proposed project, including effects that cannot be avoided if the proposed project were implemented.

This section describes the significant impacts associated with implementation of the proposed project, including those that can be mitigated but not reduced to a level of less than significant. Where impacts cannot be alleviated without imposing a project alternative, their implications, and the reason why the project is being proposed, notwithstanding their effect, is described.

Implementation of the proposed project would have transportation effects that cannot be avoided or mitigated to a less-than-significant level. This significant and unavoidable impact is discussed below. The project would have no other significant and unavoidable impacts.

- **Project-generated Vehicle Miles Traveled:** Project implementation would have a significant impact on Vehicle Miles Traveled (VMT). Under the proposed project, the VMT per employee would exceed the City's adopted threshold by 24.5 percent for baseline (2020) conditions, which is a potentially significant impact." Implementation of the feasible Transportation Demand Management (TDM) measures identified in Section 3.11, Transportation, would reduce project VMT by 3 percent; however, VMT per employee for the baseline (2020) condition would still exceed the significance threshold, even with a 3 percent reduction.

  As described in the project-specific VMT Analysis (see Appendix J), seven TDM measures were evaluated for their applicability to the proposed project but only two were determined feasible in reducing project-generated VMT. The two feasible TDM measures are related to providing an on-site pedestrian access network to link the project site to the off-site pedestrian network to encourage people to walk for short trips instead of driving and encourage carpooling and vanpooling.[1]

6.2 - Growth-Inducing Impacts

A project can have two types of growth-inducing impacts: direct and indirect. To assess the potential for growth-inducing impacts, the project's characteristics that may encourage and facilitate activities that individually or cumulatively may affect the environment must be evaluated (CEQA Guidelines § 15126.2(d)).

[1] Urban Crossroads, Inc. 2020. Barton Road Industrial Vehicle Miles Traveled (VMT) Analysis. September 18.

Direct growth-inducing impacts occur when the development of a project imposes new burdens on a community by directly inducing population growth, or by leading to the construction of additional developments in the same area. Also included in this category are projects that remove physical obstacles to population growth (such as building a new road into an undeveloped area or a constructing a wastewater treatment plant with excess capacity that could facilitate additional development in the service area). Construction of these types of infrastructure projects cannot be considered isolated from the development they facilitate and serve. Projects that physically remove obstacles to growth, or projects that indirectly induce growth, as discussed in Section 7.2.11 in Effects Found not to be Significant, may catalyze future unrelated development in an area such as a new residential community that requires additional commercial uses to support residents.

The proposed project involves the demolition of four industrial buildings and an office building and construction of two state-of-the-art speculative concrete tilt-up industrial warehouse logistics facilities and site improvements within the northerly 45.52 acres of a 54.82-acre site designated as Light Industrial within the Light Industrial (M-1) District. The applicant is not proposing to develop residential units and would therefore not directly result in population growth. The project site is industrial in nature, and the site would be redeveloped with light industrial structures consistent with the City of Colton General Plan and the City's Municipal Code.

The proposed project would employ both a temporary construction and a permanent operational workforce, which could indirectly induce population growth in the project area. During operation, the proposed project would require approximately 803 employees. However, the proposed project's temporary and permanent employment requirements could likely be met by the existing labor force of the City of Colton and surrounding cities of Grand Terrace, Riverside, San Bernardino, Rialto, and Redlands. Moreover, the employment growth induced by the proposed project would be consistent with the planned growth estimated in the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) employment projections and would therefore not be considered growth-inducing.

Because the project site is already developed and located in an area with existing industrial and low-density residential uses, the proposed project would not indirectly induce growth by removing infrastructure barriers or by providing new infrastructure to areas not previously served, nor would it create transportation access to a previously inaccessible area. Therefore, the proposed project would not result in significant growth-inducing impacts through the extension of infrastructure or by removing a barrier to growth.

The proposed project would be consistent with the existing character and uses of the project site and area. The proposed project would not significantly change the character of the area such that adjacent properties would redevelop with different land uses or nearby residents would relocate.

In conclusion, the proposed project would not directly or indirectly induce significant population growth. Because the proposed project would be consistent with the General Plan land designations and zoning for the site and would be consistent with the 2016 RTP/SCS employment projections for the City, any increase in population attributable to the project would be less than significant.

SECTION 7: EFFECTS FOUND NOT TO BE SIGNIFICANT

7.1 - Introduction

This section is based, in part, on the input received during the public comment period for the Barton Road Logistics Center Environmental Impact Report (EIR) Notice of Preparation (NOP), dated February 14, 2020, and contained in Appendix A of this Draft Focused EIR. The NOP was prepared to solicit input and guidance from agencies, interested parties, and the public as to the scope and content of the Draft Focused EIR and was circulated for public review between February 14, 2020, and March 17, 2020. During the course of this evaluation, certain project impacts were found to be less than significant because the proposed project and/or the project's characteristics would not create such impacts. This section briefly discusses those project impacts that were found not to be significant or were determined to be less than significant, based on the analysis conducted as part of the Draft Focused EIR preparation process. To the extent appropriate, a number of impacts that were found to be less than significant but that were raised during the public comment period are addressed in the various topical sections of this Draft Focused EIR (Sections 3.1 through 3.14) to provide a more comprehensive discussion and rationale for making a finding of less than significant, and in order to better inform decision makers and the general public.

7.2 - Effects Found not to be Significant

7.2.1 - Aesthetics, Light, and Glare

Would the project:

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

There are no officially designated State Scenic Highways in or near the City of Colton. The freeways in the project vicinity are Interstate 215 (I-215) and Interstate 10 (I-10); neither of these freeways are classified as scenic highways by the California Department of Transportation (Caltrans).[1] Additionally, the City of Colton General Plan EIR does not identify any State Scenic Highway in the project vicinity as currently eligible for Scenic Highway status.[2]

According to the General Plan, scenic resources are defined as isolated occurrences of aesthetically pleasing natural or man-made forms such as rock outcroppings, trees, and prominent ridgelines, as well as architecturally distinctive structures and historic buildings.[3] The project site does not contain scenic resources such as rock outcroppings, trees, or prominent ridgelines, nor are there scenic resources located on the adjacent parcels. Therefore, the proposed project would not obstruct views

[1] California Department of Transportation (Caltrans). 2020. List of Eligible and Officially Designated State Scenic Highways. Website: https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx. Accessed February 13, 2020.

[2] City of Colton. 2013. General Plan EIR Volume 1. May. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1947/City-of-Colton-GP-Update-EIR-Volume-1---EIR?bidId=. Accessed February 13, 2020.

[3] City of Colton. 2013. City of Colton General Plan Update Environmental Impact Report, State Clearinghouse No. 2012031037. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1947. Accessed November 12, 2020.

of any such features or substantially damage a scenic resource as defined in the General Plan. As discussed in greater detail in Section 3.1, Aesthetics, Light, and Glare, the proposed project would have a less than significant impact on scenic resources.

