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DRAFT
Ashley Way Logistics Center Project
Initial Study/Mitigated Negative Declaration
City of Colton, San Bernardino County, California

Prepared for:
City of Colton
Development Services
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Report Date: March 22, 2019

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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
ADT	average daily trip
AF	Acre-feet
AMR	American Medical Response
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BAU	business as usual
BMP	Best Management Practice
C-2	General Commercial
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CalRecycle	California Recycle
CAP	Climate Action Plan
CBC	California Building Code
CED	Colton Electric Department
CEQA	California Environmental Quality Act
CH_4	methane
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
$C0_2$	carbon dioxide)
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CWRF	Colton Wastewater Reclamation Facility
DPM	diesel particulate matter
EIR	Environmental Impact Report
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment
FAR	floor area ratio
FEMA	Federal Emergency Management Agency

FGC	California Fish and Game Code
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gas
GPA	General Plan Amendment
HAZNET	Hazardous Waste Information System
HCM 6	Highway Capacity Manual 6th Edition
HCP	Habitat Conservation Plan
HHDT	Heavy-Heavy-Duty truck
HRA	health risk assessment
IS/MND	Initial Study/Mitigated Negative Declaration
ISO	Insurance Services Office
L_{dn}	day/night average sound level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent sound level
LHDT	Light-Heavy-Duty truck
LID	low impact development
L_{max}	maximum noise/sound level
LOS	Level of Service
LST	localized significance thresholds
MBTA	Migratory Bird Treaty Act
MEIR	maximally individual resident
mgd	million gallons per day
MHDT	Medium-Heavy-Duty truck
MICR	maximum individual cancer risk
MIR	Maximum Impacted Sensitive Receptor
MLD	most likely descendant
MM	Mitigation Measure
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHM	Natural History Museum of Los Angeles
NO_X	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
OEHHA	California Office of Environmental Health Hazard Assessment
PI CRA	Phase I Cultural Resources Assessment
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
PPV	peak particle velocity
RHNA	Regional Housing Needs Allocation
RIX	Rapid Infiltration-Extraction
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Associated Governments
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SO_2	Sulfur dioxide
SO_X	Sulfur oxides
SoCAB	South Coast Air Basin
SOI	Sphere of Influence
SP	service population
SRA	Source Area Receptor
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminants
TCR	tribal cultural resource
TIA	Traffic Impact Analysis Report
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VOC	volatile organic compound
WQMP	Water Quality Management Plan

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SECTION 1: INTRODUCTION

1.1 - Purpose

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to identify any potential environmental impacts from implementation of the Ashley Way Logistics Center (proposed project) in the City of Colton, California. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City of Colton is the Lead Agency in the preparation of this IS/MND and any additional environmental documentation required for the proposed project. The City has discretionary authority over the proposed project. The intended use of this document is to determine the level of environmental analysis required to adequately prepare the proposed project IS/MND and to provide the basis for input from public agencies, organizations, and interested members of the public.

The remainder of this section provides a brief description of the proposed project location and the characteristics of the proposed project. Section 2 includes an environmental checklist, giving an overview of the potential impacts that may result from proposed project implementation. Section 3 elaborates on the information contained in the environmental checklist, along with justification for the responses provided in the environmental checklist.

1.2 - Project Location

The project site is located in the City of Colton, San Bernardino County, California (Exhibit 1, Regional Location Map). The City of Colton is located in the extensively developed West Valley region of the southwestern portion of San Bernardino County. It is surrounded by the cities of Rialto, Grand Terrace, Loma Linda, San Bernardino, and Riverside. The 11.19-acre site is located on a corner lot south of Ashley Way and adjacent to Interstate 215 (I-215) (Exhibit 2, Local Vicinity Map, Aerial Base).

Regional access to the site is provided via I-215 (also known as the Barstow Freeway) via the Mount Vernon Avenue exit, which is located approximately 0.54 mile southwest of the project site and approximately 0.72 mile south of Interstate 10 (I-10).

1.3 - Environmental Setting

The project site is vacant and undeveloped (Assessor's Parcel Numbers (APN): 027-614-449, APN 027-614-448, APN 027-614-453, APN 027-614-452) and consists of four parcels that make up a half-circle shaped lot totaling approximately 11.19 acres or 487,636 square feet (Exhibit 3, Existing Site Layout). The project area is relatively flat and slopes gently to the northwest; it is located within a highly urbanized and industrial area of the City of Colton. According to historical aerial photographic research, the project site has been a vacant lot since 2002. The site was used for agricultural purposes from the late 1930s to 1994 (Historical Aerials 2018). The project site contains ruderal vegetation, ornamental tree species, and non-native grasses.

Most of the property drains near the west boundary from north-east to south-west, flows travel to a low spot with no outlet; however, a small area along the south and southeast side drains towards a 36-inch riser pipe with 30-inch outlet pipe that is connected directly to the Reche Canyon Channel.

Surrounding land uses include industrial businesses and logistical warehouses to the north; public/institutional facilities (Kaiser Permanente Offices, Summit College; and Seventh Day Sabbath Church) to the northeast; single-family and multi-family residential uses to the east and south as well as multi-family apartments; and an RV dealership southwest of the project site.

Adjoining properties include the Ashley Furniture HomeStore and Stoneledge Furniture warehouse to the north; I-215 to the east; an equipment rental agency (King Equipment) to the northeast; the Reche Canyon Channel to the south; and a mix of various one- to two-story business complexes to the west.

1.4 - Project Description

The Applicant is seeking a General Plan Amendment (GPA) and to amend the General Plan land use designation from Commercial to M-1 Light Industrial to allow the construction of a logistical center/warehouse distribution facility and associated infrastructure in the existing General Commercial (C-2) zone.

The Applicant proposes to construct a 220,185-square foot logistical center (also known as a distribution warehouse facility) on an 11.19-acre site that would include a 10,000-square foot office; and two warehouse structures; 156 parking stalls (including an employee lot with six Americans with Disabilities Act (ADA)-accessible spaces and a truck yard lot); and associated landscaping totaling 9,358 square feet (Exhibit 4, Proposed Site Plan). The logistical center/warehouse distribution facility includes features to accommodate 28 semi-trucks to dock at high door positions, 33-trailer parking positions, and a mezzanine. The main front entrance faces north toward Ashley Way, and all truck docking activity would occur on the south side of the building. The building would be 40-feet in height.

Although the building is intended for use as a logistical center/warehouse distribution facility, the end user has not been identified at this time; therefore, specific details about the future operation of the warehouse facility are not currently available. Additionally, because the end user is not known at this time, the Applicant has requested approval for future tenants to operate 24 hours per day/7 days per week depending on business/operational needs and accordingly, the environmental evaluation will assume this level of activity is part of the proposed project.

1.5 - Required Discretionary Approvals

The City of Colton requires the following approvals:

- Zone Change
- General Plan Amendment
- Tentative Parcel Map (to combine 4 parcels into one)
- Architectural/Site Plan Review
- Preliminary Water Management Quality Plan

- Preliminary Landscape/Hardscape Plan
- Preliminary Grading/Drainage/Topography Plan
- Lighting Plan

Other public agency approvals include:

- South Coast Air Quality Management District (SCAQMD)—Dust Control Plan
- Regional Water Quality Control Board (RWQCB), Santa Ana Region—National Pollutant Discharge Elimination System (NPDES) Construction General Permit
- RWQCB, Santa Ana Region—Waste Discharge Requirement
- Santa Ana RWQCB—Water Quality Management Plan (WQMP); and
- Santa Ana RWQCB—Storm Water Pollution Prevention Plan (SWPPP).

1.6 - Intended Uses of this Document

This IS/MND has been prepared to determine the appropriate scope and level of detail required in completing the environmental analysis for the proposed project. This document will also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Draft IS/MND will be circulated for a minimum of 30 days, during which period comments concerning the analysis contained in the IS/MND should be sent to:

City of Colton
Development Services Department
659 North La Cadena Drive
Colton, CA 92324
Phone: 909.370.5099
Email: sgonzales@coltonca.gov

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Source: Census 2000 Data, The CaSIL

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Exhibit 1
Regional Location Map

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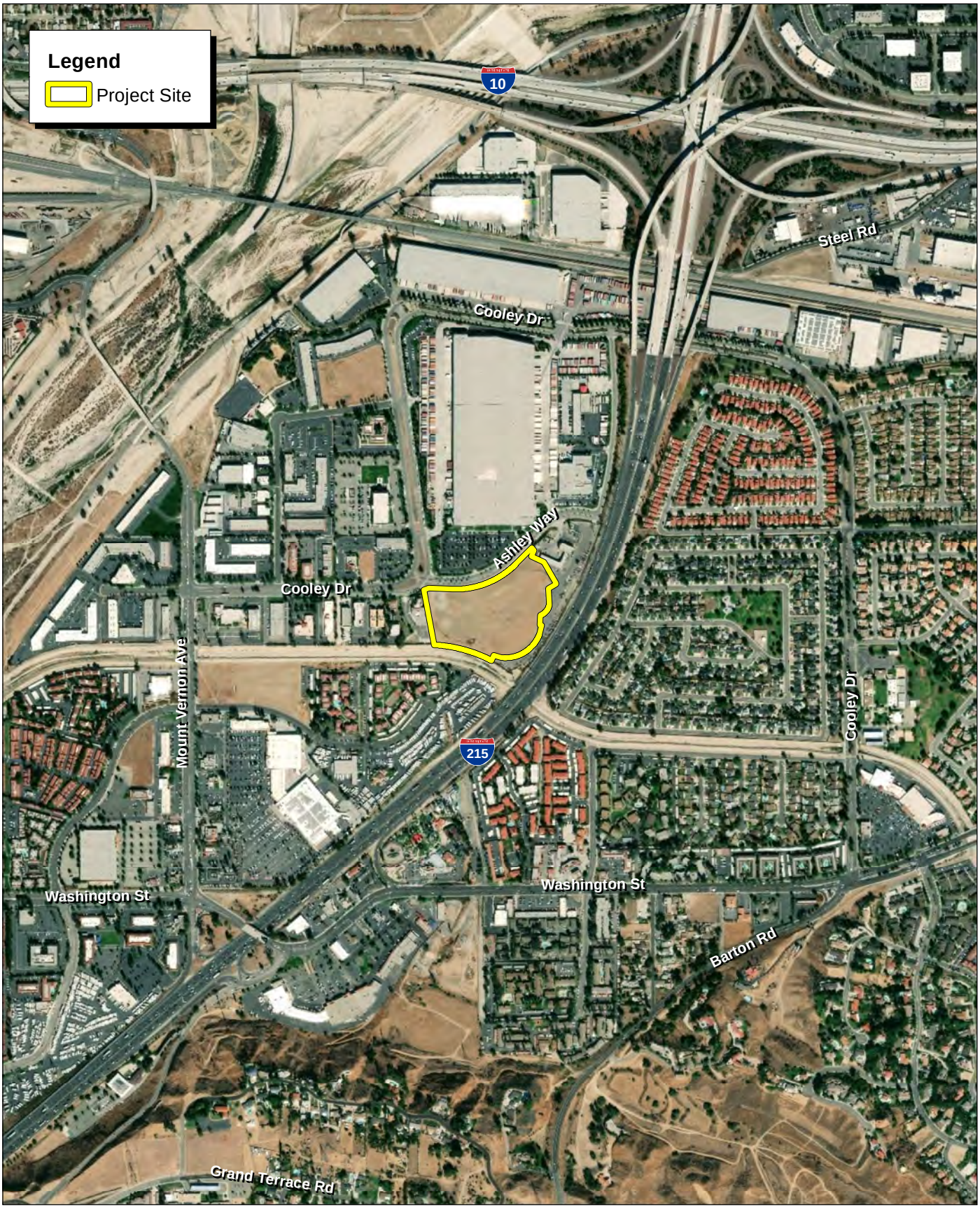

Source: ESRI Aerial Imagery.

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1,000 500 0 1,000
Feet

Exhibit 2
Local Vicinity Map
Aerial Base

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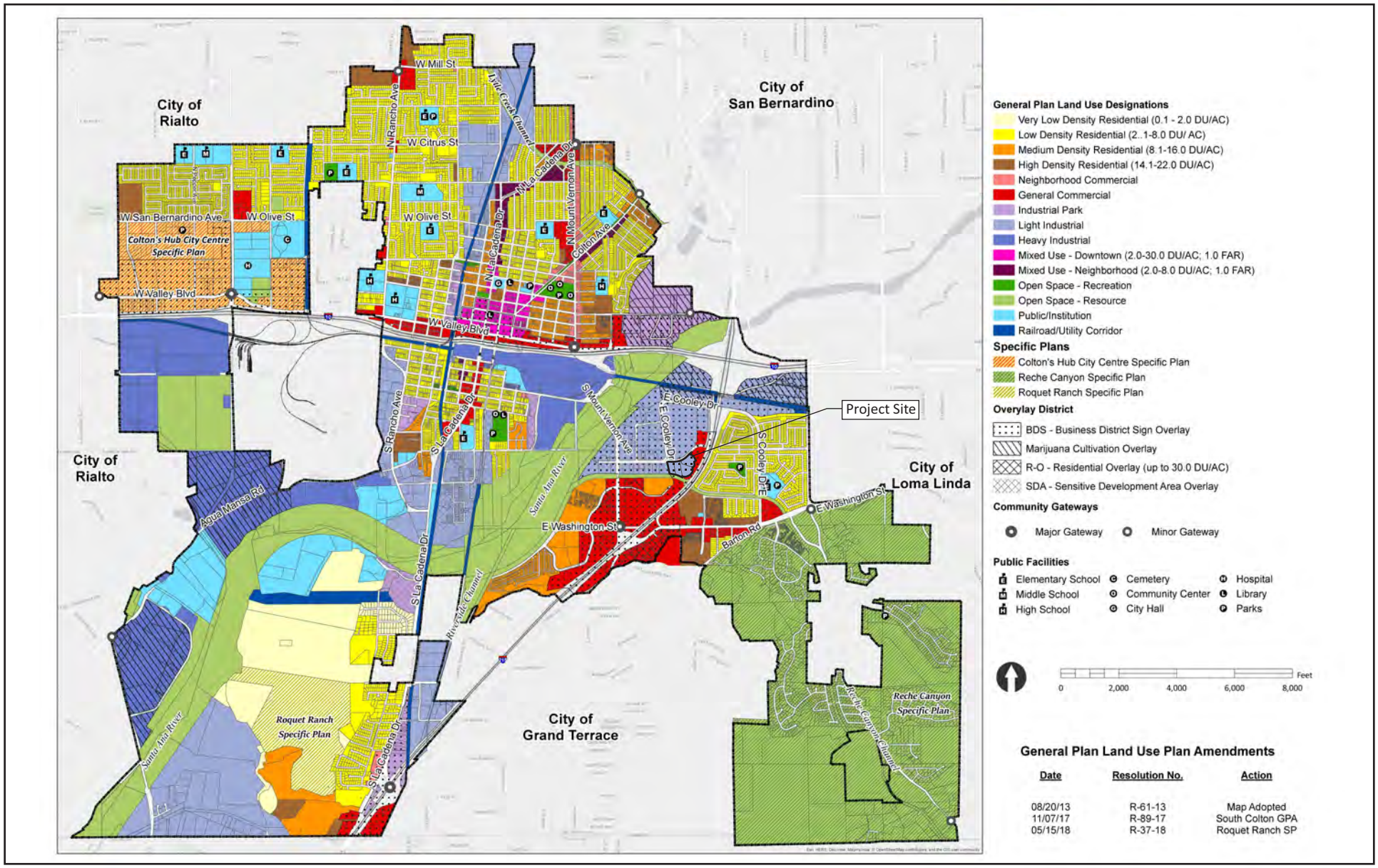

Source: City of Colton General Plan Land Use Plan.

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Exhibit 3
Planned Land Use

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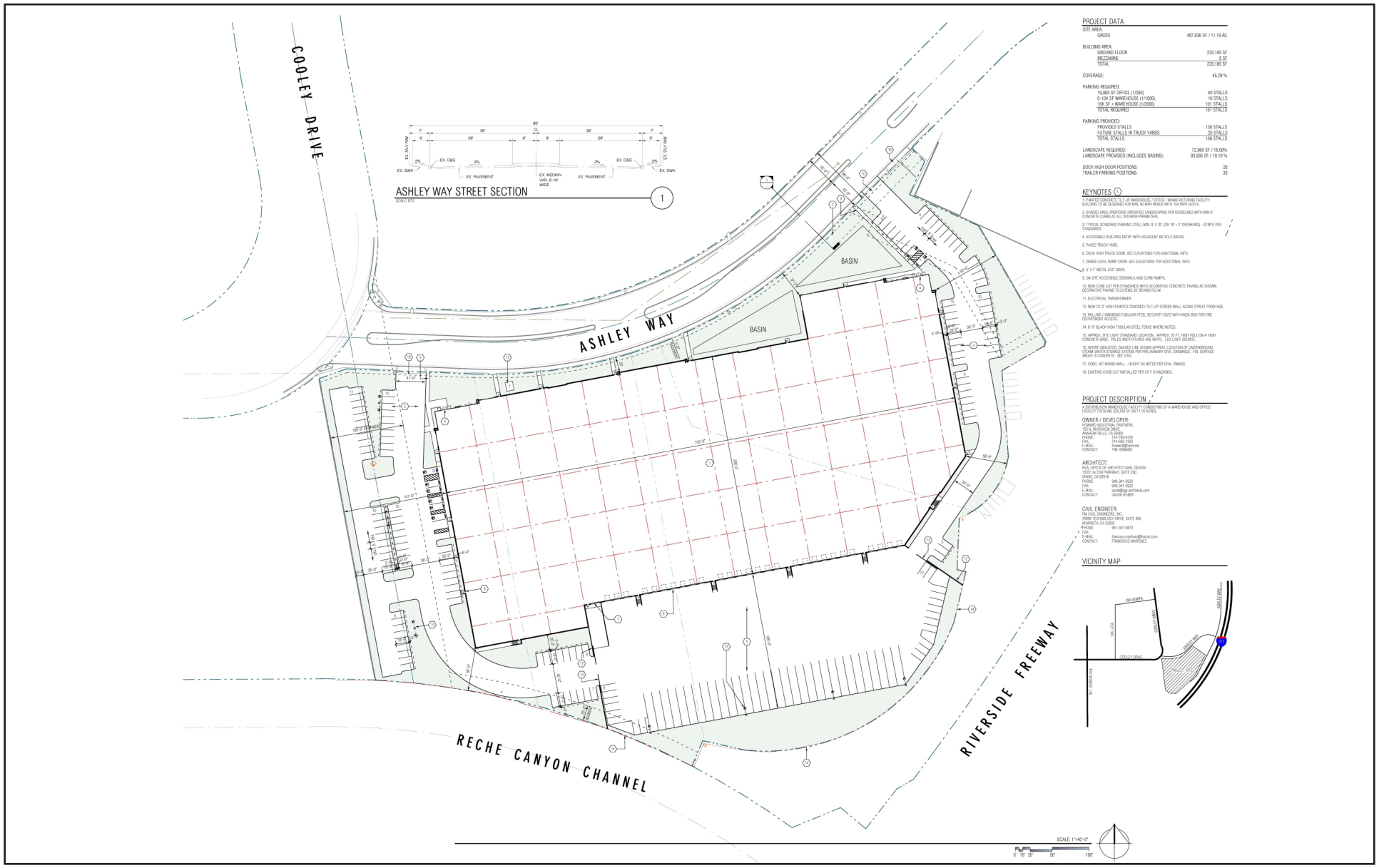

Source: RGA, August 2018.