The project site is located in an urbanized area within a commercial/industrial area, surrounded by existing residential and commercial/industrial development, and located within sight of I-215. No historic landmarks or historic districts of significance were identified in the project area.[4] The project site is not located within a portion of a scenic vista and does not contain scenic resources. Therefore, the project would not have the potential to substantially damage scenic resources within view of a State Scenic Highway. No impact would occur.

7.2.2 - Agriculture Resources

Would the project:

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

No agricultural land of any type is present on the project site. The project site does not support any agricultural land use activities. According to the California Resources Agency Farmland Mapping and Monitoring Program (FMMP), the project site is designated as "Urban and Built-up Land," a non-agricultural designation.[5] In addition, the site is fully developed with paved parking lots, existing buildings, ornamental landscaping, and trees and is located in an already urbanized area. This precludes the proposed project from converting Important Farmland to non-agricultural use. Therefore, no impact would occur.

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

The project site does not currently support agricultural land use activities and therefore is not eligible for a Williamson Act contract. As previously mentioned, the project site is designated as "Urban and Built Up Land" by the California Department of Conservation. There are no properties in the project vicinity with Williamson Act contracts.[6] This precludes the proposed project from conflicting with a Williamson Act contract or with agricultural zoning. Therefore, no impacts would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Forest land does not exist within or adjacent to the project site. Therefore, the project would not conflict with existing zoning of forest land or cause the rezoning of forest land, timberland, or

[4] City of Colton Planning Department. 2017. Historic Districts & Landmarks. January 26. Website: https://www.ci.colton.ca.us/DocumentCenter/View/778. Accessed March 6, 2020.
[5] California Department of Conservation. 2016. California Important Farmland Finder. 2016. Website: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed February 11, 2020.
[6] Ibid.

timberland zoned Timberland Production. No impact would occur.

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

As discussed above, the proposed project would not result in the conversion or loss of forest land because the project site does not contain any forest land. As such, no impacts would occur.

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

The project site is located within a developed area and there is no forest land or agricultural land of any type in the project vicinity. Neither construction nor operation of the project would require other changes in the existing environment that could result in the conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use. Therefore, no impacts would occur.

7.2.3 - Biological Resources

Would the project:

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

Based on a review of aerial photography and the 2020 field survey, there are no riparian habitats or other sensitive natural communities within or adjacent to the project site.[7] The predominant land cover types in the project area are ruderal/disturbed and urban/developed. The project would have no impacts on riparian habitats or other sensitive natural communities.

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

The project site does not contain any wetlands or other areas designated as waters of the United States, and the project would not cause substantial direct or indirect adverse effects on any off-site federally protected wetlands.[8] Therefore, the proposed project would not have an impact on federally protected wetlands as defined by Section 404 of the Clean Water Act.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

As discussed in Appendix C, the project site does not contain any creeks, washes, or waterways that provide significant wildlife movement corridors within the greater project vicinity. The site does not

[7] FirstCarbon Solutions (FCS). 2020. Biological Resources Assessment, Barton Road Logistics Center. June 1.
[8] Ibid.

contain any prominent features expected to convey wildlife movement, as the vegetation within the site is composed of non-native and invasive species. The project site is bounded by a utility easement to the east which could allow for the movement of wildlife. However, this potential corridor would not be directly affected by the proposed project. Railroad tracks to the west and the I-215 Freeway to the south serve as significant barriers that inhibit the movement of terrestrial wildlife. Additionally, the project site is surrounded by existing roadways and residential development that would impede the movement of terrestrial species. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. Impacts on native resident or migratory fish would be less than significant.

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

The project site is not subject to any adopted Habitat Conservation Plan, natural community, or other conservation plan. The City of Colton prepared the West Valley Habitat Conservation Plan (WV-HCP) to provide incidental take coverage for the federally endangered Delhi sands flower-loving fly. Suitable habitat for this species includes availability of clean, Aeolian deposited Delhi sands, which may occur in various areas including coastal sage scrub, disturbed non-native grasslands, and landscaped/ornamental areas. The project site is not located within the boundaries of the WV-HCP and does not contain the necessary habitat elements to support this species. According to the California Natural Community Conservation Plan (NCCP) map, dated April 2019, the project site is not located within any conservation plan area.[9] As there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan applicable to the project site, the project would not conflict with such a plan. Therefore, no impacts would occur.

7.2.4 - Energy

Would the project:

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

Construction

During construction, the proposed project would consume energy through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity to power temporary buildings, lighting, and other equipment. No natural gas would be utilized during construction. Construction vehicles and related energy-consuming equipment would be used during all phases of construction, including site demolition, site preparation, grading, paving, and building construction. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California regulations (California Code

[9] California Department of Fish and Wildlife (CDFW). 2019. California Natural Community Conservation Plan (NCCP). April. Website: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed February 13, 2020.

of Regulations [CCR] Title 13 §§ 2449(d)(3) and 2485) limit idling from both on-road and off-road diesel-powered equipment and are enforced by the California Air Resources Board (ARB).

The project would use gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Construction equipment is estimated to consume a total of 22,395 gallons of diesel fuel over the entire construction period, as shown in the Construction Equipment Fuel Calculations in Appendix F.

Fuel use associated with construction vehicle trips for the project was also estimated; trips include construction worker trips, haul trucks trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the project was based on (1) the projected number of trips the project would generate during construction, (2) average trip distances by trip type, and (3) fuel efficiencies estimated in the ARB Emissions Factors (EMFAC) mobile source emission model. The specific parameters used to estimate fuel usage are included in Appendix F. In total, the proposed project would result in approximately 2,247,992 Vehicle Miles Traveled (VMT) and a combined 100,870 gallons of gasoline and diesel fuel used for vehicle travel during construction.

Other equipment utilizing electricity include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and tools. Construction would largely occur during daylight hours which would minimize use of lighting. Single-wide mobile office trailers, which are commonly used in construction staging areas, range from 160 to 720 square feet in size. A typical 720-square-foot office trailer would consume approximately 8,826 kilowatt-hours (kWh) during the construction phase (Appendix F). There are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than those used at comparable construction sites in the region or State. Energy would be conserved during construction because the construction contractor would ensure that vehicles, equipment, and machinery would not be permitted to idle for more than 5 minutes pursuant to Mitigation Measure (MM) NOI-1, and equipment not in use for more than 5 minutes would be turned off. MM NOI-1 would be implemented to reduce potentially significant noise-related impacts and is not required for energy-related impacts. Energy impacts would be less than significant without implementation of mitigation measures. However, by limiting the idling time, this mitigation measure would have the additional benefit of further reducing the project's less-than-significant energy impacts. Construction equipment would also comply with the latest United States Environmental Protection Agency (EPA) and ARB engine emissions standards designed to reduce pollutants and minimize unnecessary fuel use. Therefore, energy use during construction of the proposed project would not require expanded energy supplies or the construction of new infrastructure and impacts are considered less than significant.