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Exhibit 4
Proposed Site Plan

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SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected

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

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

Environmental Determination

On the basis of this initial evaluation:

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

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

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

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

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

Date: 3-21-19 Signed: Steve Noyle

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Aesthetics *Except as provided in Public Resources Code Section 21099, would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
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?	☐	☐	☒	☐

Sources: City of Colton General Plan Update EIR (2013); California Department of Transportation (Caltrans) Scenic Highway Mapping System (2011).

Environmental Evaluation

Would the project:

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

No impact. 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). The natural mountainous setting of the Colton area is critical to its overall visual character and provides scenic vistas for the community. Topography and a lack of dense vegetation or urban development offer scenic views throughout the City, including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland, and open space. Many of these scenic resources are outside the City limits and beyond the proposed project boundary.

The City of Colton General Plan Environmental Impact Report (EIR) (2013) identifies the mountains surrounding the City of Colton as scenic vistas, including the San Bernardino Mountains to the east and the San Gabriel Mountains to the north and northwest. This scenic backdrop is shared amongst all of the surrounding cities and communities that border and are nearby the City of Colton. Scenic vistas provide views of these features from public spaces. The project site is itself not considered to be a scenic vista or a public viewshed for a scenic vista. Due to the project site's relatively flat

topography and intervening existing development, development of the proposed project would not impact views from this viewshed. Furthermore, the project site does not contain scenic resources, like rock outcroppings, trees, or prominent ridgelines, nor would it obstruct views of any such features.

The peak of Mount San Gorgonio can be seen to the east on clear days from the project site; similarly, the La Loma Hills adjacent to the Colton Sanitary Landfill, approximately 2.87 miles southeast of the project site, can also be seen on clear days. Additionally, the Blue Mountains can be seen from the south end of the project site approximately 2.23 miles to the south. The project site is located approximately 0.51 mile northwest of the Santa Ana River, but existing industrial land uses in the surrounding area obstruct views of the river from the project site. The proposed project would not obstruct views of these resources from adjacent residential uses.

These scenic resources are partially visible from the northwest corner of project site; the views of the San Bernardino Mountains from other areas of the project site are obstructed on the north due to the height of the Ashley Homestore warehouse; and existing two-story business complexes obstruct views on the west and northeast sides of the project site. Scenic views of the mountains south and east of the project site would be preserved due to the position of the corner parcel and the proposed building heights for the project would be consistent with the existing surrounding buildings (Exhibit 5, Proposed Site Plan Elevation). The proposed project would not change views of the mountains for the properties surrounding the site.

Therefore, no impacts to scenic vistas would occur. Additionally, the proposed project is not located near or within a scenic hillside, the parcel is relatively flat and surrounded by urban and industrial uses; as such, no vistas would be altered and there would be no impacts.

As discussed in the City of Colton General Plan Draft EIR, implementation of General Plan policies to preserve undisturbed hillsides and other natural landforms would ensure that impacts to scenic resources from development in areas designated in the General Plan for development, such as the project site, would be minimized. In addition, the proposed project would be subject to City Design Guidelines and Zoning Codes, which regulate the height and bulk of the building. No impact would occur.

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

No impact. There are no officially designated scenic highways in or near the City of Colton. The freeways within the vicinity of the project site are I-215 and I-10; neither of these freeways are classified as scenic highways by the California Department of Transportation (Caltrans 2011). The General Plan EIR, Aesthetics section does not identify any State scenic highway within the City as none are currently eligible for Scenic Highway status (City of Colton 2013).

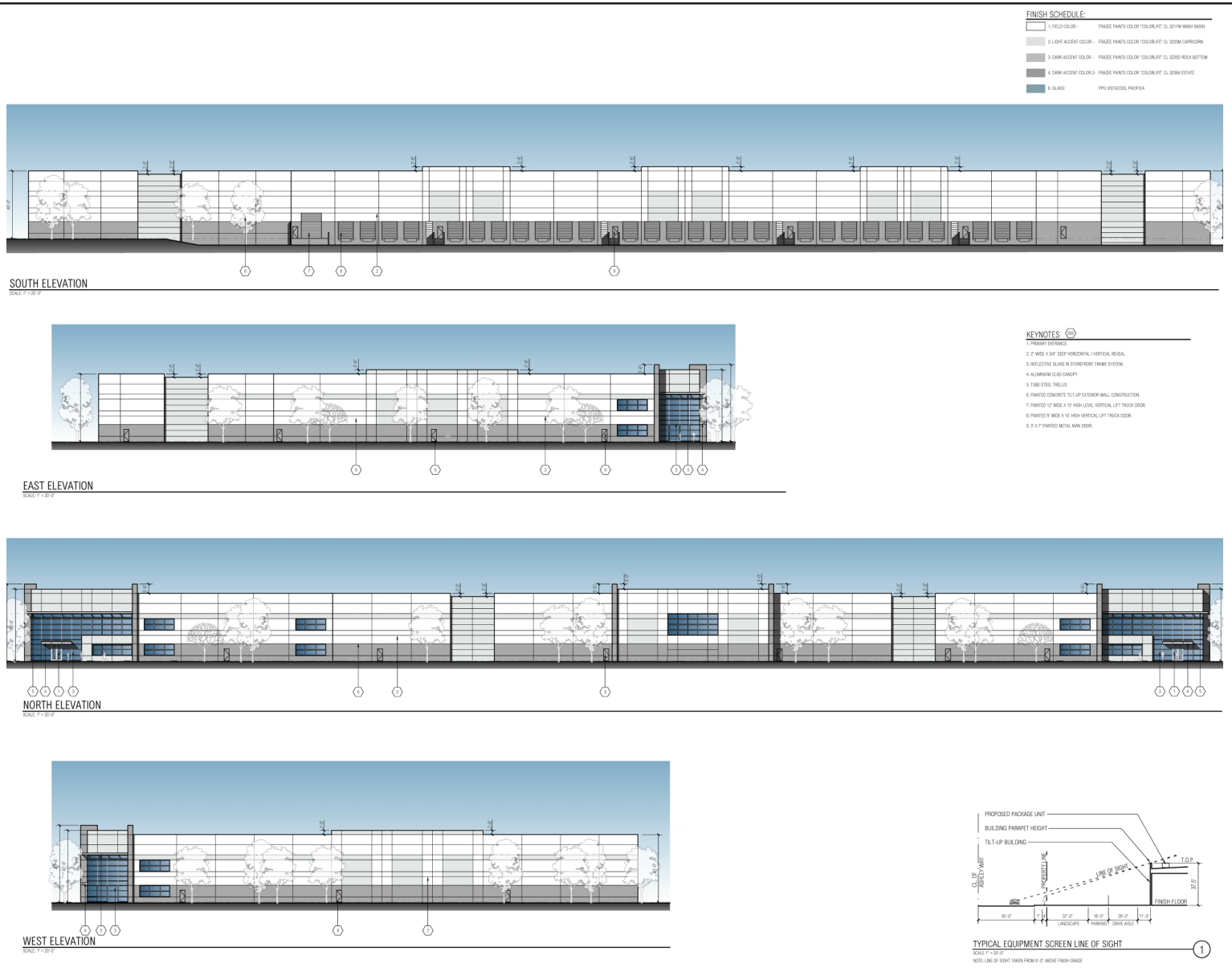
Additionally, the project site is infill within a commercial/industrial area surrounded on two sides by existing commercial/industrial development. This site is not considered to be within a portion of a scenic vista and contains no scenic resources, such as rock outcroppings, significant trees, or

historical buildings. These conditions preclude the potential for substantial damage to scenic resources within view of a state scenic highway. No impact would occur.

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

Less than significant impact. The project proposes to construct a logistical center/warehouse distribution facility with 220,185 square feet of warehouse space, including 10,000-square feet office space, 93,585 square feet of landscaping, and associated parking on the currently vacant site in an otherwise urbanized area. The construction phase of the proposed project would introduce the use of machinery, such as excavators and bulldozers. Construction staging areas, including earth stockpiling, storage of equipment and supplies, and related activities would contribute to a disturbed site, which could be perceived by some viewers as a potential visual impact. However, the project site is infill within a commercial/industrial area surrounded by existing commercial/industrial development that is composed of warehouse buildings, a construction equipment yard, and a mix of businesses to the north, northeast and west, respectively. Since construction activities would introduce machinery consistent with the existing commercial/industrial character of the area, they would not create a significant permanent impact to the visual character of the surrounding area.

Development of the proposed project could result in a significant impact if it would conflict with the applicable zoning or other regulations governing the scenic quality of the site. The proposed project requests a GPA and a zone change from Commercial to Industrial to allow the construction of a new 220,185-square foot logistical center/warehouse distribution facility within the C-2 Zone. Thus, the proposed project does not conform to the current General Plan land use designation, as warehouse facilities are not permitted within the C-2 Zone. However, as part of the entitlement process, the project proposes a GPA and zone change from commercial to industrial. With approval of the GPA and zone change, the proposed project would not conflict with regulations related to the site. The proposed project would develop a logistical center/warehouse distribution facility consistent with the urban character of the site and consistent with the site's existing surroundings. Review by City staff would ensure consistency with City of Colton Design Guidelines and Zoning Code. According to height requirements and exceptions included in the City of Colton Municipal Code, the building would be consistent with City design and building height requirements and limitations. Due to the building's proposed location on the project site, and its 40-foot height, it is not anticipated that the proposed structure would create shade impacts for adjacent properties. The proposed project would change the visual character of the project site by adding structures and landscaping; however, the development would blend with the characteristics of the existing warehouse uses. With incorporation of the specified design features, the proposed project would have less than significant impacts on the visual character of the site and its surroundings. Therefore, impacts would be less than significant.



Source: RGA, August 2018.

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Exhibit 5
Proposed Site Plan Elevation

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

Less than significant impact. Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Sources of light and glare in the City of Colton include building lights (interior and exterior), security lights, sign illumination, and parking-area lighting. Other sources of nighttime light and glare include streetlights and vehicular traffic along roadways. The City of Colton's night skies benefit from being surrounded by uses that emit little or no light: open space lands, vacant land, farmland, and rural residential development. In addition, land uses that generate significant amounts of light pollution, such as shopping centers, are limited and concentrated in limited areas in the City.

Additionally, the Ashley Furniture HomeStore, located directly north of the project site, contributes a substantial amount of night lighting to the area. Glare occurs during the day from light reflecting off metal or glass surfaces and affecting drivers on nearby roads, or at night from visual "hot spots," when lighting fixtures are not properly shielded. Since the project site itself presently does not contain any sources of light, the development of the logistical center/warehouse distribution facility would create new sources of light and glare. At night, the proposed project's interior and exterior building lights and landscape lighting would be visible to motorists along Ashley Way, the I-215, and, to a lesser extent, from the apartment community 310 feet south of the project site in addition to the two structures located 900 feet west and northeast of the project site.

These light sources would not have a significant impact on the night sky, as they would not exceed existing background light levels already present within the generally urbanized area. Furthermore, the two worst-case residential receptors located 300 feet southwest of the project site, respectively, are located adjacent to the Ashley Furniture HomeStore and therefore would not be substantially affected by light and/or glare generated by the proposed project due to the existing background light levels already present.

Sources of glare as a result of proposed project implementation would include reflective building materials and vehicles parked within the property under the proposed site plan. The amount of glare would depend on the location of the reflective surfaces and the direction of the sun. Any glare produced by the reflective surfaces would be temporary, as the location of the sun would be changing throughout the day.

Under the proposed site plan, the proposed project would include exterior and parking lot lighting at entrances, exits, pathways, and loading areas that would incrementally increase ambient nighttime illumination in the area. The proposed logistical center/warehouse distribution facility on-site would be constructed primarily of tilt-up concrete panels with a color scheme similar to surrounding facilities. To reduce impacts from light or glare to less than significant levels, the proposed project shall comply with the City's Zoning Code, which regulates glare and outdoor lighting in the Performance Standards section (Chapter 18.42); this section regulates direct or reflected glare from

light sources originating on a property that are prohibited from being visible from the property line. The proposed project would be required to undergo planning division staff review and approval to ensure lighting elements are proposed and implemented to be substantially screened from sensitive receptors, oriented to avoid spillage, and constructed in accordance with Title 18—Zoning of the City's Municipal Code prior to permit issuance. Therefore, the proposed project would have a less than significant impact on day or nighttime views due to lighting or glare. No mitigation is required.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Sources: California Department of Conservation (2018) and San Bernardino County Important Farmland (2016), Sheet 1 of 3, map published in 2017.

Environmental Evaluation

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) regarding the State's inventory of forest land,

including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in forest protocols adopted by the California Air Resources Board.

Would the project:

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 impact. The California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) compiles important farmland maps pursuant to the provisions of Section 65570 of the California Government Code. According to historical aerial photographic research, the project site has been a vacant lot since 2002. Prior land use of the site was for agricultural purposes from the late 1930s to 1994 (Historical Aerials 2018). The project site currently contains ruderal vegetation, some limited native vegetation, and non-native grasses. While the project site has been used for agricultural purposes in the past, the project site is designated as "Urban-Built Up Land" by the FMMP. Additionally, the project site is surrounded by "Urban-Built Up Land" or "Other Land." Therefore, no Prime, Unique, or Statewide Importance Farmland is located on the project site or within the project limits. As such, no impact would occur to farmland as a result of the development of the proposed project.

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

No impact. The California Land Conservation Act of 1965, commonly known as the Williamson Act, enables local governments to enter into contract with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses. In return, landowners are given a lower property tax assessment. The project site is located in "Non-Enrolled Land" and is not part of a Williamson Act contract. Additionally, according to the City of Colton's Zoning Map, the project site is currently zoned C-2. Since the project site is not part of a Williamson Act contract and is not zoned for agricultural uses, no impact associated with this issue will occur under the proposed site plan. No mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No impact. The project site is currently vacant. The site does not contain any forest or timberland production land, nor is it zoned for such uses based on the City of Colton Zoning Map. The project site is currently zoned C-2. Therefore, the proposed project would have no impact on forest land, timberland, or timberland zoned Timberland Production.

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

No impact. As mentioned in Impact 2(c), the project site is currently vacant and does not contain any forest or timberland production land, nor is it zoned for such uses. Therefore, the proposed project

would have no impact on forest land, timberland, or timberland-zoned Timberland Production. The project site does not have trees and contains only one vegetation type: disturbed. The project site is designated as "Urban-Built Up Land" by the California Department of Conservation Farmland Mapping and Monitoring Program. This condition precludes the conversion of forestland to non-forest use. No impact 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?

No impact. The project site is currently vacant. The site does not contain any forest or timberland production land, nor is it zoned for such uses. Neither the project site nor adjacent properties are identified as, being used for, or zoned for, Farmland or forest land. The proposed project consists of a logistical center/warehouse distribution facility with 220,185 square feet of warehouse space, including 10,000 square feet of office space, 93,585 square feet of landscaping, and associated parking. The project site and the parcels immediately adjacent to the project site to the west and a portion of the project site are mapped as "Urban and Built-Up Land" by the California Department of Conservation FMMP. The site is zoned C-2, which is a non-agricultural zoning designation. This condition precludes the possibility of creating changes in the existing environment that would result in the conversion of important farmland or forest land to non-agricultural or non-forest use. Therefore, no impact from conversion of agricultural lands or forest lands would occur.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Air Quality *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
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?	☐	☒	☐	☐
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?	☐	☐	☒	☐

Source: Appendix A.

Environmental Setting

The analysis in this section is based, in part, on the Air Quality and Greenhouse Analysis report prepared by FirstCarbon Solutions (FCS) dated March 2019. The report is provided in its entirety in Appendix A of this IS/MND.

Air pollutants relevant to the CEQA checklist questions for Air Quality are briefly described below.

- Ozone is a gas that is formed when reactive organic gases (ROG) and nitrogen oxides (NO_X)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are conducive to its formation. Heath effects can include, but not be limited to irritated respiratory system, reduced lung function, and aggravated chronic lung diseases.
- ROG, or volatile organic compounds (VOCs), are defined as any compound of carbon—excluding carbon monoxide (CO), carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROG and VOCs, the two terms are often used interchangeably.
- Nitrogen dioxide (NO_2) forms quickly from NO_X emissions. Health effects from NO_2 can include the following: 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; contribution to atmospheric discoloration; increased visits to hospital for respiratory illnesses.

- CO is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the Bay Area, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Potential health effects from CO depends on exposure and can include 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) 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 SO_2 and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because SO_2 is a precursor to sulfate and PM_{10}.
- Respirable Particulate Matter (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$) consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. Health effects from short-term exposure (hours/days) can include the following: irrigation 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. Health effects from long-term exposure can include the following: reduced lung function; chronic bronchitis; changes in lung morphology; or death.
- Toxic Air Contaminants (TACs) refer to a diverse group of air pollutants that can affect human health, but have not had ambient air quality standards established for them. Diesel particulate matter (DPM) is a toxic air contaminant that is emitted from construction equipment and diesel fueled vehicles and trucks. 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.

The project site is located in the South Coast Air Basin (SoCAB) within the jurisdiction of the SCAQMD. The SCAQMD has developed regional and localized significance thresholds to evaluate construction and operational emissions within its jurisdiction.

Regional Thresholds

While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, the SCAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions (Table 1). If the Lead Agency finds that the project has the potential to exceed these air pollution thresholds, the project should be considered to have significant air quality impacts.

Table 1: SCAQMD Regional Thresholds of Significance

Pollutant	Construction	Operations
Regional Thresholds		
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

Notes:
NO_X = nitrogen oxides
VOC = volatile organic compounds
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
SO_X = sulfur oxides
CO = carbon monoxide
Source of regional thresholds: SCAQMD 2015.

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. The SCAQMD has developed localized significance thresholds (LSTs) to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs represent the maximum mass emissions from a project site that would not result in pollutant concentrations that exceed National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). LSTs are based on the ambient concentrations of that pollutant within the Source Area Receptor (SRA) where a project is located, the distance to the nearest sensitive receptor, and the 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. The LST Methodology assists lead agencies in analyzing localized air quality impacts, particularly CO, NO_X, PM_{10}, and $PM_{2.5}$. The SCAQMD also provided screening look up tables for projects that disturb less than or equal to 5 acres in size. The appropriate LSTs can be determined based on the project's SRA, size, and distance to nearest sensitive receptor.

The appropriate SRA for the localized significance thresholds is Central San Bernardino Valley (SRA 34), since this area includes the project site. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb less than or equal to 5 acres in size. The project site is approximately 11.9 acres; therefore, LSTs were obtained for a 5-acre site.

The nearest off-site sensitive receptor is a youth services facility located approximately 68 meters (225 feet) west of the project boundary. LSTs were obtained for sensitive receptors located 50 meters from the source area. Table 2 below shows the LSTs for NO_2, CO, PM_{10}, and $PM_{2.5}$ for both construction and operational activities.

Table 2: SCAQMD Local Air Quality Thresholds of Significance

Activity	Allowable Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction	302	2,396	44	10
Operation	302	2,396	11	3

Notes:
Source: SCAQMD Mass Rate Look-Up Tables for a 5-acre site in SRA 34 (Central San Bernardino Valley) for sensitive receptors located 50 meters (164 feet) from the project site.

Carbon Monoxide Hotspot Thresholds

The largest contributor of CO emissions during long-term operations of a residential development project is typically from motor vehicles. 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. The SCAQMD does not currently have a screening threshold to evaluate CO hotspots. However, other air districts have developed conservative screening thresholds to determine if a project would generate traffic volumes at affected intersection that could result in a CO hotspot. This analysis uses the Bay Area Air Quality Management District's (BAAQMD) CO hot spot screening methodology as a basis for the applicable threshold.

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 44,000 vehicles per hour.

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 defined several health risk significance thresholds that it recommends Lead Agencies use in assessing a project's health risk impacts. The City of Colton has not adopted its own set of thresholds. Therefore, 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 (SCAQMD 2015):

- 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 a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (SCAQMD 2003). In this report, the SCAQMD clearly states (page D-3):

> . . . 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 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.

Environmental Evaluation

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

Would the project:

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

Less than significant impact with mitigation incorporated. The *SCAQMD CEQA Air Quality Handbook* states that there are two key indicators to evaluate whether or not a project conflicts with, or obstructs the implementation of the applicable air quality plan, which would be the 2016 Air Quality Management Plan (AQMP) adopted by the SCAQMD on March 3, 2017. These indicators are: (1)

whether 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; and, (2) whether a project is inconsistent with the growth assumptions incorporated into the air quality plan, and thus, whether it would interfere with the region's ability to comply with federal and California air quality standards.

Considering the recommended indicators in the CEQA Handbook, this analysis uses the following criteria to address this potential impact:

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

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.

If a project's emissions exceed the SCAQMD regional thresholds for NO_X, VOC, PM_{10}, or $PM_{2.5}$, it follows that the emissions could cumulatively contribute to an exceedance of a pollutant for which the basin is in nonattainment (ozone, PM_{10}, $PM_{2.5}$). An exceedance of a nonattainment pollutant at a monitoring station would not be consistent with the goals of the AQMP—to achieve attainment of pollutants. As discussed in Section 3-Air Quality, Impact (b), the project would not exceed the SCAQMD's regional thresholds of significance after incorporation of Mitigation Measure (MM) AIR-1. 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 project. This measure would be required to reduce the potential impact related the maximum daily generation of VOC during construction of the project to a less-than-significant level. The 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 project would be consistent with the AQMP after incorporation of mitigation. The project meets this criterion.

Criterion 2: Assumptions in AQMP

According to Chapter 12 of the SCAQMD CEQA Air Quality Handbook, the purpose of the General Plan consistency finding is to determine whether a project is inconsistent with the growth assumptions incorporated into the air quality plan and thus, whether it would interfere with the region's ability to comply with federal and California air quality standards. The applicable General Plan for the project is the City of Colton General Plan, which was adopted prior to adoption of the SCAQMD's latest AQMP. In this case, the project site is designated Commercial by the City's General Plan and is zoned C-2 by the City of Colton Zoning Code. The Commercial designation allows for 1.0 maximum floor area ratio (FAR) and permits a wide range of retail and commercial services, professional offices, and medical facilities that support higher-intensity commercial uses such as fast-

food and sit-down restaurants, offices, auto services, and community-wide and regional retail establishments.

The proposed project does not currently allow for the warehouse use with the current General Plan and zoning designations, and, therefore, a GPA to redesignate the site from Commercial to Light Industrial and a zone change from C-2 to M-1 would be required. The Light Industrial and M-1 zone permits a variety of fabrication, manufacturing, assembly, distribution, and warehouse uses and, to a lesser degree, supporting commercial and office uses which is consistent with the surrounding land uses.

Based on the current general plan land use designation, emissions related to development of the project site would have been included in growth forecasts for the current AQMP as commercial development. 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 (SCAQMD 1993). 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 project would include construction and development of a 220,185-square-foot logistical center (also known as a distribution warehouse facility) and would not engage in any activities that would constitute a significant project as defined by the *SCAQMD CEQA Air Quality Handbook*.

Furthermore, as discussed Section 13, Population and Housing, Impact (a), there would be no impacts associated with growth inducement as a result of implementation of the project. The assessment under Section 13, Population and Housing, Impact (a) analyzes the project's short-term and long-term impacts related to the project's growth-inducing potential of unplanned growth in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies. Because there would be no impacts related to long-term operations of the project, it follows that the project site would not result in growth and associated emissions unforeseen in any local or regional plans. Therefore, although the project would be developed as Light Industrial rather than Commercial, the overall development of the project site would not be inconsistent with the growth assumptions incorporated into the air quality plan. Therefore, the project would not be significant in regards to the second criterion.

Criterion 3: Control Measures

The project would also comply with all applicable rules and regulations of the AQMP. 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 Best Management Practices (BMPs). These BMPs include application of water or chemical stabilizers to disturbed soils; covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour; sweeping loose dirt from paved site access roadways;

cessation of construction activity when winds exceed 25 miles per hour; 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 project would meet all three criteria, with implementation of MM AIR-1 required to meet the first criterion. The project would not result in a cumulatively considerable net increase of any criteria pollutant and would not exceed the growth assumptions in the AQMP. The project would comply with all applicable SCAQMD rules and regulations, including compliance with SCAQMD Rule 403. Accordingly, the project would not conflict with or obstruct implementation of the applicable air quality plans, and therefore, the impact would be less than significant after incorporation of mitigation.

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?

Less than significant impact with mitigation incorporated. This impact is related to the cumulative effect of a project's regional criteria pollutant emissions. As described above, 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 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 project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. A detailed description of the assumptions used to estimate emissions and the complete CalEEMod output files are contained in Appendix A.

Construction Regional 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 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 demolition, grading, building construction, architectural coating, and asphalt paving. Fugitive particulate matter 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.

As shown in Table 3, the proposed project is anticipated to begin as early as June 2019 and would be completed in December 2019. 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. In addition, it was assumed the 2,206 hauling trips would occur during the grading phase to accommodate 17,650 net cubic yards of material to be imported from an off-site location. All other soil was assumed to balance on-site. For a more detailed description of the construction emissions modeling parameters and assumptions, please refer to Appendix A.

Table 3: Conceptual Construction Schedule

Construction Activity	Conceptual Construction Schedule		Working Days	Working Days
	Start Date	End Date		
Site Preparation	6/1/2019	6/14/2019	5	10
Grading	6/15/2019	7/12/2019	5	20
Building Construction	7/13/2019	11/29/2019	5	100
Paving	11/30/2019	12/6/2019	5	5
Architectural Coating	12/7/2019	12/13/2019	5	5
Source: Appendix A.				

Table 4 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 A.

Table 4: Regional Construction Emissions by Construction Activity (Unmitigated)

Construction Activity	Regional Pollutant Emissions (pounds per day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation	1.6	16.8	9.2	0.0	3.3	2.1
Grading	4.5	71.0	30.9	0.1	7.1	3.8
Building Construction	3.3	25.0	21.7	0.1	3.8	1.7
Paving	3.4	13.0	12.7	0.0	0.9	0.7
Architectural Coating	423.7	2.0	3.5	0.0	0.6	0.3
Maximum Daily Emissions	**423.7**	**71.0**	**30.9**	**0.1**	**7.1**	**3.8**
SCAQMD Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Assumes compliance with SCAQMD Rule 403.
VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X =sulfur oxides;
PM_{10} = particulate matter with aerodynamic diameter less than 10 microns;
$PM_{2.5}$ = particulate matter with aerodynamic diameter less than 2.5 microns
Source of emissions: Appendix A.
Source of thresholds: South Coast Air Quality Management District (SCAQMD). 2015. SCAQMD Air Quality Significance Thresholds. March. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook. Accessed December 3, 2018.

As shown in above in Table 4, construction of the project would exceed the applicable significance threshold for VOC emissions. Therefore, the project would have a potentially significant impact related to air quality during project construction prior to the incorporation of mitigation. MM AIR-1, which requires the project to use coatings with a VOC standard equal to or less than 10 grams per liter for on-site architectural coating activities, would be required to reduce the potential impact to a less-than-significant level.

Table 5 presents the project's maximum daily construction emissions after the incorporation of MM AIR-1.

Table 5: Regional Construction Emissions by Construction Activity (Mitigated)

Construction Activity	Regional Pollutant Emissions (pounds per day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation	1.6	16.8	9.2	0.0	3.3	2.1
Grading	4.5	71.0	30.9	0.1	7.1	3.8
Building Construction	3.3	25.0	21.7	0.1	3.8	1.7
Paving	3.4	13.0	12.7	0.0	0.9	0.7
Architectural Coating	56.3	2.0	3.5	0.0	0.6	0.3
Maximum Daily Emissions	**56.3**	**71.0**	**30.9**	**0.1**	**7.1**	**3.8**

Table 5 (cont.): Regional Construction Emissions by Construction Activity (Mitigated)

Construction Activity	Regional Pollutant Emissions (pounds per day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
SCAQMD Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Assumes compliance with SCAQMD Rule 403.
VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X =sulfur oxides;
PM_{10} = particulate matter with aerodynamic diameter less than 10 microns;
$PM_{2.5}$ = particulate matter with aerodynamic diameter less than 2.5 microns
Source of emissions: Appendix A.
Source of thresholds: South Coast Air Quality Management District (SCAQMD). 2015. SCAQMD Air Quality Significance Thresholds. March. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook. Accessed December 3, 2018.

As shown in Table 5, 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 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.

Operational Regional Emissions

Following construction of the project, long-term operational emissions would be generated, resulting from the day-to-day 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 vehicles 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 Ashley Way Logistics Center Traffic Impact Analysis Report prepared for the project by Linscott, Law & Greenspan (LLG). The project was estimated to generate 383 average daily trips during the operational period, with 308 of those trips being from passenger vehicles (LLG 2019). 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 6 presents the project's maximum daily operational emissions.

Table 6: Operational Regional Pollutants

Operational Activity	Regional Pollutant Emissions (pounds per day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	5.0	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.1	0.1	0.0	0.0	0.0
Mobile—Passenger Vehicles	0.6	0.9	10.0	0.0	2.8	0.7
Mobile—Trucks	0.7	21.2	5.1	0.1	2.8	0.9
Total Operational Emissions	**6.3**	**22.2**	**15.3**	**0.1**	**5.6**	**1.7**
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.
VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X =sulfur oxides;
PM_{10} = particulate matter with aerodynamic diameter less than 10 microns;
$PM_{2.5}$ = particulate matter with aerodynamic diameter less than 2.5 microns
Source of emissions: Appendix A.
Source of thresholds: South Coast Air Quality Management District (SCAQMD). 2015. SCAQMD Air Quality Significance Thresholds. March. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook. Accessed December 3, 2018.

As shown in Table 6, the 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 project would not result in a cumulatively considerable net increase of operational emissions. The cumulative impact from long-term operation of the project would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact with mitigation incorporated. 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.1 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.

[1] 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 February 1, 2019.

For the proposed project, the closest off-site sensitive receptor is a youth services facility located approximately 68 meters (225 feet) west of the project boundary. Other off-site sensitive receptors include, but are not limited to, existing residences located northeast, east, south, and southwest of the project site. The nearest multi-family homes are located approximately 265 feet (80.8 meters) southwest of the project site.

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.
- **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 toxic air contaminant 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: LST Analysis—Criteria Pollutants

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 7 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 project located in SRA 34, a 5-acre project site, for sensitive receptors being 50 meters away. As noted in Table 7, emission estimates account for implementation of SCAQMD Rule 403.

Table 7: Construction Localized Significance Analysis—Unmitigated

Activity	On-site Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	16.7	8.9	3.3	2.1
Grading	41.6	25.3	4.9	3.1
Building Construction	14.9	11.1	0.9	0.8
Paving	13.0	12.1	0.7	0.7
Architectural Coating	1.8	1.8	0.1	0.1
Maximum Daily On-site Construction Emissions	**41.6**	**25.3**	4.9	3.1
Localized Significance Threshold	**302**	**2,396**	**44**	**10**

Table 7 (cont.): Construction Localized Significance Analysis—Unmitigated

Activity	On-site Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Exceed Threshold?	**No**	**No**	**No**	**No**

Notes:
VOC = volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; $PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
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 emissions: Appendix A.
Source of thresholds: South Coast Air Quality Management District 2009, for SRA 34, 5-acre site, 50 meters from nearest sensitive receptor.

As shown in Table 7, the project's unmitigated maximum daily on-site emissions would not exceed any of the applicable SCAQMD LSTs. Therefore, the project's on-site construction activities would not cause or contribute substantially to an existing or future ambient air quality standard violation. Accordingly, the project's on-site construction-related criteria air pollutant and ozone precursor concentrations would not expose sensitive receptors to substantial pollutant concentrations. The impact would be less than significant.

Localized Operational Analysis

Similar to the construction LST analysis above, the applicable operational LSTs were obtained for a project located in SRA 34 with the nearest sensitive receptor being 50 meters away. Long-term operations would occur for the proposed logical center on the 11.19-acre project site. Because LSTs are provided for 1-, 2-, and 5-acre sites, LSTs were obtained for a 5-acre site.

As described above, the LST Methodology recommends that only on-site emissions are evaluated using LSTs. Because a majority of the 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 8 presents the project's maximum daily on-site emissions compared with the appropriate LSTs.

Table 8: Operational Localized Significance Analysis—Unmitigated

Emissions Source	Pounds per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area	0.00	0.05	0.00	0.00
Energy	0.12	0.10	0.01	0.01
Mobile—Passenger Vehicles	0.11	1.44	0.03	0.01
Mobile—Trucks	4.73	0.97	0.01	0.00

Table 8 (cont.): Operational Localized Significance Analysis—Unmitigated

Emissions Source	Pounds per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily On-site Operational Emissions	**4.96**	**2.56**	**0.04**	**0.02**
Localized Significance Threshold	302	2,396	11	3
Exceed Threshold?	**No**	**No**	**No**	**No**

Notes:
NO_x = nitrogen oxides; VOC = volatile organic compounds; CO = carbon monoxide; PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; $PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
Source of Emissions: Appendix A.
Source of thresholds: South Coast Air Quality Management District (SCAQMD) 2009, for SRA 34, 5-acre site, 50 meters from nearest sensitive receptor.

As shown in Table 8, the project's maximum daily on-site operational emissions would not exceed any of the 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 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 Ashley Way Logistics Center Traffic Impact Analysis Report prepared for the project by LLG in 2019 impact report identified the peak-hour traffic volumes for six intersections affected by the project. As identified in the traffic impact analysis report, the maximum peak-hour intersection volume would occur at the intersection of South Mount Vernon and Cooley Drive during the PM peak-hour. The estimated cumulative traffic volume at this intersection is 2,721 PM peak-hour trips during the Year 2040 With Project Traffic Volumes scenario. This level of peak-hour trips is substantially less than 44,000 vehicles per hour. Therefore, the project would not result in a significant impact to air quality for local CO.

Criterion 3: Toxic Air Contaminant Analysis

Health Risk Assessment

During the construction and operation, the project would result in the 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 the operation of off-road equipment and diesel-powered delivery and worker vehicles during construction and operation.

DPM has been identified by the California Air Resources Board (ARB) as a carcinogenic substance. For purposes of this analysis, DPM is represented as exhaust emissions of PM_{10}.

The SCAQMD and the 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 (MEIR).[2] 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.

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 health risk assessment (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 18081), which is the air dispersion model accepted by the United States Environmental Protection Agency (EPA) and the SCAQMD for preparing HRAs. Exhaust emissions of DPM (as PM_{10} exhaust) were estimated using CalEEMod (version 2016.3.2). Detailed parameters, a description of the methodology, and complete calculations are contained in Appendix A. Table 9 summarizes the emission rates of unmitigated DPM during construction of the project.