Operation

The operational phase of the project would consume energy as part of building operations and transportation activities. Building operations for the project would involve energy consumption for multiple purposes, including but not limited to building heating and cooling, refrigeration, lighting, and electronics. Based on the modeling output files used to estimate greenhouse gas (GHG) emissions associated with the proposed land uses, operations would consume approximately

1,977,680 kilo-British Thermal Units (kBTUs) of natural gas and 2,508,751 kWh of electricity per year (inputs used to calculate values are described in more detail in Appendix F).

New structures are required to comply with the California Code of Regulations Title 24, Part 6 Energy Efficiency Standards, which are expected to increase in stringency over time. Title 24 establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The standards encourage demand responsive technologies including battery storage and heat pump water heaters and improve the building's thermal envelope through high performance attics, walls, and windows to improve comfort and energy savings. The proposed project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received. Therefore, the operational energy consumption would not preclude implementation of the State of California's energy reduction efforts. [10]

Operational energy would also be consumed during vehicle trips associated with the project. Fuel consumption would be primarily related to vehicle use by employees and visitors associated with the project. Based on the estimates contained in the California Emissions Estimator Model (CalEEMod) output files (see Appendix F), project-related vehicle trips would result in approximately 7.8 million VMT on an annual basis, [11] with approximately 3.0 million annual VMT from truck operations.

The project site is located approximately 0.1 mile west of the I-215 via the Barton Road interchange. As such, it would be situated near a regional route of travel. Omnitrans Route 325 provides bus service in the project vicinity. A bus stop serving this route is located less than 0.5 mile east of the project site at Michigan Avenue and Barton Road. Additionally, the proposed project would include 46 clean air vehicle parking stalls, 35 electric vehicle parking stalls, 35 bicycle spaces, eight motorcycle spaces, and six accessible van stalls for employees and visitors. The existing transportation facilities in the area would provide future employees and visitors associated with the proposed project with access to public transportation, thus further reducing fuel consumption demand. For these reasons, project operational transportation fuel consumption would not result in the use of large amounts of energy or use of energy in a wasteful manner.

The proposed buildings would be designed and constructed in accordance with the State's Title 24 energy efficiency standards. These standards, widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. As such, building and site designs would be reviewed, prior to approval of the proposed project. Therefore, operation of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources and impacts are less than significant.

[10] California Energy Commission. 2019. Building Energy Efficiency Standards. Website: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency. Accessed: August 3, 2020.
[11] Vehicle Miles Traveled (VMT) was estimated using CalEEMod; see Appendix F.

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

Construction

During the construction phase, the proposed project would adhere to California regulations (CCR Title 13 §§ 2449 and 2485) limit idling from both on-road and off-road diesel-powered equipment. The project would be required to comply with these regulations, which are enforced by the ARB. Part 11, Chapter 5 of the State's Title 24 energy efficiency standards establish mandatory measures for non-residential buildings, including material conservation and efficiency. The proposed project would also be required to comply with these mandatory measures. Additionally, pursuant to MM NOI-1, the construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited. MM NOI-1 would be implemented to reduce potentially significant noise-related impacts and is not required for energy-related impacts. Energy impacts would be less than significant without implementation of mitigation measures. However, by limiting the idling time, this mitigation measure would have the additional benefit of further reducing the project's less-than-significant energy impacts. Therefore, it is anticipated that the construction phase of the project would not conflict with State or local renewable or energy efficiency objectives. Construction-related energy impacts are therefore less than significant.

Operation

Energy conservation policies and standards have been established at the State, County, and City level. The proposed project's buildings would be designed and constructed in accordance with the State's mandatory Title 24 energy efficiency standards. These standards, widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Additionally, the proposed project would need to comply with Policy LU-5.1, of the Land Use/Mobility Element of the City of Colton General Plan, which requires the incorporation of energy conservation features into the design of all new construction and site development, as required by State law and local regulations.[12] The proposed warehouse buildings include design features that would reduce energy usage and water usage, including a solar-ready roof area, a white cap sheet with a reflectance of 75 percent minimum for the building roof area, low-water-usage plumbing fixtures in office area(s), and native plants and vegetation for landscaped areas to reduce water use.

The Colton General Plan contains voluntary policies within its Air Quality Element[13] and Land Use/Mobility Element that support energy conservation. These policies are reinforced in the City of Colton Climate Action Plan.[14] Air Quality Goal 6 seeks to reduce emissions through reduced energy consumption. Land Use Policy LU-4.2 facilitates the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar programs in both private and public projects. Policy LU-4.3 promotes sustainable building practices that go beyond the requirement of Title 24 of the California Administrative Code and encourage energy-efficient design elements. The proposed

[12] City of Colton. 2013. Land Use/Mobility. August. Website: http://www.coltononline.com/index.aspx?NID=778. Accessed August 3, 2020.

[13] City of Colton. 1991. Model Air Quality Element. Website: http://www.coltononline.com/index.aspx?NID=778. Accessed August 3, 2020.

[14] City of Colton. 2015. City of Colton Climate Action Plan. November. Website: http://www.ci.colton.ca.us/index.aspx?NID=765. Accessed August 3, 2020.

warehouse buildings include design features that would reduce energy usage and water usage, including a white cap sheet with a reflectance of 75 percent minimum for the building roof area and low-water-usage plumbing fixtures in office area(s); these design features would support this voluntary measure's goal of reducing energy consumption.

The proposed project would be served with gas provided by Southern California Gas (SoCalGas). SoCalGas has set a voluntary goal to reduce their own electricity usage. Their energy conservation program seeks to reduce GHG emissions, advance new technologies in energy-efficiency and emerging, renewable energy, and lower estimated electricity consumption at company facilities through comprehensive energy-efficiency retrofits and by incorporating energy-efficient measures into new construction.

The proposed project would be served with electricity provided by Colton Electric Utility.[15] Colton Electric Utility's 2018 power mix included 31 percent eligible renewable (biomass and biowaste, geothermal, eligible hydroelectric, solar, and wind), 19 percent natural gas, 5 percent nuclear, 1 percent hydroelectric, and 44 percent unspecified sources of power. Therefore, Colton Electric Utility is on track to meet the SB 350 goal of 50 percent renewable electricity procurement by 2030. Therefore, the project would receive electricity from a utility company that would meet California's renewable portfolio standard (RPS) requirements.

As such, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Operational energy impacts would be less than significant.

7.2.5 - Geology, Soils, and Seismicity

Would the project:

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

The proposed project would redevelop a site in an urbanized area; it would not involve septic or alternative wastewater disposal systems. The proposed project would connect to the City sanitary sewer system through existing lines for wastewater disposal. According to the project design and Geotechnical Engineering Investigation, a subsurface investigation indicated that soils are capable of supporting the proposed use. Because the proposed project does not include the use of septic systems and would not require the use of alternative wastewater disposal systems, no impacts would occur.

7.2.6 - Hazards and Hazardous Materials

Would the project:

[15] California Energy Commission. 2019. City of Colton 2018 Power Content Label. July. Website: https://www.energy.ca.gov/sites/default/files/2019-12/2018_PCL_City_of_Colton.pdf. Accessed August 3, 2020.