Table 9: Project DPM Construction Emissions—Unmitigated

Year	On-site DPM—Area 1 (grams/sec)	Off-site DPM—Segment 1 (grams/sec)	Off-site DPM—Segment 2 (grams/sec)	Off-site DPM—Segment 3 (grams/sec)
Annual Construction Emissions—Unmitigated				
2019	1.563E-02	4.911E-05	7.547E-05	3.885E-05
Source: Appendix A.				

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

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

Table 10: Estimated Health Risks and Hazards During Project Construction—Unmitigated

Source	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index[1]
Risks and Hazards at the MIR: Infants[2]	1.47	0.006
Risks and Hazards at the MIR: Child[2]	0.29	0.006
Risks and Hazards at the MIR: Adult[2]	0.04	0.006
Significance Threshold	**10**	**1**
Exceeds Individual Source Threshold?	**No**	**No**

Notes:
MIR = Maximum Impacted Sensitive Receptor
[1] Chronic non-cancer hazard index was estimated by dividing the maximum annual DPM concentration (as PM_{10} exhaust) by the REL of 5 µg/m^3.
[2] The MIR is an existing multi-family dwelling unit located approximately 265 feet (80.8 meters) southwest of the project site.
Source: Appendix A.

The MIR, which is the sensitive receptor that has the highest cancer risk and the highest non-cancer hazard index, is an existing multi-family dwelling unit located approximately 265 feet (80.8 meters) southwest of the project site. As noted in Table 10, the project's construction DPM emissions would not exceed the SCAQMD's 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 toxic air contaminants 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 a 220,185-square foot logistical center (also known as a distribution warehouse facility) on an 11.19-acre site and would have on-site sources of TACs during operation. The project would primarily generate passenger vehicle trips from employees and visitors 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. An estimate of the number of vehicle trips that the project would generate was prepared by traffic impact study, as shown in Table 11.

Table 11: Vehicle Trip Generation During Operations

Institute of Transportation Engineers (ITE) Code	Land Use	Site Size	Units	Daily (Weekday)	
				Trip Rate per Unit	Total Trips
150	Warehousing	220.185	ksf	1.74	383

Note:
ksf: thousand square feet
Source: Ashley Way Logistics Center Traffic Impact Analysis Report prepared for the project by Linscott, Law & Greenspan (LLG) dated January 2019.

The trip summary shown in Table 11 includes trips from both passenger vehicles and trucks. The traffic impact analysis reports that truck trips would account for 75 of the 383 total daily trips generated by the project. Consistent with the information provided in the project-specific traffic report, the vehicle fleet mix for trucks would consist of Light-Heavy-Duty truck (LHDT), Medium-Heavy-Duty truck (MHDT), and Heavy-Heavy-Duty truck (HHDT). Emission factors are assigned to the expected vehicle mix as a function of vehicle age, vehicle class, speed, and fuel type. The fleet mix for the proposed project was adjusted based on the project-specific fleet mix presented in the traffic impact analysis and the CalEEMod default operational fleet mix for San Bernardino County in the 2020 operational year. The operational fleet mix used to assess emissions from the project is shown below in Table 12.

Table 12: Vehicle Type Classification

Vehicle Type	Classification	Fleet Mix
Passenger Vehicle	LDA	49.6 percent
	LDT1	3.4 percent
	LDT2	16.3 percent
	MDT	11.2 percent
2-Axle	LHDT1	2.6 percent
	LHDT2	2.6 percent
3-Axle	MHDT	4.7 percent
4-Axle	HHDT	9.7 percent
Source: Appendix A.		

Operational emissions for the project were assessed assuming the first year of operations would occur in 2020. The emission factors for DPM emissions were estimated for the following years: 2020, 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 and emission estimation spreadsheets used to estimate motor vehicle DPM emissions during project operations are provided in Appendix A.

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 project's potential health risks using AERMOD (version 18081). 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 13. More detailed discussions of the parameters and methodology, as well as complete calculations, are contained in Appendix A.

Table 13: Exposure Assumptions for Cancer Risk

Receptor Type	Exposure Frequency		Exposure Duration (years)	Age Sensitivity Factors	Time at Home Factor (%)	Daily Breathing Rate[(1)] (l/kg-day)
	Hours/day	Days/year				
Sensitive/Residential—Infant						
3rd Trimester	24	350	0.25	10	85	361
0–2 years	24	350	2	10	85	1,090
Sensitive Receptor—Child						
3–16 years	24	350	14	3	72	572
Sensitive Receptor—Adult						
> 16 to 30 years	24	350	14	1	73	261
> 30 years	24	350	1	1	73	233

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 A.

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. Independently of the construction HRA, it was determined that the MIR during operations of the project DPM would be an existing multi-family dwelling unit located approximately 265 feet (80.8 meters) southwest of the project site. Therefore, the MIR during construction and operation of the project would be at the same existing residence. 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 the MIR. The results of this analysis are summarized in Table 14.

Table 14: Summary of Health Risk Impacts Year 2019-2050

Health Impact Metric	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index[(2)]
Risks and Hazards at the MIR over 30-year exposure[(1)]	9.62	0.006
SCAQMD **Significance Threshold**	**10**	**1**
Exceeds Individual Source Threshold?	**No**	**No**

Notes:
MIR = maximum impacted sensitive receptor
1 The MIR is an existing multi-family dwelling unit located approximately 265 feet (80.8 meters) southwest of the project site.
2 Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as $PM_{2.5}$ exhaust) by the REL of 5 µg/m3.
Source: Appendix A.

The maximum cancer risks at the MIR over the approximately six-month construction period combined with cancer risks over a 30-year operational exposure duration would be 9.62 in one million, and the maximum hazard index for chronic HI would be less than 0.1. As noted in Table 14, the health risks and hazard index are below the SCAQMD's thresholds of significance. Therefore, the project's operation would not expose sensitive receptors to substantial pollutant concentrations.

Toxic Air Contaminant Operational Analysis

As previously discussed, 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 significant. As discussed in criteria 1 through 3, the project would not expose sensitive receptors to substantial pollutant concentrations. Since the project would not exceed the project-specific thresholds it would not be considered to result in cumulatively significant impacts.

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

Less than significant impact. 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 a number of studies include nervousness, headache, sleeplessness, fatigue, dizziness, nausea, loss of appetite, stomach ache, sinus congestion, eye irritation, nose irritation, runny nose, sore throat, cough, and asthma exacerbation.[3]

The SCAQMD's role is to protect the public's health from air pollution by overseeing and enforcing regulations.[4] The SCAQMD's resolution activity for odor compliance is mandated under California 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. 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 to have a significant impact. These screening distances by type of odor generator are listed in Table 15.

[3] 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.

[4] Ibid.

Table 15: 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. Guide for Assessing and Mitigated Air Quality Impacts. March. Website: http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed June 2, 2017.	

Construction-related Odors

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of diesel PM exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Impacts would be less than significant.

Operational-related Odors

The project includes the construction and development of industrial and manufacturing 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, feedlots, coffee roasters, asphalt batch plants, and rendering plants. The project would not engage in any of these activities and would not be considered an odor generator as identified in Table 15. Therefore, the project would not be considered to be 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. 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.

Mitigation Measures

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

- Use super-complaint 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.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4. Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 Game 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?	☐	☐	☐	☒

Sources: Biological Resources Assessment Ashley Way Logistics Center Project City of Colton, San Bernardino County, California. Prepared by FirstCarbon Solutions (FCS) December 2018.

Environmental Evaluation

Would the project:

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

Less than significant impact with mitigation incorporated. Appendix B, Biological Resources Assessment, includes the results of a reconnaissance-level field survey of the entire project site and the 500-foot area surrounding the project site.

The project site is an undeveloped area that was previously in agricultural use (between 1930 and 1975). Since at least 1985, the bulk of the property has remained undeveloped and vacant, covered with low vegetation. The dominant plant species observed within the project site include tumbleweed (*Amaranthus albus*), bristly oxtongue (*Helminthotheca echioides*), mustard (*Brassica tournefortii*), cheeseweed (*Malva parviflora*), jimsonweed (*Datura wrightii*), foxtail barley (*Hordeum murinum*), foxtail brome (*Bromus madtrienssis* ssp. *rubens*), and ripgut brome (*Bromus diandrus*) among others, including Russian thistle (*Salsola* spp).

The project site does not support any of the native plant communities that exist within or adjacent to the City. The existing vegetation on-site would be removed prior to proposed project construction.

There are no trees on the project site, but mature ornamental trees exist on the properties surrounding the site. The proposed project does not propose removal of trees adjacent to the project site.

Because the site is considered disturbed, it offers little suitable habitat for both special-status wildlife and plants. Habitat quality for sensitive plants is considered to be extremely low. As such, proposed project implementation does not have the potential to adversely affect special plant species. Therefore, impacts to special-status plant and wildlife species would be less than significant.

The project site may provide some urban nesting habitat for migratory bird species protected by the California Fish and Game Code (FGC) and/or the federal Migratory Bird Treaty Act (MBTA). Mitigation is required to reduce potential impacts to migratory birds. Thus, MM BIO-1 and MM BIO-2 would be required to reduce impacts to migratory bird species covered under the FGC and/or the federal MBTA. With the implementation of proposed mitigation, impacts to candidate, sensitive, or special-status species would be less than significant.

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 Game or U.S. Fish and Wildlife Service?

No impact. The project site has one vegetation community, called “ruderal/developed/disturbed,” which is not a sensitive natural community. There are no waterways, riparian areas, or other sensitive natural communities within the project site. Adjacent to the project site’s southern

boundary is the Reche Canyon Channel, which is currently devoid of water or vegetation near the project site. The site does not contain riparian or riverine habitat nor does it support waters or drainage features that would be considered jurisdictional by local, regional, State, or federal resource agencies. Therefore, the proposed project would not 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 (CDFW) or the United States Fish and Wildlife Service (USFWS). Further, the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact would occur.

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

No impact. The project site is a vacant field that was previously in agricultural use. The entirety of the project site is flat, urban/developed land cover with no drainages or hydrological features present. There are no state or federal wetlands, including those as defined by Section 404 of the Clean Water Act, present on-site. Thus, no impacts to State or federally protected wetlands are expected to occur.

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

Less than significant impact with mitigation incorporated. The project site is currently disturbed, and there is no habitat on-site that could support fish species. Additionally, the project site is located within a developed area of the City of Colton and would not be considered suitable habitat for use as a wildlife corridor. The properties immediately adjacent to the project site have fencing along the property line that serves as a barrier to wildlife movement. There is also a fence separating the project site from the Reche Canyon Channel. As discussed in Impact a), migratory birds may be present on-site and utilize the site for nesting purposes. Thus, MM BIO-1 and MM BIO-2 would be required to reduce impacts to migratory bird species covered under the California FGC and/or the federal MBTA. With implementation of mitigation, impacts would be less than significant.

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

No impact. The project site is a vacant field that was previously in agricultural use. The site supports vegetation dominated by tumbleweed, bristly oxtongue, mustard, cheeseweed, jimsonweed, foxtail barley, foxtail brome, and ripgut brome, among others, including Russian thistle. There are no trees on the project site, but mature trees surround the site on adjacent properties. These mature trees include pepper tree (*Schinus molle*) and eucalyptus (*Eucalyptus*). The proposed project does not propose removal of trees adjacent to the project site. There are no waterways, marshes, seasonal wetlands, or other jurisdictional features within the study area. Development would not involve the

removal of any trees. The City of Colton does not have a tree preservation ordinance. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. There would be no impact.

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

No impact. The project site is not located within the boundaries of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan, or other approved local, regional, or State HCP. Thus, no impacts that would conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or State HCP are expected to occur.

Mitigation Measures

MM BIO-1 Prior to issuance of demolition, grading, or building permits, to avoid any direct and/or indirect impacts to resident and/or migratory birds, the Property Owner/Developer shall indicate on plans that the proposed project-related construction activities will occur outside the avian nesting season (February–August). If demolition, grading, or construction must occur within the nesting season, the Property Owner/Developer shall hire a qualified biologist to perform a pre-construction survey to determine the presence or absence of nesting birds and nesting raptors on or within 500 feet of the construction area. The pre-construction survey shall be conducted no more than 10 calendar days prior to the commencement of demolition, grading, or construction. If no active nests are detected or demolition, grading, or construction activities occur outside the avian nesting season, no further action is necessary and permits may be issued without biological monitoring requirements.

MM BIO-2 If an active nest is located during pre-construction surveys, the Property Owner/Developer shall notify the USFWS and/or the CDFW, as appropriate, regarding the status of the nest. Demolition, grading, and construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or the agencies deem disturbance potential to be minimal. Restrictions may include 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) or alteration of the construction schedule. A biological monitor shall be present during construction activities to maintain the exclusion zones, minimize construction impacts, and ensure that no nest is removed or disturbed until all young have fledged. Compliance with the above restrictions shall be indicated on plans prior to issuance of permits.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
5. Cultural Resources and Tribal Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource 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?	☐	☒	☐	☐
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
d) 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	☐	☐	☒	☐
e) 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.	☐	☐	☒	☐

Environmental Evaluation

This section describes the existing cultural resources setting and potential effects from proposed project implementation on the project site and its surrounding area. Descriptions and analysis in this section are based on information provided by the South Central Coastal Information Center (SCCIC), located at the campus of the California State University, Fullerton; the California Native American Heritage Commission (NAHC); Natural History Museum of Los Angeles (NHM); the National Register of Historic Places (NRHP); California Register of Historical Resources (CRHR), California Historic Landmarks List; the Historic Resource Inventory; the California Points of Historical Interest; Historic Aerials; and a pedestrian survey of the site conducted by FCS. The non-confidential record search results, NAHC correspondence, pedestrian survey photographs, and paleontological reports are provided in Appendix C.

Would the project:

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

Less than significant with mitigation incorporated. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the Historic Resources Commission, a local register of historic resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

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

ii) Is associated with the lives of persons important in our past;

iii) 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;

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

As shown in Exhibit 2, Local Vicinity Map, the project site is currently undeveloped/vacant land. According to historical aerial photographic research, the project site has been a vacant lot since 2002. Prior land use of the project site was for agricultural purposes from the late 1930s to 1994 (Historical Aerials 2018). The project site currently contains ruderal vegetation, some limited native vegetation, and non-native grasses. The City of Colton General Plan, Cultural Resources Preservation Element, Figure 1, does not designate the land as within or on an Area, Linear, or Point Feature with Known Archaeological Resources (City of Colton 2000). Additionally, FCS conducted a proposed project-specific Phase I Cultural Resources Assessment (PI CRA) on December 19, 2019. The cultural resources records search conducted on December 18, 2018, found there are three cultural resources recorded within a 0.5-mile radius of the proposed project, but none of the three are located on the project site. The resources consist of a railroad, the Cooley Adobe, and a prehistoric food processing station. Furthermore, a pedestrian survey by FCS Staff Archaeologist, Stefanie Griffin, of the property was also conducted on December 19, 2018, with negative results. No historic or prehistoric sites or isolated occurrences of artifacts were observed during the survey.

FCS also conducted a records search at the SCCIC which included a 0.5-mile buffer outside the perimeter of the project site, the search identified at least 15 cultural resources investigations based on historic resource lists/databases—NRHP, CRHR, the California State Historical Landmarks, California Points of Historical Interest list, Historic Resource Inventory, and archival maps. The results indicate that none of the 15 cultural resources investigations is included in any portion of the project site. For these reasons, the potential for the proposed project to have an adverse effect on historic resources is considered low.

While unlikely, subsurface construction activities always have the potential to damage or destroy previously undiscovered historic resources. Historic resources can include wood, stone, foundations, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics,

and other refuse. Accordingly, implementation of MM CUL-1 will be required to reduce potential impacts to historic resources that may be discovered during proposed project construction. With the incorporation of mitigation, impacts associated with historic resources would be less than significant.

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

Less than significant impact with mitigation incorporated. Records search results from the SCCIC indicate 15 cultural resources reports and three known cultural resources were found within 0.5-mile of the project site. The resources consist of a railroad, the Cooley Adobe, and a prehistoric food processing station; however, none of these resources is located within the boundaries of the project site. An intensive pedestrian survey by FCS Staff Archaeologist, Stefanie Griffin, of the property was also conducted on December 19, 2018; it also failed to identify additional archaeological resources within the project site. The project site is therefore considered to have low sensitivity for undiscovered archaeological resources.

While the records search and survey data indicate the likelihood of encountering archaeological resources during proposed project construction is low, there is always a possibility that subsurface excavation may encounter previously undiscovered prehistoric archaeological resources. Such resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Accordingly, this is a potentially significant impact. Implementation of MM CUL-1 would ensure that this potential impact is reduced to a less than significant level.

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

Less than significant impact with mitigation incorporated. No human remains or cemeteries are known to exist within or near the proposed project area. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. In the unlikely event human remains are discovered, implementation of MM CUL-2 would reduce this potential impact to a less than significant level.

Tribal Cultural Resources

Would the proposed project cause a substantial adverse change in the significance of a tribal cultural resource (TCR), defined in Public Resources Code Section 21074 as either a site, feature, place, or 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:

d) 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

Less than significant impact. A review of the CRHR, local registers of historic resources, a records search conducted at the Northwest Information Center (NWIC), an NAHC sacred lands file failed to identify any listed TCRs that may be adversely affected by the proposed project. As such, no known eligible or potentially eligible TCRs will adversely affect the proposed project.

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

Less than significant impact. In early December 2018, FCS notified the NAHC via mail of the proposed project and requested it review its Sacred Lands Files for any lands deemed sacred on or near the proposed project. The response from the NAHC was received on December 4, 2018, which noted that its files contained no information regarding Sacred Lands or other cultural resources in the area. NAHC provided a list of local Native American tribal members who may have additional knowledge regarding the proposed project area. Consultation for Senate Bill 18 (SB-18) is a government-to-government process and must be initiated by the local governmental agency. It is suggested that local governments send a written notice by certified mail with a return receipt requested to the tribal representatives. In compliance with SB 18, these identified tribal members were notified of the proposed project by mail on December 5, 2018, and invited to provide any information they may have regarding cultural resources in proximity to the proposed project. The tribes have 90 days from the date they receive notification to request for a consultation. The consultation period, if requested, is open-ended and tribes can agree to a shorter timeframe. Additionally, the local governments can discuss issues for as long as necessary. To date, no responses have been received, and the lead agency has not identified any additional significant TCRs meeting the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. As such, no known significant TCRs will be adversely affected by the proposed project. Impacts are less than significant.

Mitigation Measures

MM CUL-1 In the event a potentially significant cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease, and workers should avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the situation. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. 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 archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resource, including but not limited to excavation

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 site shall be recorded on the appropriate California Department of Parks and Recreation (DPR) 523 forms and will be submitted to the City of Colton, the NWIC, and the State Historic Preservation Office, as required.

MM CUL-2 In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, Public Resources Code Section 5097.94, and Section 5097.98 must be followed. If during the course of proposed project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance within 100 feet of the remains until the county coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the most likely descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resource Code Section 5097.98.
2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:
   - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
   - The descendant identified fails to make a recommendation.
   - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American Remains:

When an initial study identifies the existence of, or the probable likelihood of, Native American remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the NAHC and as provided in Public Resources Code Section 5097.98. The Applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American Burials with the appropriate Native Americans as identified by the Native American Heritage Commission.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
6. Geology and Soils *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?	☐	☒	☐	☐

Sources: City of Colton General Plan Safety Element (1987); City of Colton General Plan EIR Volume I (2013); California Department of Conservation, California Geological Survey (2018); and Preliminary Geotechnical Evaluation prepared by LGC Geotechnical, Inc. on July 18, 2018 (Appendix D).

Environmental Evaluation

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.

Less than significant impact. Although the project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone. There are no known active or potentially active faults that traverse the project site, so the risk of ground rupture due to fault displacement beneath the site is low. According to Exhibit 4.6-4 of the City of Colton General Plan EIR, the closest fault zones to the project site are the San Jacinto Fault, located approximately 0.13 mile to the northeast, and the Rialto-Colton Fault, located approximately 0.5 mile to the southwest. As shown in Exhibit 6, Geologic Hazards (Alquist-Priolo Earthquake Fault Zones) the project site is within close proximity to the Alquist-Priolo Earthquake Fault Zone.

Development built on or within the vicinity of these faults could potentially be exposed to a fault rupture risk because this fault system is sufficiently active to produce earthquakes and potentially rupture. However, Standard 1 of the existing General Plan Safety Element Geologic Hazards section requires preparation of geologic studies in support of the objective of avoiding or preventing damage from geologic hazards by assessing the nature, location, and appropriate control measures to mitigate for the hazard. In the case of fault rupture, a geologic study would identify the exact position of the fault on a development site and then establish an appropriate setback to prevent structural damage should the fault rupture. This standard is implemented as part of the City's routine development proposed project review process, pursuant to CEQA, and will avoid the placement of a building within areas potentially exposed to fault rupture hazards. Therefore, pursuant to this standard and the City's existing practices, hazards from surface rupture of a known active fault would be less than significant.

ii) Strong seismic ground shaking?

Less than significant impact. The City of Colton lies within a seismically active region and is subject to strong ground-shaking from earthquakes generated along one or more of the regional faults, including the San Andreas, San Jacinto, Crafton Hills, Cucamonga, Mill Creek, and Rialto-Colton (City of Colton 2013). These faults have the potential of generating earthquakes of magnitudes ranging from 6.5 to 7.5 on the Richter scale. Thus, the development of the proposed project would increase the number of workers on the project site that were not previously there, which would thereby increase the numbers of people and structures that would be exposed to strong ground-shaking. The proposed project would be required to comply with seismic safety provisions of the California Building Code (CBC) (California Code of Regulations [CCR] Title 24, Part 2) and have a geotechnical investigation conducted for the affected project site. The geotechnical investigation would calculate

seismic design parameters pursuant to CBC requirements and would include foundation and structural design recommendations, as needed, to reduce hazards to people and structures arising from ground shaking. Impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. The primary concern for liquefaction occurrence revolves around groundwater levels. Liquefaction potential within Colton is associated with the Santa Ana River and the Reche Canyon Area, where groundwater levels are anticipated to be within 50 feet of the surface (City of Colton 2013). According to Figure 4.6-4 of the General Plan EIR, Geology and Soils section, geological and groundwater conditions in some parts of the City suggest a potential for liquefaction. As shown in Exhibit 6, the project site and its immediate surroundings are located within a liquefaction zone.

The Geologic Hazard Standard 1 of the existing General Plan Safety Element requires the proposed project to have a geotechnical investigation of the project site, conducted per State laws and regulations and General Plan policies. Furthermore, soils reports are required under the City-adopted Chapter 18 of the 2010 CBC. Compliance with recommendations in the geotechnical investigations reports would be required as conditions of issuance of building and grading permits. Impacts would be less than significant.

iv) Landslides?

No impact. The southeastern portion of the City is located on hillside terrain. However, the project site is characterized by flat relief and is not located in a hillside area. These conditions preclude the possibility of inundation by landslides as a result of a seismic event. No impact would occur.

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

Less than significant impact. The proposed project would involve the development of a currently vacant, 11.19-acre lot. According to the Preliminary Geotechnical Evaluation prepared by LGC Geotechnical, Inc. on July 18, 2018, the site is underlain by alluvial sand, gravel, and clay of valley areas. The alluvial material is overlain by artificial fill soils. Groundwater was not encountered during our subsurface evaluation to the maximum explored depth of approximately 50 feet below existing ground surface.

During the grading and construction phases of the proposed project, the exposure to large amounts of soil could result in soil erosion if effective erosion control measures were not used. Prior to the issuance of grading permits, the proposed project proponent would be required to prepare and submit detailed grading plans for the project site, whichever site plan is developed. The grading plans must be submitted to the City for review and approval as part of a Landscape Documentation Package in conformance with Chapter 13.30.120, Grading Design Plan, of the City's Code of Ordinances. Accordingly, the proposed project shall be designed to minimize soil erosion, runoff, and water waste.

Additionally, Best Management Practices (BMPs) for erosion control are required under NPDES regulations pursuant to the federal Clean Water Act. NPDES requirements for construction projects 1 acre or more in area are set forth in the General Construction Permit issued by the State Water Resources Control Board (State Water Board; Order No. 2009-0009-DWQ). Furthermore, the proposed project's land clearing, grading, and construction activities would be required to comply with SCAQMD Rules 403 and 403.2 regulating fugitive dust emissions, thus minimizing wind erosion from such ground-disturbing activities. As such, the proposed project would not generate substantial erosion. Soil erosion impacts would be less than significant.

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?

Less than significant impact. According to Figure 4.6-4 of the General Plan EIR, Geology and Soils section, the project site is located in an area where local geological and groundwater conditions suggest a potential for liquefaction; however, the project site is not within an earthquake-induced landslide zone (City of Colton 2013). As shown in Exhibit 7, Soils Map, the project site has the following soils: Hanford coarse sandy loam and San Emigdio fine sandy loam. These soil types are not known to be collapsible, expansive, or corrosive. The project site and vicinity are characterized by flat relief. Additionally, the research and field observations from the Preliminary Geotechnical Evaluation do not indicate the presence of landslides on the site or within the immediate vicinity (Appendix D).

The proposed project geotechnical investigation indicated the presence of some unconsolidated fill, and near-surface alluvium could be subject to some consolidation when exposed to load increases expected to be exerted by the foundations of the proposed project as well as minor amounts of collapse when exposed to moisture infiltration. Therefore, remedial grading of the project site will be necessary to provide a subgrade suitable for support of the foundations and floor slab of the proposed logistical center/warehouse distribution facility. However, implementation of the grading and other recommendations in the proposed project's geotechnical evaluation report would ensure the grading recommendations outlined in the proposed project-specific geotechnical investigation (Appendix D) are implemented during construction of the proposed project in accordance with the 2013 CBC and the City Grading Code (Title 17) for the proposed site plan.

Remedial grading recommended in the proposed project's geotechnical evaluation will remove any undocumented fill soils and upper portion of the underlying alluvial soils and replace these materials with compacted structural fill. The native soils that will remain in place below the recommended depth of over excavation will not be subject to significant load increases from the foundations of the proposed warehouse facility. Implementation of recommendations in the proposed project's geotechnical evaluation report as well as adherence to the City Grading Code (Title 17) and erosion control standards of the City Municipal Code will ensure the project site is adequately prepared to prevent the collapse of the graded pad and/or slopes. Therefore, impacts related to geologic conditions would be less than significant.

Source: Census 2000 Data, The CaSIL. Seismic Hazards Program, CA Geological Survey, CA Department of Conservation.

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Exhibit 6
Geologic Hazards (Alquist-Priolo Earthquake Fault Zones)

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Source: ESRI Aerial Imagery.

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Exhibit 7
Soils Map

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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?

Less than significant impact. Expansive soils shrink or swell as the moisture content decreases or increases, which can shift, crack, or break structures built on such soils. Expansive soils may be present within the City of Colton, and future development may be proposed and/or located on expansive soils. The project site contains the following soil types: Hanford coarse sandy loam and San Emigdio fine sandy loam. These soil types are not known to be collapsible, expansive, or corrosive. The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. Accordingly, the proposed project shall be designed to minimize soil erosion, runoff, and water waste. With the proposed project's adherence to CBC design considerations, impacts related to expansive soils would be considered less than significant.

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

No impact. The City of Colton owns and operates a wastewater collection, pumping and treatment service plant, and is in compliance with the RWQCB regulations. The proposed project would involve sewer connections. Septic tanks or alternative wastewater disposal systems would not be used as part of the proposed project. No impact would occur.

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

Less than significant impact with mitigation incorporated. As part of the CRA for the proposed project, FCS requested the NHM review their geological files for the area to determine if paleontological resources could be present at the surface or subsurface on the property. The NHM reported that while fossils may not be present in a shallow context, deeper excavations may yield significant fossil specimens and monitoring is recommended (Appendix C). The project area in general has low-to-moderate sensitive for paleontological resources.

The entire proposed project area has surface deposits composed of soil and younger Quaternary Alluvium, derived primarily as alluvial fan deposits from the Crafton Hills to the east via the Santa Ana River that currently flows just to the north or from the mountains just to the south via the Reche Canyon drainage that currently flows through the very northeastern corner of the proposed project area. Typically, these deposits do not contain significant vertebrate fossils in the uppermost layers, but at depth, they always have the potential to contain significant fossil vertebrate remains. Accordingly, implementation of MM GEO-1 will be required to reduce potential impacts to paleontological resources that may be discovered during the proposed project construction. With the incorporation of mitigation, impacts associated with paleontological resources would be less than significant.

Mitigation Measures

MM GEO-1 In the event that fossils or fossil-bearing deposits are discovered during construction activities, excavations within a 100-foot radius of the find shall be temporarily halted

or diverted. The proposed project contractor shall notify a qualified paleontologist to examine the discovery. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology Standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If the Applicant determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The plan shall be submitted to the City of Colton for review and approval prior to implementation, and the Applicant shall adhere to the recommendations in the plan.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7. Greenhouse Gas Emissions and Energy *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 adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐
c) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
d) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Evaluation

This analysis in this section is based, in part, on the Air Quality and GHG Analysis report prepared by FCS in March 2019. The report is provided in its entirety in Appendix A of this IS/MND.

Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are referred to as GHGs. The effect is analogous to the way a greenhouse retains heat. Prominent GHGs that naturally occur in the Earth's atmosphere are water vapor, carbon dioxide (CO_2), methane (CH_4), oxides of nitrogen (NO_X), and ozone. There have been significant legislative and regulatory activities that directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, focusing on reducing GHG emissions in California. The proposed project would generate a variety of GHG emissions during construction and operation, including several defined by AB 32 such as CO_2, CH_4, and nitrous oxide.

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.

SCAQMD GHG Thresholds

The project site is located within the City of Colton and is within the SoCAB, which is under the jurisdiction of the SCAQMD.

The SCAQMD formed a working group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the air basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document—Interim CEQA GHG Significance Threshold (Interim GHG Thresholds) that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. 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 the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 metric tons (MT) carbon dioxide equivalents (CO_2e) per year
  - Based on land use type: residential: 3,500 MT CO_2e per year; commercial: 1,400 MT CO_2e per year; or mixed use: 3,000 MT CO_2e per year
- Tier 4 has the following options:
  - Option 1: Reduce business as usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3, 2020 target for service population (SP), which includes residents and employees: 4.8 MT CO_2e/SP/year for projects and 6.6 MT CO_2e/SP/year for plans
  - Option 3, 2035 target: 3.0 MT CO_2e/SP/year for projects and 4.1 MT CO_2e/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD provided substantial evidence is support of its threshold approach. The SCAQMD discusses its draft thresholds in the following excerpt (SCAQMD 2008c):

> 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 ultimate 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.

In summary, the SCAQMD's draft threshold uses the Executive Order S-3-05 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate. In 2010, the SCAQMD Tier 3 threshold was expanded to include non-industrial projects, as explained in the minutes from the most recent working group meeting (SCAQMD 2010).

To determine whether the proposed project would have a significant impact with respect to the generation of GHG emissions, this analysis utilizes the SCAQMD's draft local agency Tier 3 threshold of 3,000 MT CO_2e per year. The second CEQA Checklist question would be evaluated by assessing the project's consistency with the City of Colton Climate Action Plan (CAP), ARB adopted 2008 Scoping Plan, and ARB adopted 2017 Scoping Plan Update.

City of Colton GHG Thresholds

A lead agency may asses 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.

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 Climate Change Scoping Plan (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 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 the 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, the 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 Resolutions 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.

Energy

Colton Electric Utility and Southern California Gas (SoCalGas) would provide the proposed project with electricity and natural gas, respectively.

Policies for energy efficiency and renewable energy have been established in the City of Colton's General Plan and CAP. Many of the policies and regulation aimed to reduce inefficient use of energy overlap with policies and regulations adopted for the purposed of reducing GHG emissions; therefore, the project's compliance with many of the Statewide energy related policies are also addressed under GHG Impact (b). A significant impact would occur if the proposed project would result in the wasteful, inefficient or unnecessary use of energy, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Environmental Evaluation

Greenhouse Gas Emissions

Would the project:

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

Less than significant impact.

Construction Emissions

The project would generate GHG emissions during construction activities resulting from emission 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 CalEEMod version 2016.3.2. See Appendix A for detailed modeling parameters and assumptions.

Table 16 presents the project's total construction emissions, which are amortized over the assumed lifetime of the project and added with annual operational emissions.

Table 16: Estimated Construction-Related GHG Emissions

Construction Activity	Total GHG Emissions (MT CO_2e per year)
Site Preparation	7
Grading	128
Building Construction	284
Paving	5

Table 16 (cont.): Estimated Construction-Related GHG Emissions

Construction Activity	Total GHG Emissions (MT CO_2e per year)
Architectural Coating	2
Total Construction Emissions	**425**
Emissions Amortized Over 30 Years[1]	**14**

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
Unrounded emissions were used in calculations, including the reported total; therefore, totals may not appear to sum exactly due to rounding.
[1] Construction GHG emissions are amortized over the 30-year lifetime of the project.
Source: Appendix A.

Operational Emissions

Operational or long-term emissions occur over the life of the project. Project operations were modeled for the 2020 operational year, following the completion of construction. Sources for operational emissions are summarized below and are described in more detail in Appendix A. 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 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 on the project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the project.

Table 17 presents the estimated annual GHG emissions from the project's operational activities. As shown in Table 17, the project would generate approximately 2,360 MT CO_2e per year after the inclusion of 14 MT CO_2e per year from project construction.

Table 17: Operational Greenhouse Gas Emissions

GHG Emissions Source	GHG Emissions (MT CO_2e per year)
Area	0
Energy	197
Waste	104
Water	225
Mobile—Passenger Vehicles	442
Mobile—Trucks	1,378
Amortized Construction Emissions	14
Total Annual Project Emissions	**2,360**
Applicable Threshold of Significance	**3,000**
Exceeds Threshold of Significance?	**No**
Notes: MT CO_2e = metric tons of carbon dioxide equivalent Source: Appendix A.	

Summary

As shown in Table 17, the project's combined amortized construction and annual operational GHG emissions would not exceed the applicable threshold of significance of 3,000 MT CO_2e per year. Thus, the project's construction and operational GHG emissions would not result in a significant impact on the environment.

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

Less than significant impact. This impact is addressed by assessing the project's consistency with the City of Colton CAP, ARB adopted 2008 Scoping Plan, and ARB adopted 2017 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 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 cities.

Pursuant to Draft City of Colton GHG Emissions Screening Tables and consistent with the screening tables that were customized for each of the 21 participating cities (one of which includes the City of Colton) 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 determined to be consistent with the reduction quantities anticipated in the City's CAP. The Draft Screening Tables are included as an attachment to Appendix A of this IS/MND. The Draft Screening Tables assign point values to various measures that are designed within intent to reduce GHG emissions. For instance, the inclusion of a public charging station for use by an electric vehicle grants 10 points per public charging station within the facility.

In order to enforce the requirements of the CAP Screening Tables, MM GHG-1 requires the project to implement reduction measures from the City of Colton GHG Emissions Screening Tables totaling a minimum of 75 points. Therefore, since the project would incorporate GHG reduction measures totaling at least 75 points from the screening tables, the project's impact would be less than significant after incorporation of MM GHG-1.

AB 32 Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHG emissions to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, the ARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan calls for an "ambitious but achievable" reduction in California's GHG emissions, cutting approximately 30 percent from BAU emission levels projected for 2020, or about 10 percent from 2008 levels.

The Scoping Plan contains a variety of strategies to reduce the State's emissions. As shown in Table 18, the project is consistent with most of the strategies, while others are not applicable to the project.

Table 18: Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
1. California Cap-and-Trade Program Linked to Western Climate Initiative. Implement a broad-based California Cap-and-Trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	**Not applicable.** Although the cap-and-trade system has begun, the project is not one targeted by the cap-and-trade system regulations and therefore this measure does not apply to the project.
2. California Light-Duty Vehicle GHG Standards. Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**Not applicable.** This is a Statewide measure that cannot be implemented by a project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that access the project site.
3. Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent.** This is a measure for the State to increase its energy efficiency standards in new buildings. The project is required to build to the new standards and would increase its energy efficiency through compliance.