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

The proposed project could involve the use of potentially hazardous materials during construction and operation. During construction, limited quantities of hazardous substances, including oils, gasoline, diesel fuels, automotive chemicals, and other substances will be used on the project site. However, these materials would not be stored on the project site apart from those quantities stored within vehicles on the property. During operation, tenants may use potentially hazardous substances, including lubricants, hydraulic oils, and other substances associated with industrial operations. The handling, transport, and disposal of such substances must comply with all local, State, and federal laws and regulations. The NPDES stormwater permitting programs regulate stormwater quality from construction sites. Under the NPDES permitting program, the preparation and implementation of Stormwater Pollution Prevention Plans (SWPPPs) are required for construction activities more than 1 acre in area. The SWPPP must identify potential sources of pollution that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement Best Management Practices (BMPs) that ensure the reduction of these pollutants during stormwater discharges. The proposed project's SWPPP and Waste Discharge Identification Number (WDID) issued by the State Water Board must be made available for review on the project site during all grading and construction activities. Therefore, impacts associated with the transport, use, and disposal of hazardous materials would be less than significant.

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

The project site is not located within 0.25 mile of an existing or proposed school. The nearest schools are Grand Terrace Elementary School, which is located 2,045 feet (0.39 mile) northeast of the project site, and Grand Terrace High School, which is 2,208 feet (0.42 mile) south of the project site. This precludes the possibility of emitting a hazardous material, substances, or waste within 0.25 mile of an existing or proposed school.

The handling, transport, use, and disposal of hazardous materials must comply with the Hazardous Materials Transportation Act, California Public Resources Code, and other State and local regulations, which further limits the risk of emissions. Because of the distance to the nearest schools, the low probability of significant quantities to be present on-site, project compliance with existing laws and regulations pertaining to handling, storage, use, and transport of hazardous materials, no impacts would occur.

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

The nearest airports to the project site are the San Bernardino International Airport, located 5.5 miles northeast of the project site, and the Flabob Airport, located 5.25 miles southwest of the project site. The proposed project is not located within an applicable Airport Land Use Compatibility Plan. There are no airports within 2 miles of the project site. Therefore, no impacts would occur.

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

As described in Section 3.14, Wildfire, there are several policies regarding public safety related to wildfire. The project site is located outside of the fire hazard zone as defined by the City of Colton General Plan EIR,[16] the City of Colton Wildfire Prevention and Mitigation Plan,[17] and the California Department of Forestry and Fire Protection (CAL FIRE).[18] The fire hazard map provided in the City of Colton General Plan EIR Exhibit 4.8-2, Wildfire Hazards, is based on 2007 data from CAL FIRE.[19] However, according to the City of Colton General Plan Safety Element,[20] which was published in 2018 with more up-to-date information, the western portion of the site is in a moderate wildfire hazard severity zone, and a small portion of the northwestern side of the site is in a high wildfire hazard zone at the municipal level (Exhibit 3.14-1). Additionally, according to the Local Hazard Mitigation Plan (LHMP),[21] approximately a third of the project site lies within the moderate fire hazard zone.

As discussed in Section 3.14, Wildfire, the most up-to-date and applicable regional plan covering the proposed project site is the Colton Electric Department's Wildfire Prevention and Mitigation Plan (WPMP) dated October 1, 2019. According to Section 2.0 of the WPMP, the WPMP is consistent with the LHMP.[22] Therefore, compliance with applicable State and local plans and regulations, including the Emergency Operations Plan (EOP), LHMP, Section 701(a) of the California Building Standards Code, and fuel modification guidelines and building design requirements in accordance with the Colton Fire Department, and fire safety standards identified in Title 15 of the Colton Municipal Code as per Policy S-3.5 of the City of Colton General Plan. Compliance with these plans and regulations would decrease the risk of impacts related to fire hazards. The proposed project would be adequately served by police, fire, and emergency response services, and would not create an unplanned increase in population that could lead to overwhelming calls for emergency services. Therefore, impacts would be less than significant.

7.2.7 - Hydrology and Water Quality

Would the project:

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

[16] City of Colton. 2013. City of Colton General Plan Update EIR. Vol 1. May. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1947. Accessed November 12, 2020.
[17] Colton Electric Department. 2019. Wildfire Prevention and Mitigation Plan, Figure 1: CPUC Fire Map for City of Colton Service Area. July 1. Website: https://www.ci.colton.ca.us/DocumentCenter/View/6551 Accessed November 12, 2020.
[18] State of California. 2005. Map of CAL FIRE's Fire Hazard Severity Zones in Local Responsibility Areas – Colton. Website: https://osfm.fire.ca.gov/media/5941/colton.pdf. Accessed November 12, 2020.
[19] City of Colton. 2013. City of Colton General Plan Update EIR. Vol 1. May. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1947. Accessed November 12, 2020.
[20] City of Colton General Plan. 2018. 2018 Safety Element, Figure S-8: Wildfire Hazard Zone. Website: https://www.ci.colton.ca.us/DocumentCenter/View/4275. Accessed November 12, 2020.
[21] City of Colton. 2018. Local Hazard Mitigation Plan, Figure 12: Wildfire Hazard Zones. September. Public Review Draft. Website: https://www.ci.colton.ca.us/DocumentCenter/View/3948. Accessed November 12, 2020.
[22] Colton Electric Department. 2019. Wildfire Prevention and Mitigation Plan. October 1. Draft 1.7. Website: https://www.ci.colton.ca.us/DocumentCenter/View/6551/110619-Wildfire-Prevention-2019?bidId=. Accessed September 22, 2020.

According to the Preliminary Water Quality Management Plan (PWQMP) (Appendix L), the proposed project would be expected to produce various pollutants as a result of the land use activities on-site.[23] Some of the potential pollutants expected in small quantities would include nutrients, sediments, metals, oils and greases, trash and debris, pesticides and herbicides, and organic compounds. As discussed in Section 4.1 of the PWQMP, the incorporation of standard BMPs would minimize potential impacts. BMPs would be implemented during construction and operation. For instance, pursuant to the BMPs, the developer would be required to comply with the Construction General Permit during construction. The Construction General Permit requires the preparation and implementation of a SWPPP that would identify project design features and structural and nonstructural BMPs to control, prevent, remove, or reduce stormwater pollution or hazardous material discharges from the site. Therefore, impacts would be less than significant.

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

According to the PWQMP and the City of Colton Water/Wastewater Department, the City is located atop an aquifer that provides 100 percent of the City's drinking water. The City of Colton operates 15 water wells and 9 storage reservoirs that provide adequate water to supply the City. Because the proposed project site is currently developed with light industrial structures which are supplied with water by the City, the project would redevelop the existing uses on the site with similar uses. The water supplied to the project site at the completion of the proposed project would be similar in quantity to the current conditions. As such, although water supplied to the project site would be sourced from the underlying aquifer, the City of Colton has indicated that supplies would be adequate to serve the proposed project. Therefore, impacts would be less than significant.

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

(i) result in substantial erosion or siltation on- or off-site;

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

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

(iv) impede or redirect flood flows?