Table 18 (cont.): Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
4. Renewable Portfolio Standard. Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	**Not applicable.** This is a Statewide measure that cannot be implemented by a project applicant or lead agency. The utility is required to increase its percent of power supply from renewable sources to 33 percent by the year 2020 pursuant to various regulations. The project would purchase power that comprises a greater amount of renewable sources and could install renewable solar power systems that will assist the utility in achieving the mandate.
5. Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	**Not applicable.** This is a Statewide measure that cannot be implemented by a project applicant or lead agency. All fuel consumption associated with the project's construction and operational activities would use fuel that meets these standards.
6. Regional Transportation-Related GHG Targets. Develop regional GHG emissions reduction targets for passenger vehicles. This measure refers to SB 375.	**Not applicable.** The project is not related to developing GHG emission reduction targets.
7. Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	**Not applicable.** When this measure is initiated, the standards would be applicable to the light-duty vehicles that would access the project site.
8. Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not applicable.** The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
9. Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The project would not preclude the implementation of this strategy and would comply with any Statewide mandates.
10. Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	**Not applicable.** This is a Statewide measure that cannot be implemented by a project applicant or lead agency.
11. Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive CH_4 emissions and reduce flaring at refineries.	**Not applicable.** This measure would apply to the direct GHG emissions at major industrial facilities emitting more than 500,000 MT CO_2e per year. The project includes the development of a logistical center that would generate less than 3,000 MT CO_2e per year (see Table 17).

Table 18 (cont.): Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
12. High Speed Rail. Support implementation of a high-speed rail system.	**Not applicable.** This is a Statewide measure that cannot be implemented by a project applicant or lead agency. The proposed project would not preclude the implementation of this strategy.
13. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The project would comply with the California Energy Code and thus incorporate applicable energy efficiency features designed to reduce project energy consumption.
14. High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	**Consistent.** This measure is applicable to the high global warming potential gases that would be used by sources with large equipment (such as in air conditioning and commercial refrigerators). It is not anticipated that the proposed logistical center, which would not be refrigerated warehouse, would include refrigeration subject to refrigerant management regulations adopted by the ARB. If the project were to install large air conditioning equipment subject to the refrigerant management regulations adopted by the ARB, the project would be required to comply with all ARB requirements for the Stationary Equipment Refrigerant Management Program.
15. Recycling and Waste. Reduce CH_4 emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero waste.	**Consistent**. The project would not conflict with implementation of this measure. The project is required to achieve the recycling mandates via compliance with the CALGreen code.
16. Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	**Not applicable.** The project site is in a built-up urban area. No forested lands exist on-site, therefore, no on-site preservation is possible.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The project would comply with the California Energy Code and the California Updated Model Landscape Ordinance. With adherence to these regulations, the project would consume energy and water in an efficient manner.
18. Agriculture. In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	**Not applicable.** The project site is not designated or in use for agriculture purposes. No grazing, feedlot, or other agricultural activities that generate manure occur on-site or are proposed to be implemented by the project.
Source: Appendix A.	

As shown in Table 18 the project is consistent with the applicable strategies and would not conflict with the recommendations of AB 32 in achieving a Statewide reduction in GHG emissions. Considering this information, the project would not significantly hinder or delay the State's ability to meet the reduction targets contained in AB 32 or conflict with implementation of the Scoping Plan.

SB 32 2017 Scoping Plan Update

The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted on December 14, 2017. Table 19 provides an analysis of the project's consistency with the 2017 Scoping Plan Update measures. As shown in Table 19, many of the measures are not applicable to the project, while the project is consistent with strategies that are applicable.

Table 19: 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 33percent in 2020 to 50 percent in 2030.	**Not applicable.** This measure would apply to utilities and not to individual development projects. The project would purchase electricity from a utility subject to the SB 350 Renewable Mandate.
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 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 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.** The project is industrial in nature and would support 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. MM GHG-2 through MM GHG-4 would require the project to install 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.	**Not applicable.** This measure applies to owners and operators of trucks and freight operations. The project is industrial in nature and would support truck and freight operations. It is expected that deliveries throughout the State would be made with an increasing number of ZEV delivery trucks, including deliveries that would be made to and from the proposed logistical center.

Table 19 (cont.): Consistency with SB 32 2017 Scoping Plan Update

2017 Scoping Plan Update Reduction Measure	Project Consistency
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 project would not include major sources of black carbon. This measure revolves around ARB's SLCP Reduction Strategy that was released in April 2016 as a result of SB 650. SB 650 required the State to develop a strategy to reduce emissions of SLCPs. DPM reductions have come 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 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.** The project does not include the development of a Regional Transportation Plan.
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 project is not one targeted by the cap-and-trade system regulations, and, 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 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: Appendix A.	

As discussed in Table 19, the project would not conflict with any applicable 2017 Scoping Plan Update reduction measures after the incorporations of MM GHG-2 through MM GHG-4.

Summary

As discussed above, the project would not conflict with the City of Colton's CAP after incorporation of MM GHG-1. As presented in Table 18, the project is consistent with the applicable strategies and would not conflict with the recommendations of AB 32 in achieving a Statewide reduction in GHG emissions. Considering this information, the proposed project would not significantly hinder or delay

the State's ability to meet the reduction targets contained in AB 32 or conflict with implementation of the Scoping Plan. Furthermore, as shown in Table 19, implementation of the project would not conflict with the reduction measures proposed in SB 32 after incorporation of MM GHG-2 through MM GHG-4. In summary, the proposed project would not conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of GHGs. As shown in Impact GHG-1, the project's combined amortized construction and annual operational GHG emissions would not exceed the applicable threshold of 3,000 MT CO_2e per year. Considering this information, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of GHGs. The impact would be less than significant with mitigation.

Energy

Would the project:

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

Less than significant impact. A significant impact would occur if the project would result in the wasteful, inefficient or unnecessary use of energy. Construction and operations are discussed separately below.

Construction

During construction, the project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, paving, and building construction. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California 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 ARB. Also, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of fuel during construction.

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. The City's permissible hours for construction is 7:00 a.m. to 7:00 p.m. As on-site construction activities would be restricted between these hours, it is anticipated that the use of construction lighting would be minimal. Single-wide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 3,680 kWh during the six-month construction phase.[5] Overall, construction activities are estimated last six months. Due to the temporary nature construction and the financial incentives to for

[5] Energy use was estimated using CalEEMod for a 720-square-foot general office building in San Bernardino County; see Appendix A.

developers and contractors to use energy-consuming resources in an efficient manner, the construction phase of the proposed project would not result in wasteful, inefficient, and unnecessary consumption of energy. Construction-related energy impacts would be 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, lighting, and electronics, as well as parking lot lighting. Based on CalEEMod estimations within the modeling output files used to estimate GHG emissions associated with the proposed project, building operations would consume approximately 541,477 kilowatt hours (kWh) of electricity per year, and an estimated 446,976 kilo-British thermal units (BTU) per year of natural gas (Appendix A). The proposed project's buildings would be designed and constructed in accordance with the State's Title 24 energy efficiency standards.

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 proposed warehouse/distribution center. Based on the estimates contained in the CalEEMod output files, project-related passenger vehicle trips would result in approximately 1.32 million vehicle miles traveled, and consume an estimated 51,411 gallons of gasoline and diesel combined on an annual basis, while project-related truck trips would result in approximately 1.09 million vehicle miles traveled, and consume an estimated 125,623 gallons of diesel on an annual basis.

The project is located near the Interstate 215 and Interstate 10 South Mount Vernon interchanges. As such, it would be in proximity to two regional routes of travel. OmniTrans Route 19 provides bus service to the project vicinity. Bus stops serving this route are located along South Mount Vernon Avenue, less than 0.4 miles from the project site. The exiting transportation facilities in the area would provide future visitors and employees associated with the project with access to public transportation, thus further reducing fuel consumption demand. For these reasons, transportation fuel consumption would not be wasteful, inefficient, or unnecessary. Operational energy impacts would be less than significant.

The Colton General Plan contains policies within its Air Quality Element and Land Use/Mobility Element that promote energy conservation. These policies are reinforced in the City of Colton CAP. Many of the policies call for action to be taken by the City and would not be applicable to an individual development project. Other goals and policies encourage more efficient use, as noted in the following goals and policies:

- 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.

Of the policies listed in the Colton General Plan and Colton CAP, the following policy would be required for the project:

- Policy LU-5.1 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.

The project would comply with the requirements of the State's Title 24 energy efficiency standards and the City's CAP Policy LU 5-1 and any other requirements enforced through State or local building standards. Compliance with these standards would ensure that building energy consumption would not be wasteful, inefficient, or unnecessary.

Summary

The project would not result in an inefficient, wasteful, or unnecessary use of energy during either construction or operation of the project. Impacts would be less than significant.

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

Less than significant impact. A significant impact would occur if the project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The Colton Electric Department (CED) faces new regulatory, legislative and financial challenges as California moves towards a more centralized electricity market while significantly reducing carbon emissions. Due in part to its small size, the CED purchases output from various generation resources. In 2017, Colton's total capacity was approximately 104 megawatts (MW). However, with the addition of the Puente Hills Landfill Gas project, and loss of the San Juan Generating Station, Unit 3, CED's generation capacity was projected to be 81.3 MW for the end of 2017. By May of 2018, to meet CED's capacity requirements for the three summer months, July, August and September, the CED would need to acquire another 6 MW. CED believes it is better to reduce customer demand through conservation programs and rebates, rather than purchasing additional generation resources from power marketers. Impacts related to the project's construction and operations are discussed separately below.

Construction

As described above, the project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. California 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 ARB. The project would be required to comply with these regulations. 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 would be less than significant.

Operation

The proposed project would be served with gas provided by SoCalGas. Furthermore, 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. Colton Electric Utility's 2018 power mix included 33 percent eligible renewable (biomass and biowaste, geothermal, eligible hydroelectric, solar, and wind), 48 percent coal, 15 percent natural gas, and 4 percent nuclear. Therefore, Colton Electric Utility is ahead of schedule in meeting the California Renewables Portfolio Standard of 33 percent by 2020 mandate.

Furthermore, as previously discussed, energy conservation policies and standards have been established at the State, County, and City level. The project would comply with all applicable and mandatory regulations. Specifically, the project's buildings would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on 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, the proposed project would not conflict with State or local renewable or energy efficiency objectives. Operational energy impacts would be less than significant.

Summary

As discussed above, energy conservation in the construction and operation of the proposed project would support the CED's strategy of reducing energy demand. Therefore, the project would not conflict with State or local renewable or energy efficiency objectives. Impacts would be less than significant.

Mitigation Measures

MM GHG-1 Prior to issuance of building permits, the applicant shall provide documentation to the City of Colton Planning Department demonstrating that the project will implement project 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-2 The project shall be designed to incorporate a minimum of 8 percent of all vehicle parking spaces (including for trucks) with electric vehicle charging stations and five carpool parking spaces at each building for employees and the public to use consistent with the applicable California Green Building Standards Code Section 5.106.5.2.

MM GHG-3 All buildings shall be designed to provide infrastructure to support use of electric-powered forklifts and/or other interior vehicles.

MM GHG-4 All buildings shall be designed to provide infrastructure to support use of 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 specific equipment is not available for a particular task.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
8. Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Sources: City of Colton, General Plan Safety Element (1987); General Plan EIR Volume I (2013); Department of Toxic Substances Control, Envirostor (2018); and Phase I Environmental Site Assessment (ESA) prepared by SCS Engineers on May 2018 (Appendix E).

Environmental Evaluation

The analysis in this section is based on the Phase I ESA Ashley 10.46 Project, prepared by SCS Engineers. The Phase I ESA is provided in Appendix E.

Would the project:

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

Less than significant impact. The proposed project would result in the construction of a logistical center/warehouse distribution facility. Compared with the existing conditions, the proposed project would increase the transport, use, and disposal of small quantities of various hazardous and potentially hazardous materials, such as gasoline, diesel fuel, petroleum-based products, degreasers, solvents, and fertilizers, herbicides, and pesticides used during proposed project construction as well as for routine maintenance and landscaping during operation. The transport, use, and disposal of these and other similar hazardous and potentially hazardous materials is controlled and regulated by federal and State regulations. In addition, the proposed project would not result in the transport, use, or disposal of these materials in volumes or quantities that could pose a hazard to the public or the environment.

Although the ultimate building occupants are not yet known, any tenant who would handle or transport any significant quantities of hazardous materials would be required to obtain appropriate regulatory permits and approvals and comply with applicable federal, State, and local laws, including the City of Colton Hazardous Waste Management Plan (Chapter 6.44 of the City's Code of Ordinances), and the policies of the County of San Bernardino Division of Environmental Health Services.

As required by California Health and Safety Code Section 25507, a business shall establish and implement a hazardous materials business emergency plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (6).

Compliance with all applicable local, State, and federal laws, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the California Code of Regulations as well as Health and Safety Code Section 25507, would ensure impact from the routine transport, use, or disposal of hazardous materials would be less than significant.

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

Less than significant impact. A (Phase I ESA was completed for the project site by Howard Industrial Partners in May 2018 (Appendix E). The Phase I ESA evaluated governmental database and mapping information for the project site and surrounding area as well as conducted an on-site field survey. The project site is vacant and currently undeveloped; it is mostly covered with low vegetation. There is a gravel-covered driveway area located at the northwestern corner, a manhole cover likely associated with either the aqueduct pipeline or a waterline easement that was observed, and remnants of a transient encampment were present on the southcentral portion of the project site.

The Phase I ESA identified potential issues related to past agricultural activities (i.e., possible application of chemical such as pesticides). However, due to there being no evidence of pesticide storage or mismanagement on the project site, past use for agricultural purposes would not represent a potential hazards source.

According to the Phase I ESA, the adjacent properties within a 0.25-mile radius of the project site handle hazardous materials of various types, but none have activities or materials that would represent a significant risk of public health or safety (e.g. on-site storage, leaking tanks, vapor migration, etc.). Two of the sites are listed under the Hazardous Waste Information System (HAZNET) database; however, the database listings contain no information about violations or releases of hazardous substances likely to have affected the project site or the site is located at a distance (180 feet) that would not negatively affect the environmental condition of the project site. Compliance with local, State, and federal laws will reduce impacts from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

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

Less than significant impact. The project site is not located within 0.25-mile of an existing or proposed school. The closest school is Cooley Ranch Elementary School, located at 1000 South Cooley Drive, which is located approximately 0.50 mile east of the project site. Therefore, the proposed project will have no impact related to emissions or the handling of hazardous materials within 0.25-mile of an existing or proposed school. Impacts would be less than significant.

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?

Less than significant impact. According to the Phase I ESA, the main portion of the project site is not listed on the Cortese List (Government Code § 65692.5) or listed in the Site Mitigation and Brownfields Reuse Program Database as maintained by the California Department of Toxic Substances Control (DTSC) Envirostor database. However, the southern portion of the project site that is currently used as a paved area for the adjacent property (King Equipment, LLC and Diesel Injection Services) appears on the Facility Index System, HAZNET, and San Bernardino County Permit databases under the address 1690 Ashley Way. The Diesel Injection Services operated as a vehicle repair shop in 2015. According to the HAZNET database listing, King Equipment, LLC generated unspecified organic liquid mixtures and other organic solids hazardous wastes in 2016. The site was responsible for four to ten hazardous chemicals, which were listed in the California Environmental Protection Agency (Cal/EPA) database. The site was also in possession of an aboveground storage tank. The database listings contain no information about violations or releases of hazardous substances likely to have affected the project site. As such, impacts would be less than significant.

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

No impact. The project does not include any residential component. Additionally, there are no private or public airports located within or near the project site; therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. Flabob Airport is located approximately 7.52 miles southwest of the site; San Bernardino International Airport is located approximately 4.57 miles northeast of the project site; Ontario International Airport is located approximately 16.85 miles west of the site; and the Riverside Municipal Airport is 10.9 miles southwest of the site. A review of the respective Airport Land Use Compatibility Plans confirms that the project site is not within any designated airport influence areas or fly zones (City of Colton 2013). No impact would occur.

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

Less than significant impact. The project site is located adjacent to Ashley Way and Cooley Drive, which provides direct access to the site as well as to the I-215 to the east (at Mount Vernon Avenue). The proposed project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with the City's Emergency Plan (Chapter 2.28.100 of the City Code of Ordinances), which would ensure the provision of adequate vehicular access and would provide for sufficient emergency access and evacuation. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any temporary road closures. These are standard conditions of approval for the City and thus would not require separate mitigation measures. As such, compliance to these City conditions would result in less than significant impacts.

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

Less than significant impact. Two types of fire hazards have a significant impact within the City of Colton: urban fire hazards and brush fires. A large percentage of the City's area is designated part of moderate, high, and very high fire hazard severity zones, as mapped by CAL FIRE. The project site is not located within an area identified by the City of Colton General Plan as a very high fire hazard area. Additionally, the proposed project is not located within the urban-wildland interface areas within the City of Colton. The project site is surrounded on three sides by urban development and infrastructure; therefore, there are no areas susceptible to wildland fires near the site.

The nearest fire station to the project site is Fire Station No. 214, located at 1151 South Meadow Lane, approximately 0.33 mile south. Further, the City of Colton participates in the California Master Mutual Aid Agreement of 1950, which provides assistance from other fire departments, without charge, during major emergencies to cities temporarily overwhelmed by an incident. The City also has entered into various automatic aid agreements with neighboring cities to ensure the quickest and most efficient fire response regardless of city boundaries. Therefore, it is possible the San

Bernardino County Fire Station No. 23 located at 22582 City Center Court in Grand Terrace, located approximately 1.56 miles southwest of the project site, would provide fire protection services in the event of an emergency. The proposed project would adhere to building codes and any conditions required by the fire department during their review of the proposed project. Fire hazard impacts would be less than significant.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
9. Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Sources: Preliminary Drainage Study Ashley Technology Park (APN: 0276-144-48, -49 and -52) City of Colton, County of San Bernardino, California, prepared by FM Civil Engineers, Inc., August 21, 2018; and Preliminary Water Quality Management Plan For Ashley Way, prepared by FM Civil Engineers, Inc., August 6, 2018 (Appendix F).

Environmental Evaluation

Would the project:

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

Less than significant impact. A project normally would have an impact on surface water quality if discharges associated with the proposed project would create pollution, contamination, or nuisance as defined in Water Code Section 13050 or that cause regulatory standards to be violated as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for a receiving water body. For the purpose of this specific issue, a significant impact could occur if the proposed project would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the proposed project does not comply with all applicable regulations with regard to surface water quality as governed by the California State Water Resources Control Board (State Water Board). These regulations include preparation of a WQMP to reduce potential post-construction water quality impacts.

The proposed project has the potential to release water pollutants during both construction and operations; however, impacts would be less than significant with implementation of existing regulations. Each is discussed separately below.

Construction

Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earthmoving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

The proposed project would disturb approximately 11.19 acres of land and therefore would be subject to NPDES permit requirements during construction activities. The WQMP for the project site, provided as Appendix F of this report, intended to comply with the requirements of the City of Colton, County of San Bernardino and the NPDES Areawide Stormwater Program requiring the preparation of a WQMP. The proposed project would implement the provisions of the WQMP and will ensure that it is amended as appropriate to reflect up-to-date conditions on the site consistent with San Bernardino County's Municipal Storm Water Management Program and the intent of the NPDES Permit for San Bernardino County and the incorporated cities of San Bernardino County within the Santa Ana Region.

The WQMP is intended to guide the management of stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The City would review and approve BMPs contained in the proposed project Applicant's submitted SWPPP to be implemented to reduce the discharge of pollutants during construction. The proposed project's WQMP identifies erosion control BMPs to minimize pollutant discharges during

construction activities. These identified BMPs would include stabilized construction entrances, sand bagging, designated concrete washout, tire wash racks, silt fencing, and curb cut/inlet protection. Impacts would be less than significant with implementation of existing regulations.

Operations

Proposed construction of the proposed project would increase impervious areas by replacing the vacant property with warehousing and associated paving and landscaping. Landscaping is proposed as part of the proposed project design throughout the project site. Compliance with existing federal, State, and local regulations related to water quality and implementation of BMPs included in the proposed project construction WQMP would result in impacts to water quality being less than significant.

The proposed project would not generate hazardous wastewater that would require any special waste discharge permits. All wastewater associated with the proposed project's interior plumbing systems would be discharged into the local sewer system for treatment at the regional wastewater treatment plant. Impacts would be less than significant with implementation of existing regulations.

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

Less than significant impact. If the proposed project removes an existing groundwater recharge area or substantially reduces runoff that results in groundwater recharge such that existing wells would no longer be able to operate, a potentially significant impact could occur. According to the WQMP for the project site, provided as Appendix F to this report, infiltration on the project site would not pose a significant risk for groundwater-related concerns. The WQMP provides BMPs for infiltration with regard to groundwater protection, and the proposed project would utilize a subsurface storm drain, drainage inlets, swales, gutters to collect and convey peak flows, and underground infiltration chambers to mitigate for water quality and increased runoff (Appendix F). Therefore, the increase in impermeable surfaces would not interfere with intentional groundwater recharge.

According to the Preliminary Drainage Report for the project site, also provided in Appendix F, the project site is not an identified groundwater recharge facility. Development of the proposed project would not interfere with groundwater recharge through the development of impervious areas on the project site. Impacts on groundwater supplies 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:

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

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

(iv) impede or redirect flood flows?

Less than significant impact. Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the proposed project results in substantial on- or off-site erosion or siltation. Most of the property drains near the west boundary from northeast to southwest. Flows travel to a low spot where there is no outlet; however, a small area along the south and southeast side drains towards a 36-inch riser pipe with a 30-inch outlet pipe that is connected directly to the Reche Canyon Channel. Under the proposed conditions, storm flows will be collected by storm inlets and subdrain pipes and directed to an on-site underground infiltration chambers for water quality and storm mitigation, outletting to existing channels via storm pipe and connection to existing 30-inch pipes (Appendix F). The proposed project would not alter the existing drainage pattern of the site or the course of the Reche Canyon Channel, or result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

During construction, the Applicant would be required to comply with drainage and runoff guidelines pursuant to City of Colton and County of San Bernardino guidelines. There are no channels or creeks running through the project site; however, the Reche Canyon Channel runs adjacent to the project site.

Operation of the proposed project would increase the net area of impermeable surfaces on the site because the site is currently vacant. As discussed in Impact (d), proposed project implementation would not result in alteration of any existing drainage course. Permits to connect to the existing storm drainage system would be obtained prior to construction. Therefore, the increase in discharges would not impact local storm drain capacity. The proposed project would not result in substantial pollutant loading such that treatment control BMPs per the WQMP would be required to protect downstream water quality. The proposed project would utilize a subsurface storm drain, drainage inlets, swales, gutters to collect and convey peak flows, and underground infiltration chambers to mitigate for water quality and increased runoff. (Appendix F). According to the Preliminary Drainage Report, an outlet control structure (weir with orifices) will be utilized to control and mitigate storm flows and sized to safely bypass the peak 100-year frequency storm, 24-hour duration for the ultimate developed condition. Additionally, as a result of the analysis within the Preliminary Drainage Report, a single 30-inch storm drain pipe is proposed to convey the routed/mitigated flows and discharge to the existing 30-inch pipe outlet for Reche Canyon Channel, based on soffit control.

The proposed project would result in increased stormwater flow rates on-site due to the addition of impervious surfaces on-site. According to the Preliminary Drainage Report, the project site will utilize an infiltration basin to mitigate flows for increased runoff. The required water quality volume for the project site is 33,686 ft^3, and for storm mitigation it is 23,004 ft^3, with the combined total being 56,690 ft^3. The underground chamber can provide 65,000 ft^3. Therefore, the preliminary analysis shows that the underground chamber/basin provides storage capacity to mitigate for water quality and stormwater flows as needed for the proposed project under developed conditions. Since the water quality volume must infiltrate through the underground basin/chamber bottom, the outlet control structure will have outflows at or above the required design capture volume depth. The outflows will be restricted, with inverts placed at or above the elevation of 945.35 feet. The underground basin's emergency bypass is a weir wall in the outlet control structure and a 30-inch outlet pipe that will safely bypass the 100-year frequency storm event. The proposed project would not substantially increase the rate or amount of surface runoff. These design considerations, along with the implementation of BMPs in the WQMP, would reduce impacts to stormwater drainage systems and sources of polluted runoff. Impacts would be less than significant.

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

Less than significant impact. As discussed in more detail below, the project site is not in a flood hazard, tsunami, or seiche zone and therefore the risk of release of pollutants due to project inundation is less than significant. Further, the proposed project includes the development of BMPs for the use and storage of potential pollutants that would mitigate the risk of release of pollutants in the unlikely event of inundation.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Zones map, the project site is not located within an area considered high or moderate risk for flood inundation. The project site is located within Zone X, a zone that corresponds to areas outside of the 500-year flood or areas protected from the 100-year flood by levees. In other words, Zone X is defined as areas with a 0.2 percent annual chance of flood (i.e., a 500-year flood hazard area). The adjacent Reche Canyon Channel lies along the southern boundary and is designated Zone "A." Furthermore, according to the National Wetland Inventory, the project site does not contain "blue line" or jurisdictional water features (Exhibit 8). The proposed project does not propose any alterations to or interaction with the Reche Canyon Channel.

Flooding as a result of dam or levee failure is most commonly associated with earthquake events. According to the City of Colton's General Plan Safety Element (City of Colton 1987), the proposed project is within the general limits of the Reche Canyon Channel, which has been channelized, and flood precautions should be taken. Proposed project design features with regard to the channel, and the implementation of the BMPs outlined in the WQMP would reduce the potential for earthquake induced flooding.

The project is not in a tsunami zone. A tsunami is a long sea wave caused by an earthquake or other geologic submarine disturbance. The project site is located over 75 miles from the Pacific Ocean and would not likely be impacted by a tsunami. Further, due to the location of the project site and the topography of the surrounding locale, it is also not likely that mudflows will inundate the site.

The project is not in a seiche zone. Seiches are large waves generated in enclosed bodies of water in response to ground shaking. The project site is surrounded by a relatively flat and urbanized area and not adjacent to any enclosed body of water, such as a lake or reservoir. As such, the proposed project is unlikely to release pollutants as a result of project site inundation and this impact is considered less than significant.

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

Less than significant impact. See discussions under Impact (a), Impact (c) and Impact (e), above. Potential pollutants from the proposed project include suspended-solids/sediments, nutrients, pathogens, pesticides, oil and grease, and trash and debris. The proposed project includes the development of BMPs that would mitigate the degradation of water quality during the construction and operational phases of the proposed project. The project proposes to implement the site design hydrologic source control, infiltration, harvest and use, biotreatment, hydromodification control, and source control BMPs of the WQMP as well as the preventative low impact development (LID) site design practices in an effort to prevent and/or reduce impacts to water quality. Implementation of the proposed project's design features to prevent degradation to surface and groundwater quality as well as implementation of the proposed project's BMPs reduce the possibility of violating water quality management plans. As such, impacts would be less than significant.

Mitigation Measures

None.

Source: ESRI Aerial Imagery. USFWS NWI Data.

FIRSTCARBON SOLUTIONS™

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Exhibit 8
Potentially Jurisdictional Waters

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Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
10. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Sources: City of Colton General Plan (1987); City of Colton General Plan EIR Volume II, Land Use Section (2013); and City of Colton Municipal Code (2018).

Environmental Evaluation

The project site is located in the City of Colton, on a corner lot south of Ashley Way that totals approximately 11.19-acres. The site is currently undeveloped and was used for agricultural purposes until the area became urbanized. The City of Colton General Plan designates the site as commercial and is Zoned C-2. The Commercial designation allows for 1.0 maximum FAR and permits a wide range of retail and commercial services, professional offices, and medical facilities that support higher-intensity commercial uses such as fast-food and sit-down restaurants, offices, auto services, and community-wide and regional retail establishments.

Would the project:

a) Physically divide an established community?

No impact. The physical division of an already established community typically refers to the construction of a linear feature, such as an interstate highway, railroad tracks, or removal of a means of access, such as a bridge, which would impact mobility within an existing community and an outlying area. The proposed project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. The project site is currently vacant and was previously in agricultural use. There are no dwelling units or other types of established communities on the site. The proposed project is within an urbanized area composed of retail and commercial services, professional offices, and medical facilities and surface street features. The proposed project is consistent and compatible with the surrounding land uses and would not divide an established community. These conditions preclude the division of an established community. No impact would occur.

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

Less than significant impact. The project site is currently designated commercial by the City of Colton General Plan and zoned C-2 by the City of Colton Zoning Code. The proposed project requests

a General Plan Amendment and a zone change from Commercial to Industrial to allow the construction of a new 220,185 square foot logistical center/warehouse distribution facility within the C-2 Zone. Thus, the proposed project does not conform to the current General Plan land use designation as warehouse facilities are not permitted within the C-2 Zone.

Accordingly, as part of the entitlement process, the project proposes a GPA and zone change from Commercial to Industrial in order to conform to the development standards outlined in the City's General Plan and zoning in addition to the City's land use plan, policy, and regulations. The project site is not located within a specific plan or local coastal program area. The City of Colton General Plan does not have a natural community conservation plan. However, the City has adopted the West Valley HCP for the Delhi Sands flower-loving fly. The Plan consists of 416.3 acres north of I-10 and 5.8 acres that encompass a portion of East Slover Avenue south of I-10. The project site is located approximately 2.8 miles outside of and south of the West Valley HCP. Therefore, development of the proposed project would not conflict with any applicable habitat conservation plan or natural community plan. Thus, impacts are less than significant.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
11. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Sources: City of Colton General Plan EIR Volume I, Exhibit 4.11.1, Mineral Resources (2013).

Environmental Evaluation

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?

No impact. The proposed project site is located in an urbanized area. The project site does not support mineral extraction and does not contain any state designated mineral resource zones or other areas designated as containing known mineral resources of statewide importance according to the City of Colton General Plan EIR (City of Colton 2013). This precludes the potential for impacts associated with mineral resources. No impact 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?

No impact. The project site does not support mineral extraction and does not contain any locally designated mineral resource zones or other areas designated as containing known mineral resources of local importance. This precludes the potential for impacts associated with mineral resources. No impact would occur.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
12. Noise *Would the project result in:*				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

This analysis is based on the Noise Impact Analysis report prepared by FCS to determine the off-site and on-site noise impacts associated with the proposed 1648 Ashley Way Warehouse Project (Project). The report is contained in Appendix G.

Based on the new CEQA Appendix G checklist questions, the noise land use compatibility discussion is now contained within the Land Use and Planning discussion (Section 10) of this document.

Environmental Evaluation

Characteristics of Noise

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. Noise is typically generated by transportation, specific land uses, and ongoing human activity.

The standard unit of measurement of the loudness of sound is the dB. 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. A change of 3 dB is the lowest change that can be perceptible to the human ear in outdoor environments. While a change of 5 A-weighted decibel (dBA) is considered to be the minimum readily perceptible change to the human ear in outdoor environments.

Since the human ear is not equally sensitive to sound at all frequencies, the dBA scale was derived to relate noise to the sensitivity of humans, it gives greater weight to the frequencies of sound to which the human ear is most sensitive. The dBA sound level is the basis for a number of various sound level metrics, including the day/night sound level (L_{dn}) and the Community Noise Equivalent Level (CNEL), both of which represent how humans are more sensitive to sound at night. In addition, the equivalent continuous sound level (L_{eq}) is the average sound energy of time-varying noise over a sample period and the L_{max} is the maximum instantaneous noise level occurring over a sample period.

Existing Noise Sources

The proposed project site is located within the City of Colton, in the County of San Bernardino, California. Surrounding the project site are single-family residential homes to the south and east, and commercial and warehouse land uses to the north and northwest. I-215 is located directly to the east of the project site.

The existing noise levels on the project site were documented through a noise monitoring effort performed at the project site. The noise monitoring locations are shown in Exhibit 9. Noise monitoring location and measurements are described in detail in Appendix G. A total of four short-term noise measurements (15 minutes each) were taken on Friday, December 7, 2018, starting at 11:53 a.m. and ending at 1:31 p.m., during the afternoon peak noise hour.

The first measurement, ST-1, was taken at the eastern boundary of the project site, approximately 250 feet southeast of Ashley Way and 250 feet northwest of I-215. The resulting measurement showed that ambient noise levels at this location averaged 61.4 dBA L_{eq}. As was observed by the technician at the time of the noise measurement, the dominant noise sources in the project vicinity were vehicular traffic along I-215 and construction activities.

The second measurement, ST-2, was taken at the south boundary of the project site approximately 175 feet northeast of the Reche Canyon Channel and 130 feet northwest of I-215. The resulting measurement showed that ambient noise levels at this location averaged 64.0 dBA L_{eq}. As was observed by the technician at the time of the noise measurement, the dominant noise sources in the project vicinity were vehicular traffic along I-215 and construction activities.

The third measurement, ST-3, was taken at the southwest corner of the project site, just north of the Reche Canyon Channel. The resulting measurement showed that ambient noise levels at this location averaged 57.8 dBA L_{eq}. As was observed by the technician at the time of the noise measurement, the dominant noise source in the project vicinity was vehicular traffic along I-215 and Ashley Way.

The fourth measurement, ST-4, was taken at the northern boundary of the project site, approximately 400 feet east of East Cooley Drive. The resulting measurement showed that ambient noise levels at this location averaged 62.6 dBA L_{eq}. As was observed by the technician at the time of the noise measurement, the dominant noise source in the project vicinity was vehicular traffic along I-215 and Ashley Way.

Regulatory Framework

The project site is located within the City of Colton. The City of Colton addresses noise in the Noise Element of their General Plan and in the City of Colton Code of Ordinances.

City of Colton General Plan

The City of Colton establishes its noise performance standards in the Noise Element of the City of Colton General Plan. Exterior noise levels should not exceed 65 dBA during the day, or 55 dBA at night, for commercial land uses, including general business and general merchandising.

The City of Colton General Plan establishes Land Use Compatibility Standards for noise. The land use category listed in the City's Land Use Compatibility Standards that most closely applies to the proposed project is industrial, manufacturing, utilities, and agriculture. Under this designation, 75 dBA CNEL is considered to be the "normally acceptable" noise level for this type of new land use development.

City of Colton Code of Ordinances

The City of Colton establishes its noise performance standards in the City of Colton Code of Ordinances. The Noise Ordinance (Section 18.42.040) establishes a threshold of 65 dBA as the maximum sound level radiated by any use of facility, when measured at the boundary line of the property on which the sound is generated.

Impact Analysis

Would the project result in:

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

Short Term Construction Impacts

Less than significant impact with mitigation incorporated. For purposes of this analysis, a significant impact would occur if construction activities would result in a substantial temporary increase in ambient noise levels outside of the City's permissible hours for construction (7:00 a.m. to 7:00 p.m.) that would result in annoyance or sleep disturbance of nearby sensitive receptors.

Construction-related Traffic Noise

Noise impacts from construction activities associated with the 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 impacts 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 site.

Source: ESRI Aerial Imagery.

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Exhibit 9
Noise Monitoring Locations

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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 trip (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 nose discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Project-related construction trips would not be expected to double the hourly traffic volumes along any roadway segment in the project vicinity. For this reason, short-term intermittent noise from construction trips would be minor when averaged over a longer time-period and 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 1 of Appendix G to this report 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 is 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 one or two minutes of full power operation followed by three or four minutes at lower power settings.

Construction of the project is expected to require the use of scrapers, bulldozers, water trucks, haul trucks, and pickup trucks. Based on the information provided in Table 2 of Appendix G to this report, the maximum noise level generated by each scraper is assumed to be 85 dBA L_{max} at 50 feet from this 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}.

The closest noise-sensitive receptors to the project site are the multi-family residential homes located southwest of the project site. The façade of the closest home would be located approximately 280 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would operate simultaneously during construction of the proposed warehouse and parking areas. At this distance, construction noise levels could range up to approximately 75 dBA L_{max}, with a relative worst-case hourly average of 71 dBA L_{eq} at this receptor.

Although there could be a relatively high single event noise exposure potential causing an intermittent noise nuisance, the effect of construction activities on longer-term (hourly or daily) ambient noise levels would be small but 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. Therefore, restricting the permissible hours of construction to daytime hours would reduce the effects of construction activities on longer-term (hourly or daily) ambient noise levels, and it would reduce potential impacts that could result in annoyance or sleep disturbances at nearby sensitive receptors. Therefore, noise producing construction activities shall be restricted to the daytime hours of 7:00 a.m. to 7:00 p.m. Restricting construction activities to these stated time-periods, as well as implementing the best management noise reduction techniques and practices outlined in 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 less than significant.