According to the PWQMP, the proposed project site currently exists with two primary drainage areas that lead to the public storm drain systems. Once the project is completed, flows from both drainage areas would ultimately be directed to a public storm drain located in De Berry Street. The project site is currently mostly developed with impervious surfaces. Conditions on-site following the completion of the

[23] Thienes Engineering, Inc. 2020. Preliminary Water Quality Management Plan. January 21.

proposed project would be similar to existing conditions. Therefore, the proposed project would not substantially alter the drainage patterns in the area, and impacts are considered less than significant.

As described in more detail in the PWQMP, the project site currently generally drains westerly to South Terrace Avenue via surface flow, then further west via a street catch basin and a 36-inch pipe outletting to a dirt channel within the westerly railroad easement. The dirt channel drains northerly and discharges to the Santa Ana River. Post-construction, overflow runoff from the project site north of Barton Road would be conveyed southerly via a proposed private storm drain system. The storm drain would continue southerly and accept runoff from the project site south of Barton Road via a proposed street catch basin and lateral. The storm drain will then become a public storm drain and continue further south into the project site south of Barton Road, where the storm drain would accept on-site overflow runoff from this area. runoff would then flow westerly to the proposed 48-inch storm drain in De Berry Street via street catch basins and laterals.

According to the PWQMP, underground retention systems would be utilized to temporarily store stormwater runoff for infiltration or treatment of the water quality design capture volume (DCV). A low flow pipe would be used to direct the DCV into the retention systems. A high flow pipe would take flows greater than the DCV. Due to the low infiltration rates in the northwest of the project area, runoff from that area would be treated via proprietary biofiltration units, a pump, and an underground retention system. Treated flows would connect back to the main line. Additionally, according to the PWQMP, landscape areas in the Building 1 site that are fronting Barton Road and Terrace Avenue (1.25 acres) and the open grass area consisting of a utility easement that is located east of Building 1 (1.50 acres) are considered self-treating areas and will drain off-site without being routed to the Low Impact Development (LID) BMPs. Additionally, landscape areas in the Building 2 site that are fronting the existing railroad tracks west of the building (0.20 acres) are considered self-treating areas and will drain off-site without being routed to the LID BMPs. Also, the most southerly existing and proposed impervious areas that serve as a shared access driveway between the proposed site and the southerly existing site (0.55 acres) will drain into the proposed public storm drain system without being routed to the LID BMPs. According to the Preliminary Hydrology Calculations for the proposed project (Appendix L), the proposed underground retention system would accommodate 100-year runoff from the site and would result in a significant decrease from the existing 25-year discharge and 100-year discharge conditions from the project site (Table 7-1).[24]

Table 7-1: 25- and 100-year Runoff under Existing and Proposed Conditions

Site	25-year Existing Conditions	100-year Existing Conditions	25-year Proposed Conditions	100-year Proposed Conditions	100-year with Detention
North of Barton Road	78.0 cfs	99.3 cfs	76.4 cfs	97.6 cfs	21.1 cfs
South of Barton Road	26.5 cfs	35.3 cfs	49.8 cfs	63.2 cfs	9.4 cfs

Notes:
cfs = cubic feet per second
Source: Preliminary Hydrology Calculations, December 13, 2018.

[24] Thienes Engineering, Inc. 2020. Preliminary Water Quality Management Plan. January 21.

Additionally, the proposed project would minimize impervious areas to the maximum extent practicable for the site. The proposed project would utilize LID BMPs such as a horizontal flow biofiltration system to collect runoff from impervious areas and imperviously lined swales for infiltration and treatment, as described in the PWQMP. Proposed LID BMPs would assist in increasing the time of concentration compared to the existing condition. LID BMPs include runoff collection from impervious areas for infiltration and treatment; maximization of natural infiltration; preservation of existing drainage patterns and time of concentration; disconnection of impervious areas before discharging off-site; minimization of unnecessary compaction in stormwater retention, infiltration basin, and trench areas; and staking of areas that will be used for landscaping to minimize compaction during construction. LID BMPs would be subject to specific performance criteria for design capture volume.[25]

Because the proposed project would result in a net decrease of runoff from the site during 100-year runoff events, impacts related to runoff would be less than significant.

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

There are no large inland bodies of water near the project site, a condition that precludes the possibility of seiche inundation. The project site is more than 40 miles from the Pacific Ocean and therefore is not susceptible to tsunami inundation. The project site is not located in the City's hillside areas and does not contain any steep slopes that may be susceptible to mudflows or landslides. The proposed project site is not located within a 100- or 500-year flood hazard zone. The nearest flood hazard zone depicted on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) is located approximately 0.25 mile north of the project site. Therefore, no impacts related to seiches, tsunamis, or mudflows would occur.

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

The City of Colton Public Works Department, Engineering Division, has provided guidance regarding the preparation of a Water Quality Management Plan which discusses the requirements for individual projects. According to the PWQMP prepared for the proposed project, the project is intended to comply with the requirements of the City of Colton and the National Pollutant Discharge Elimination System (NPDES) Areawide Stormwater Program requiring the preparation of a Water Quality Management Plan (WQMP). Because the proposed project would increase the amount of impervious surfaces on the project site, a project-specific PWQMP was required and a final WQMP would be prepared after approval of the proposed project for City staff review and approval. According to the PWQMP, all applicable non-structural and structural BMPs shall be implemented for the proposed project.[26] These include runoff collection from impervious areas for infiltration and treatment; maximization of natural infiltration; preservation of existing drainage patterns and time of concentration; disconnection of impervious areas before discharging off-site; minimization of unnecessary compaction in stormwater retention, infiltration basin, and trench areas; and staking of

[25] Thienes Engineering, Inc. 2020. Preliminary Water Quality Management Plan. January 21.
[26] Ibid.

areas that will be used for landscaping to minimize compaction during construction.[27] With the incorporation of these BMPs, the proposed project would have a less than significant impact.

7.2.8 - Land Use

Would the project:

a) Physically divide an established community?

The proposed project is located in the southern portion of the City of Colton in an area zoned for light industrial development. Temporary closures and delays may occur on Barton Road during construction of its ultimate full-section width as a Major Arterial (100-foot right-of-way) from the project's western boundary to the project's eastern boundary consistent with the City's standards. The proposed project involves vacating South Terrace Avenue, south of Barton Road. However, South Terrace Avenue is not considered a major arterial street within the community, and therefore would not result in the division of an established community. Additionally, temporary closures of Barton Road would not significantly impact the community because closures would occur in compliance with the goals and policies set forth within the Mobility Element of the City of Colton General Plan. Policies that serve to ensure adequate access to the community include the following:

- **Goal M-1:** Provide an integrated and balanced multi-modal transportation network of Complete Streets to meet the needs of all users and transportation modes.
- **Policy M-1.1:** Provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities of all streets.[28]

The proposed project would meet Goal M-1 and Policy M-1.1 by providing for on-site pedestrian connections linking the site to existing pedestrian network along Barton Road, South Terrace Avenue, Walnut Avenue, and De Berry Street (with the exception of the Southern California Edison (SCE) easement to the east of the project site that currently does not have a sidewalk) that would provide pedestrian connectivity to other nearby industrial uses and residential homes to the north. Additional relevant policies and goals are included within the Mobility Element of the General Plan.

In addition, a Regional Transportation Plan (RTP) provides a vision for transportation investment in southern California. According to the RTP summary within the Mobility Element of the General Plan, the following goals shown in Table 7-2 are relevant to the City of Colton.

[27] Thienes Engineering, Inc. 2020. Preliminary Water Quality Management Plan. January 21.

[28] City of Colton. 2013. Mobility Element. May. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1348/Mobility-Element-2013?bidId=. Accessed February 13, 2020.

Table 7-2: Consistency with City of Colton General Plan Mobility Element Regional Transportation Plan

Regional Transportation Plan Goals	Project Consistency
Maximize mobility and accessibility for all people and goods in the region.	**Applicable.** The proposed project is located near the I-215 Freeway, where it would be placed into inventory and service of the Southern California supply chain and goods movement network, thus maximizing the mobility of goods in the region.
Ensure travel safety and reliability for all people and goods in the region.	**Applicable.** The proposed project would minimize traffic congestion on city streets and neighborhoods by siting the proposed project immediately west of the newly reconstructed I-215 interchange at Barton Road, thus increasing the safety and reliability of the transportation system by ensuring that traffic from the project does not impact city and neighborhood streets.
Preserve and ensure a sustainable regional transportation system.	**Applicable.** The proposed project would increase the sustainability of the transportation system by providing clean air vehicle and electric vehicle parking stalls to reduce energy usage.
Maximize the productivity of our transportation system.	**Applicable.** The proposed project would increase productivity of the transportation system by placing into the service of the Southern California supply chain and goods movement network a conveniently located and economically competitive Best-in-Class industrial facility designed to meet contemporary industry standards and a wide variety of warehouse and distribution uses,
Protect the environment, improve air quality, and promote energy efficiency.	**Applicable.** The proposed project would minimize environmental impacts through compliance with the California Green Building Standards Code (CALGreen) and minimize VMT by siting the proposed project immediately west of the I-215 interchange.
Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures.	**Applicable.** The proposed project would contain industrial development situated within an already-established industrial location, conveniently located immediately west of the I-215 interchange, thus encouraging and complementing land use patterns that complement transportation investments.
Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Not applicable.** This goal requires implementation at City level and the proposed project would not be able to singlehandedly accomplish this goal.
Source: City of Colton. 2013. Mobility Element. May. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1348/Mobility-Element-2013?bidId=. Accessed February 13, 2020.	

According to the City of Colton, the Engineering Division is responsible for the construction of all improvements occurring in public rights-of-way or easements. Staff reviews and provides input for all development projects and checks all maps and improvement plans for conformance with regulations. Consistent with the City's General Notes and City Standards regarding Street Improvement Plans, prior to the commencement of any work in public streets or within the public right-of-way, the project contractor is required to provide a traffic control plan to the City Engineer for review.[29] Traffic control plans for minor right-of-way improvements are required to conform to the Work Area Traffic Control Handbook and large project traffic control plans are required to be prepared by a registered civil engineer. Therefore, although Barton Road and South Terrace Avenue may be altered during the construction phases of the project, impairments to the flow of traffic within the community would not be restricted to the project site and would not impact the overall connectivity of the community as a whole. As such, impacts would be less than significant.

7.2.9 - Mineral Resources

Would the project:

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

There are no mineral resource recovery sites on the project site or in the project vicinity that would be affected by the proposed project. A Mineral Lands Classification map prepared by the California Geological Survey indicates that the project site is located in an area containing mineral occurrences of undetermined mineral significance.[30] The City of Colton general Plan designates the project site as Light Industrial, which does not permit mining operations. As such, construction and operation of the proposed project would not result in the loss of a locally important mineral resource recovery site delineated by an applicable land use plan or the loss of availability of a known mineral resource of Statewide, regional, or local importance. Therefore, no impact to mineral resources would occur.

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

The proposed project site is located within an area identified by the California Department of Conservation as Urban Land.[31] This indicates that the proposed project site is an area currently developed with structures and hardscape covering the majority of the ground surface. Furthermore, because the surrounding area is zoned M-1 for light industrial development, and mining activities are not permitted within the M-1 Zone, the proposed project would not result in the loss of availability of mineral resources. As demonstrated in Table 3.8-3, in Section 3.8, Land Use, a general plan consistency analysis was used to determined that the proposed project would be consistent with the City of Colton General Plan, which does not designate the site as an important mineral resource site. Because the project is currently developed, and the proposed redevelopment would

[29] City of Colton. Street Improvement Plan Notes. Website: https://www.ci.colton.ca.us/DocumentCenter/View/638. Accessed October 2, 2020.
[30] California Department of Conservation. 1987. Mineral Land Classification. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed February 12, 2020.
[31] California Department of Conservation. 2008. Special Report 206. Website: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_206/SR206_Plate1.pdf. Accessed February 13, 2020.

comply with the City of Colton General Plan, impacts to suspect mineral resources of importance within the City would be less than significant.

7.2.10 - Noise

Would the project:

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

A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.

The project site is not located within the vicinity of a private airstrip. The nearest public airports to the project site are the Flabob Airport, a general aviation airport, located approximately 5 miles southwest of the project site, and the San Bernardino International Airport, located approximately 5.5 miles northeast of the project site. Because of the distance of the project site from the airport runways, the project site is located outside of the 65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) airport noise contours. While aircraft noise is occasionally audible on the project site from aircraft flyovers, aircraft noise associated with nearby airport activity would not expose people residing or working near the project site to excessive noise levels. Therefore, implementation of the proposed project would not expose persons residing or working in the project vicinity to noise levels from airport activity that would be in excess of normally acceptable standards for the proposed land use development, and no impact would occur.

7.2.11 - Population and Housing

Would the project:

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

The proposed project does not include the removal or construction of residential dwelling units and would not require the displacement of residents within the City. Therefore, the proposed project would not directly induce unplanned population growth by providing new residential units. Because the project site is industrial in nature, and the proposed project would redevelop the project site with light industrial structures consistent with the City of Colton General Plan and City zoning regulations, no unplanned growth would occur. The 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) projects a population of 67,800 for the City of Colton by 2035 and a

population of 69,100 by 2040.[32] The proposed project would not cause population growth to exceed the 2016 RTP/SCS projections.

The proposed project would require a temporary construction and permanent operational workforce, both of which could induce indirect population growth in the project area. The temporary workforce would be needed to construct the project. The number of construction workers needed during any given time would largely depend on the specific stage of construction. At operation, the proposed project is estimated to employ approximately 803 persons, based on the City of Colton VMT Guidelines and the San Bernardino County employment density ratio of 1,195 square feet per employee for warehouse uses .[33]

According to the San Bernardino County Labor Market Intelligence Report, the logistics and warehousing sectors in San Bernardino County nearly doubled between 2010 and 2017. According to the report, "the share of those who live in San Bernardino County but work in Warehousing outside of the County has dropped from 33 percent in 2012 to 24 percent in 2017."[34] Therefore, based on the available data, at least 71 percent of those employed by the proposed project would be expected to reside within the City of Colton or the vicinity. These data suggest that that the introduction of additional warehousing job opportunities would help to increase the number of local residents who also work in the local area, reducing the number who commute to jobs outside the region.[35]

According to US Census Bureau data from 2019, the current population in the City of Colton is approximately 54,824.[36] The 2016 RTP/SCS projects an employment growth of 28,100 by 2035 and 29,300 by 2040.[37] Current data (August 2020) from the California Employment Development Department (EDD) indicate the City currently has an unemployment rate of 11.3 percent, which equals approximately 2,800 people.[38] As such, the project's temporary and permanent employment requirements could be met by the region's existing labor force without substantial numbers of people needing to relocate into the project region. The employment growth induced by the proposed project would be consistent with the planned growth as estimated in the 2016 RTP/SCS employment projections, as well as in the City's General Plan. Because the proposed project would not displace substantial numbers of people or induce substantial unplanned population growth in the area or region, impacts would be less than significant.

[32] Southern California Association of Governments (SCAG). 2016. The 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. Website: http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf. Accessed June 16, 2020.

[33] City of Colton. 2020. TO#234 City of Colton VMT (Vehicle Miles Traveled) Guidelines for the City of Colton, CA. June 2, 2020. Website: https://www.ci.colton.ca.us/AgendaCenter/ViewFile/Item/2599?fileID=3138. Accessed: September 22, 2020.

[34] The UC Riverside Center for Economic Forecasting and Development. 2019. San Bernardino County Labor Market Intelligence Report. Website: https://wp.sbcounty.gov/workforce/wp-content/uploads/sites/5/2019/02/San-Bernardino-County-Labor-Market-Intelligence-Report.pdf. Accessed November 13, 2020.

[35] Ibid.

[36] United States Census Bureau. 2019. Quick Facts Colton, California. Website: https://www.census.gov/quickfacts/coltoncitycalifornia. Accessed December 22, 2020.

[37] Southern California Association of Governments (SCAG). 2016. The 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. Website: http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf. Accessed June 16, 2020.

[38] California Employment Development Department (EDD). 2020. Labor Market Information Division. September 18. Website: https://www.labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls. Accessed September 29, 2020.

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

As discussed above, the proposed project involves the demolition and construction of light industrial structures in an area zoned for light industrial development within the City of Colton. Because the project would be consistent with the City of Colton General Plan, and no existing residents or housing would be displaced by project construction or implementation, no impacts would occur.

7.2.12 - Public Services and Utilities

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

c) Schools?

The project would not directly induce unplanned population growth in the City. As such, the proposed project would not create the need for new construction or expansion of existing schools. Because the proposed project does not include the development of schools, residential units, or infrastructure that would be expected to increase the population of the city, no unplanned increases to the student population of the city would be expected to occur. Furthermore, the proposed project is located approximately 0.5 mile from the nearest schools and development of the proposed project would not be expected to impact typical day-to-day operations at these facilities. Additionally, the payment of school impact development fees ($0.66 per 1,000 square feet)[39] would be sufficient to reduce potential impacts. Therefore, because the proposed project would be developed in a light industrial area of the City of Colton, and does not increase the number of students, impacts would be less than significant.

d) Parks?

The project would not directly induce unplanned population growth in the City. As such, the proposed project would not create the need for new construction or expansion of existing parks. The proposed project does not include the development of parks or recreational areas. However, because the proposed project would be subject to development impact fees, the payment of such fees would be considered sufficient to reduce impacts associated with parks to a less than significant level. According to the City of Colton General Plan, Land Use Policy LU 12.2, the City aims to provide a park within 0.5 mile of every residential neighborhood in Colton. Furthermore, Policy LU-12.4 aims to provide 5 acres per every 1,000 residents of the City. Because the proposed project is not residential in nature and does not propose an increase in the number of residents within the City,

[39] Colton Joint Unified School District. 2020. Developer Fees. April 21. Website: https://www.colton.k12.ca.us/site/handlers/filedownload.ashx?moduleinstanceid=3362&dataid=17876&FileName=Developer%20Fees.pdf. Accessed November 13, 2020.

the payment of park development impact fees for industrial projects ($0.28 per 1,000 square feet)[40] would be sufficient to reduce potential impacts to a less than significant level.

e) Other public facilities?

Other public facilities such as libraries would be impacted by the proposed project if an unplanned increase in the City's population were to occur. Because the project would not directly induce unplanned population growth in the City, the proposed project would not create the need for new construction or expansion of other public facilities. The proposed project aims to raze existing light industrial structures and redevelop the property with light industrial buildings and parking areas. Because the proposed project does not include the development of residential units and would not be expected to increase the overall population of the city such that unplanned growth was to occur, impacts to other public facilities would be less than significant.

7.2.13 - Recreation

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

The proposed project would not directly induce unplanned population growth in the City, as it would redevelop an existing industrial property and would not add housing. As such, the project would not create the need for new construction or expansion of existing parks or other recreational facilities.

The City of Colton General Plan Land Use Element sets forth goals and policies regarding the preservation of open space and recreational areas within the City limits. Policy LU-12.4 of the Land Use Element states that the City's goal is to provide 5 acres of parkland per 1,000 residents. [41]

Although the City of Colton is deficient in its goal of providing 5 acres of parkland per 1,000 residents, there are nine community parks within 2 miles of the project site that are utilized by the surrounding residential neighborhoods. The project site is zoned for light industrial development and the proposed project would not cause an unplanned increase the City population. The development of parks would therefore not be required. For the above reasons and with payment of applicable Park Impact Fees, impacts to parks and recreation are considered less than significant. [42]

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

The proposed project does not include the expansion or construction of parks or community facilities. As discussed above, the proposed project would include the demolition and construction of structures within a light industrial area of the City of Colton. No park lands, recreational facilities, or community parks would be impacted by the proposed development, nor would the project directly

[40] City of Colton. 2020. City of Colton Impact Fee Summary. February. Website: https://www.ci.colton.ca.us/DocumentCenter/View/6760/Impact-Fee--Summary_2020. Accessed November 11, 2020.
[41] City of Colton. 2013. City of Colton General Plan, Land Use Element. Website: https://www.ci.colton.ca.us/DocumentCenter/View/1345. Accessed June 15, 2020.
[42] City of Colton. 2013. Impact Fee Summary. July. Website: https://www.ci.colton.ca.us/DocumentCenter/View/603. Accessed February 13, 2020.

induce unplanned population growth in the City, creating the need expansion of existing parks or the construction of new parks or other recreational facilities. As such, no impacts would occur.

7.2.14 - Wildfire

If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:

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

The project site does not contain steep terrain nor is it surrounded by unmanaged open space areas. The project site is relatively flat and located in a developed area of the City of Colton. Although the City's Local Hazard Mitigation Plan indicates that portions of the project site are within the moderate and high fire hazard zones, compliance with applicable State and local plans and regulations would decrease the risk of impacts related to fire hazards. As discussed in detail in Section 3.14, Wildfire, the proposed project would comply with fuel modification guidelines and building design requirements in accordance with the Colton Fire Department, as well as the fire safety standards identified in Title 15 of the Colton Municipal Code as per Policy S-3.5 of the City of Colton General Plan, and Section 701(a) of the California Building Standards Code. Additionally, the City of Colton Fire Department would review construction plans ensuring that wildfire risks to the property would be safely managed and controlled. According to correspondence with the Colton Fire Department, Station 213, located at 1100 South La Cadena would be the primary station serving the project site.[43] Station 213 reportedly has an average response time of 11 minutes and 9 seconds, while department-wide response times average 9 minutes and 39 seconds. Because the proposed project would be designed in a manner consistent with California Building Standard Codes and applicable provisions of the California Fire Code with regard to fire/emergency access and types of building materials, impacts related to fire risk would be less than significant.

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

The proposed project would not require the installation of firebreaks, because it is in an urban area surrounded by existing development with little natural vegetation. The proposed project would not require emergency water sources, because potable water is currently provided to the project site by the City of Colton, which has adequate water supplies available to serve the project and other cumulative development during normal, dry, and multiple dry years.[44] New electrical power and gas lines on and connecting to the project would be underground, and installed according to all applicable federal, State, and local regulations including the California Building Code and City Municipal Code. The proposed project site would also be required to comply with the Local Hazard Mitigation Plan, including Hazard Mitigation Action 8.1, which requires brush clearing and other fuel

[43] Bruno, Ray. Fire Marshal, Colton Fire Department. Personal communication: e-mail. March 5, 2020.

[44] Water Systems Consulting, Inc. 2016. 2015 San Bernardino Valley Regional Urban Water Management Plan. June. Website: https://www.ci.colton.ca.us/documentcenter/view/2941. Accessed February 13, 2020.

modification programs in areas with elevated wildfire risk, and Hazard Mitigation Action 8.3 , which states that the property must develop a fire inspection program .[45] Therefore, impacts related to infrastructure that exacerbates fire risk would be less than significant.

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

As discussed above, the project site does not contain steep terrain, and is not surrounded by open space such that fire could cause drainage changes or slope instability. Because the project site is identified within the City of Colton General Plan as an area outside of the fire hazard zones identified by the City, the proposed project would not likely be subject to exacerbated fire or flood risks. As discussed previously, although the City of Colton General Plan Safety Element and the Local Hazard Mitigation Plan indicate that portions of the project site are within the moderate and high fire hazard zones, compliance with applicable State and local plans and regulations would decrease the risk of impacts related to fire hazards. As previously discussed, these plans and regulations include the fuel modification guidelines and building design requirements in accordance with the Colton Fire Department, the fire safety standards identified in Title 15 of the Colton Municipal Code as per Policy S-3.5 of the City of Colton General Plan, and Section 701(a) of the California Building Standards Code. Section 3.10, Public Services, determined that, based on compliance with the Colton Fire Department Conditions of Approval; the City of Colton Municipal Code including Chapter 12.32 and Chapter 15.16; Colton General Plan Policies S-3.5, S.3.6, and S-3.9; and correspondence with public service providers (Appendix I), the proposed project would be adequately served by police, fire, and emergency response services, and would not create an unplanned increase in population that could lead to overwhelming calls for emergency services.[46] Furthermore, according to the FEMA FIRM, the project site is located outside of the 100 and 500-year flood hazard zones and would not be subject to flooding. Therefore, impacts are considered less than significant.

[45] City of Colton. 2018. Local Hazard Mitigation Plan. September. Public Review Draft. Website: https://www.ci.colton.ca.us/DocumentCenter/View/3948. Accessed March 10, 2020.
[46] Bruno, Ray. Fire Marshal, Colton Fire Department. Personal communication: e-mail. March 5, 2020.

SECTION 8: PERSONS AND ORGANIZATIONS CONSULTED/LIST OF PREPARERS

8.1 - Lead Agency

8.1.1 - City of Colton

Planning Division

Development Services Manager ..... Mark Tomich
Contract Planner ..... Nancy Ferguson

Fire Department

Fire Marshal ..... Ray Bruno

Police Department

Chief of Police ..... Mark Owens

Electric Utility Department

Electrical Engineer Consultant ..... Ariel Dunning
Utility Director ..... David X. Kolk

Sustainability Department

Environmental Conservation Supervisor ..... Jessica Sutorus

Colton Public Utilities

Utility Engineer ..... Jess Sotto

8.1.2 - Public Agencies

State Agencies

California Department of Fish and Wildlife

Environmental Program Manager ..... Scott Wilson

8.1.3 - Private Parties and Organizations

EBS Realty Partners, LLC

Principal ..... Patrick Remolacio
Principal ..... Quinn Johnson

HPA Architecture

Architect ..... Inkon Kim, PhD, LEED AP
Architect ..... Garry Villanueva

Thienes Engineering, Inc.

Director of Engineering..... Reinhard Stenzel, PE
Design Engineer..... Luis Prado
Project Manager..... Brian Weil
Project Engineer..... Ricky Hwa

CR&R Environmental Services

Customer Service Representative..... Shelley
Sustainability Specialist..... Belen Cordero

Hazard Management Consulting, Inc.

Principal..... Mark S. Cousineau

NorCal Engineering

Project Engineer..... Keith D. Tucker, PE
Project Manager..... Scott D. Spensiero

Engineering Resources of Southern California, Inc.

Representative..... Stephen Wilson

8.2 - List of Preparers

8.2.1 - Lead Agency

City of Colton

Development Services Manager..... Mark Tomich
Contract Planner..... Nancy Ferguson

8.2.2 - Lead Consultant

FirstCarbon Solutions

Project Director..... Kerri Tuttle, MS
Project Manager..... Cecilia So
Assistant Project Manager..... Tsui Li
Environmental Services Analyst..... Kevin Bolland
Environmental Services Analyst..... Spencer Pignotti
Environmental Services Analyst..... Stephanie Shepard
Environmental Services Analyst..... Eric Soycher
Archaeologist..... Stefanie Griffin
Archaeology Field Technician..... Natalie Adame
Air Quality Scientist..... Kimber Johnson
Noise Scientist..... Phil Ault
Staff Biologist..... Alec Villanueva

Senior Editor ..... Susie Harris
Word Processor ..... Melissa Ramirez
GIS/Graphics ..... Karlee McCracken
Reprographics ..... Octavio Perez

8.2.3 - Technical Subconsultants

Leighton Consulting, Inc.

Project Engineer ..... Luis Perez-Milicua, PE
Principal Engineer ..... Jason D. Hertzberg, PE
Project Geologist ..... Steven G. Okubo, RG

Urban Crossroads

President ..... Aric Evatt
Associate Principal ..... Charlene So
Transportation Engineer ..... Connor Paquin
Transportation Engineer ..... Robert Vu

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