Operational/Stationary Source Noise Impacts

Less than significant impact. 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. The City's noise ordinance establishes a noise performance standard threshold of 65 dBA L_{eq} for the maximum sound level radiated by any use of facility when measured at the boundary line of the property on which the sound is generated.

As noted in the characteristics of noise discussion, 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 new mechanical ventilation equipment, parking lot activities, and truck loading and unloading activities.

Mechanical Equipment Operations

Implementation of the project would include operation of a new mechanical equipment, which would be a new stationary noise source in the project vicinity. At the time of preparation of this analysis, specific details of 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 110 feet from the closest project boundary adjoining another land use. At this distance, and assuming a minimum noise reduction of 6 dBA for shielding provided by the rooftop parapet, these mechanical ventilation system operational noise levels would attenuate to below 41 dBA L_{eq}, as measured at the nearest property line. These noise levels would not exceed the City's noise performance threshold of 65 dBA L_{eq}.

Therefore, impacts from operational noise levels generated by the proposed mechanical ventilation equipment would not result in a substantial permanent increase in ambient noise levels in excess of any of the noise performance thresholds, and would be less than significant.

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 visitors and staff arrive and leave parking lot areas at the project site.

The nearest noise-sensitive receptor to the parking areas of the proposed project are the multi-family residential land uses located south of the southwestern corner of the project site, across the Reche Canyon Channel. These residences would be located approximately 280 feet from the acoustic center of parking lot activities at the project site. At this distance, noise levels associated with daily parking lot activities would range up to approximately 55 dBA L_{max} at the nearest residential property line. When averaged over an hour, hourly average noise levels from these parking lot activity would range up to 42 dBA L_{eq}. These noise levels would not exceed the City's noise performance threshold of 65 dBA L_{eq}. Therefore, noise impacts from operational parking lot activity would not result in a substantial permanent increase in ambient noise levels in excess of any of the noise performance thresholds, and would be less than significant.

Truck Loading Activities

Noise would also be generated by truck delivery, loading and unloading activities at the loading dock areas of the proposed project site. Typical noise levels from this type of loading and unloading activity can range from 70 dBA to 80 dBA L_{max} as measured at 50 feet. Commercial loading and unloading activities at the proposed project site could be located approximately 500 feet from the nearest off-site residential receptor, which is the multi-family residential land use located south of the southwestern corner of the project site, across the Reche Canyon Channel. At this distance, activities at loading and unloading areas could result in intermittent noise levels ranging up to approximately 60 dBA L_{max}. These activities are expected to occur at most a couple of times throughout a typical day as deliveries are made at the proposed facility with maximum noise levels generated for a cumulative minute within any hour. As a result, noise from these activities, when averaged over minutes or hours, would not exceed the background ambient noise level of 58 dBA L_{eq} (as measured at ST-3, the noise monitoring location nearest to this off-site residential receptor). These noise levels would not exceed the City's noise performance threshold of 65 dBA L_{eq}. Therefore,

impacts from operational truck loading activity noise levels would not result in a substantial permanent increase in ambient noise levels in excess of any of the noise performance thresholds, and would be less than significant.

Operational/Mobile Source Noise Impacts

Less than significant impact. 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 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 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 1 shows a summary of the traffic noise levels for existing, existing plus project, year 2021 without project, year 2021 with project, year 2040 without project, and year 2040 with project conditions as measured at 50 feet from the centerline of the outermost travel lane.

Table 20: Traffic Noise Increase Summary

Roadway Segment	Existing (dBA) CNEL	Existing with Project (dBA) CNEL	Increase over Existing (dBA)	Year 2021 without Project (dBA) CNEL	Year 2021 with Project (dBA) CNEL	Increase over Year 2021 without Project (dBA)	Year 2040 without Project (dBA) CNEL	Year 2040 with Project (dBA) CNEL	Increase over Year 2040 without Project (dBA)
Ashley Way—Cooley Drive to Project Driveway 1	55.4	56.6	1.2	55.7	56.8	1.1	55.7	56.8	1.1
Ashley Way—Project Driveway 1 to Project Driveway 2	55.4	56.8	1.4	55.7	57.0	1.3	55.7	57.0	1.3
Ashley Way—Project Driveway 2 to Cooley Drive	53.1	53.3	0.2	53.2	53.4	0.2	56.0	56.0	0.0
I-215—south of I-10	80.4	80.5	0.1	80.6	80.6	0.0	81.4	81.4	0.0
Source: FCS 2018.									

As shown in Table 1, the highest traffic noise level increase with implementation of the project would occur along Ashley Way between Project Driveway 1 and Project Driveway 2, under existing

with project conditions. Along this roadway segment, the project would result in traffic noise levels ranging up to 56.8 dBA CNEL as measured at 50 feet from the centerline of the nearest travel lane, representing an increase of 1.4 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 project. Therefore, impacts from project-related traffic noise levels would not result in a substantial permanent increase in traffic noise levels in excess of applicable standards, and would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. A significant impact would occur if the project would generate groundborne vibration or groundborne noise levels in excess of established standards. For determining construction-related vibration impacts, the Federal Transit Administration (FTA's) Construction Vibration Impact Criteria are utilized. The FTA has established industry accepted standards for vibration impact assessment in its Transit Noise and Vibration Impact Assessment document Manual (FTA 2018). These guidelines are summarized in Table 2.

Table 21: 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 Engineer 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: FTA 2018.		

For determining operational vibration impacts, the City's vibration performance criteria are utilized. The City 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.

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving and operating heavy earthmoving equipment. However, construction vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV). For purposes of this analysis, project related impacts are expressed in terms of PPV.

Short-term Construction Vibration Impacts

A significant impact would occur if existing structures at the project site or in the project vicinity would be exposed to groundborne vibration levels in excess of levels established by the FTA's Construction Vibration Impact Criteria for the listed type of structure, as shown in Table 2.

Of the variety of equipment used during construction, the small vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Small vibratory rollers produce groundborne vibration levels ranging up to 0.101 inch per second (in/sec) PPV at 25 feet from the operating equipment.

The nearest off-site receptor to the project site is the equipment rental building located northeast of the project site. The façade of this building would be located approximately 90 feet from the nearest construction footprint where the heaviest construction equipment would potentially operate. At this distance, groundborne vibration levels would range up to 0.015 PPV from operation of the types of equipment that would produce the highest vibration levels. This is below the FTA's Construction Vibration Impact Criteria of 0.3 PPV for buildings of engineered concrete and masonry. Therefore, the impact of short-term groundborne vibration associated with construction to off-site receptors would be less than significant.

Operational Vibration Impacts

A significant impact would occur if existing structures at the project site or in the project vicinity would be exposed to groundborne vibrations from 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.

Implementation of the project would not include any permanent sources that would 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. In addition, there are no existing significant permanent sources of groundborne vibration in the project vicinity to which the proposed project would be exposed. Therefore, there would be no impact related to operational groundborne vibration.

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?

No impact. A significant impact would occur if the 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 airport to the project site is the San Bernardino International Airport, located approximately 3.5 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 dBA 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 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.

Mitigation Measures

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. daily.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
13. 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Sources: California Department of Finance (2018); Southern California Association of Governments (SCAG) RTP Demographic and Growth Forecast 2016-2040; and City of Colton General Plan Housing Element (2013-2021).

Environmental Evaluation

In 2010, the City of Colton had a population of 52,126 and 16,358 housing units. According to the 2018 California Department of Finance estimates, the City of Colton's current estimated population is 53,724, with 16,462 housing units. This represents 1,598 new residents and 104 new households since the 2010 census. The City population is estimated to be 69,100 in 2040 as forecasted by SCAG, with approximately 20,800 housing units. These findings are consistent with the population trends discussed in the Housing Element of the City of Colton General Plan.

The City of Colton's General Plan EIR examines population and housing growth impacts associated with implementation of the Land Use, Mobility, and Housing Elements. Population and household estimates and projections for the City were obtained from the California Department of Finance and SCAG. According to the California Department of Finance, the number of households in San Bernardino County is forecast to increase by 27.2 percent in the City of Colton and by 31.3 percent between 2010 and 2040 (California Department of Finance 2018).

The City of Colton Housing Element (2013-2021) sets forth housing strategies that will help move toward improved housing conditions for current Colton residents, safer neighborhoods in which residents feel comfortable investing, and move-up housing opportunities that can diversify household income demographics in the City. It identifies goals, policies, and quantified objectives intended to meet the City's housing needs and includes a discussion of whether the City has provided adequate sites to meet its Regional Housing Needs Allocation obligations. The Housing Element does not identify quantifiable objectives for affordable housing at this time.

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)?

No impact. The CEQA Guidelines identify a project as growth-inducing if it fosters economic or population growth or the construction of additional housing either directly or indirectly in the surrounding environment (CEQA Guidelines § 15126.2[d]). New employees from commercial or industrial development and new populations from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of particular significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it is unplanned or fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG).

The proposed project would require a temporary construction and permanent operational workforce, both of which could induce population growth in the project area. The temporary workforce would be needed to construct the logistical center/warehouse distribution facility and associated improvements. The number of construction workers needed during any given time period would largely depend on the specific stage of construction but will likely range between a few dozen workers to nearly 100. Once operational, the proposed project would require approximately 150 employees, based on employee generation rates provided by the County of San Bernardino (1 employee per 2,000 square feet of high-cube warehouse use; 1 employee per 250 square feet of office use). Current data (January 2019) provided by the California Employment Development Department found that the unemployment rate for the County of San Bernardino is at 3.7 percent, or 36,800 people. As such, the proposed project's temporary and permanent employment requirements could be met by the County's existing labor force without people needing to relocate into the project region. Because of the nature of the proposed project, the types of labor skills required for the proposed project are typically filled by workers who are already present in the local labor force. Therefore, there would be no impacts associated with growth inducement.

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

No impact. The proposed project would not displace existing people or housing, necessitating the construction of replacement housing elsewhere, because the proposed project is proposed on a vacant site that does not contain existing housing that would be removed or affected by the proposed project. Therefore, there will be no impact on existing housing, necessitating the construction of replacement housing elsewhere.

Mitigation Measures

None.

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

Sources: City of Colton General Plan Update EIR, Volume I, Public Services Section (2013); City of Colton General Plan Safety Element (1987); and City of Colton Police Department (2018).

Environmental Evaluation

Based on information from the City of Colton General Plan EIR, the Colton Fire Department provides fire suppression and emergency medical services to the project site. The Colton Fire Department is staffed by 32 uniformed personnel, including the fire chief, battalion chiefs, fire captains, engineers, and firefighter/paramedics. Emergency medical service is provided by the Emergency Medical Services (EMS) division staffed by 17 paramedics and 9 Emergency Medical Technicians (EMT). American Medical Response (AMR) provides ambulance service to the City of Colton. The Colton Fire Department responds to over 5,000 calls per year from four stations throughout the community. The Colton Fire Department's average response time is 5:56 minutes for all call types. For emergency services, AMR has an established agreement to respond to 90 percent of calls within nine minutes. The nearest Colton Fire Department station to the project site is Colton Fire Department Station No. 214, located approximately 0.40 mile southeast from the project site (City of Colton 2013).

The City of Colton and surrounding jurisdictions are located in the San Bernardino County Fire Department's Valley Division (Division 1). The Valley Division service area includes 210,800 people in a 585-square mile area; 15 fire stations provide service to the City. Division 1 is staffed by 250 suppression personnel, including one division chief, six battalion chiefs, 39 captains, 33 engineers, 57 firefighters, and 120 limited-term and paid-call firefighters. The Valley Division is equipped with 21 fire engines, three ladder trucks, seven brush engines, five brush patrols, one HazMat response vehicle, 18 squads, five water tenders, and two rescue engines. The two nearest County stations are Station No. 23 in Grand Terrace and Station No. 231 in San Bernardino, southwest and northeast of the City of Colton, respectively. The nearest San Bernardino County Fire Station is Station No. 23 located approximately 1.52 miles southwest from the project site.

The 18 square miles that make up the City of Colton and its Sphere of Influence (SOI) is served by the Colton Police Department and would provide services to the project site. The police department

headquarters is in the City's civic center, located at 650 North La Cadena Drive. Approximately 106 "headquartered" staff includes patrol officers, detectives, traffic officers, and administrative personnel. The Colton Police Department also provides service from a number of substations; substation services include code enforcement, property and evidence, and vehicle impound. Colton is staffed by 75 sworn officers and 44 non-sworn support staff equating to a ratio of 1.46 sworn officers for every 1,000 residents. The Colton Police Department is equipped with 27 patrol vehicles, armored rescue vehicle, mobile command post, tactical equipment, off-road enforcement vehicles, traffic enforcement vehicles, and two police canines. The Department responded to an average of 274 violent crimes and 1,923 property crimes between 2004 and 2008 (City of Colton 2013).

The majority of the City is served by Colton Joint Unified School District. However, the northwest portion of the City is served by the Rialto Unified School District, and the northeast portion is served by San Bernardino City Unified School District (City of Colton 2013).

The Colton Public Library's three facilities provide library services in the City of Colton. The Main Public Library is located at 656 Ninth Street; the Luque Branch Library is located at 294 East "O" Street; and the Carnegie Building is located at 380 North La Cadena Drive. The Main Library is 10,700 square feet in size, the Luque Branch Library is approximately 3,000 square feet in size, and the Carnegie Building is approximately 6,400 square feet in size. These facilities serve approximately 60,000 borrowers annually and house over 80,000 items in circulation. Full staffing employs approximately 296 staff hours per week (City of Colton 2013).

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?

Less than significant impact. The Colton Fire Department provides fire suppression and emergency medical services to the project site. The proposed project would result in a significant environmental impact if new or physically altered fire protection facilities would need to be built to maintain acceptable service ratios, response times, or other performance objectives for fire protection. As described above, the Colton Fire Department station nearest to the project site is Station No. 214, which is located approximately 0.40 mile southeast from the project site, and the nearest County station is approximately 1.52 miles southwest.

As indicated in the City of Colton General Plan EIR, the Insurance Services Office (ISO) provides rating and statistical information for the insurance industry in the United States. The ISO evaluates a community's fire protection needs and services and assigns each community a Public Protection Classification rating. Insurance rates are based upon the community's rating. For planning purposes, the ISO recommends that developed portions of a community should have a first-due engine company within 1.5 miles and a ladder service company within 2.5 miles.

Given the proximity of Station No. 214 to the project site and a travel time of approximately 4 minutes from that station to the site, the Colton Fire Department would be able to meet the established ISO standards. Further, the proposed project would be required to comply with all applicable regulations and standards of the Colton Fire Department, including those related to fire flow and water pressure; to comply with San Bernardino County development mitigation fees, each project developer would be required to pay development impact fees to offset the project-related demand on existing fire services. Therefore, impacts would be less than significant.

b) Police protection?

Less than significant impact. Police services to the project site would be provided by the City of Colton Police Department. The police station nearest to the project site is located at 650 North La Cadena Drive, approximately 1.69 miles northwest of the project site. The proposed project consists of a 220,185 square foot logistical center/warehouse distribution facility, including 10,000 square feet of office space, which may incrementally increase the demand for police protection services. However, the City monitors police staffing levels as part of the annual budgeting process to ensure that adequate police protection can continue even after new development projects are approved and constructed. According to the City's General Plan Safety Element, the City maintains a ratio of 3.3 officers per 10,000 population, while the ideal number of officers required for maximum efficiency would be 4.4 officers per 10,000 population (City of Colton 1987).

The Colton Police Department has 51 sworn officers and 32 non-sworn employees serving a population of approximately 53,243 residents (Colton Police Department 2018). Based on this, the ratio of sworn officers to population is approximately 1.0 sworn officer per 1,044 residents, or 9.6 sworn officers per 10,000 population. The proposed project would introduce approximately 150 new employees onto the site but no new residents, and industrial uses typically generate fewer general and emergency calls for police service compared to residential uses. Moreover, because the types of labor skills required for the proposed project are typically filled by workers who are already present in the local labor force, the project is not anticipated to introduce additional population to the City.

As with all development within the City, the Applicant shall pay applicable development impact fees to support the provision of police services. In addition, with implementation of General Plan policies, compliance with existing codes and standards and, through Police Department practices, impacts on the demand for additional police facilities or services will be less than significant and no new or altered police facilities would be needed.

c) Schools?

Less than significant impact. The proposed project consists of a logistical center/warehouse distribution facility and limited office space but does not include housing. Moreover, because the types of labor skills required for the proposed project are typically filled by workers who are already present in the local labor force, the project is not anticipated to introduce additional population to the City. The proposed project would not directly induce population growth in the City. As such, the proposed project would not create the need for new construction or expansion of existing schools.

Additionally, the proposed project would pay local school district impact fees pursuant to SB 50 and California Government Code, Section 65995. Impacts would be less than significant.

d) Parks?

Less than significant impact. The proposed project does not include recreational amenities or parkland. The proposed project would employ approximately 150 people. Because the types of labor skills required for the proposed project are typically filled by workers who are already present in the local labor force, the project is not anticipated to introduce additional population to the City. Thus, the proposed project would not directly induce population growth in the City. As such, the proposed project would not create the need for new construction or expansion of existing parks. As such, impacts to park facilities would be less than significant.

e) Other public facilities?

Less than significant impact. The project proposes light industrial uses within an urbanized area. The proposed project would not directly induce population growth in the City, nor would it substantially increase the demand for other public services within the City. With payment of applicable development impact fees, implementation of General Plan policies, and compliance with existing codes, standards, and established Park and Recreation and Community Services and Library practices, impacts on the demand for additional public facilities or services will be less than significant.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
15. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Sources: City of Colton General Plan Update EIR, Volume I, Recreation Section (2013); and the California Department of Finance (2018).

Environmental Evaluation

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?

No impact. The proposed project consists of a logistical center/warehouse distribution facility with 220,185 square feet of warehouse space, including 10,000 square feet office space, 93,585 square feet of landscaping, and associated parking. The proposed project would generate approximately 150 new jobs. Because the types of labor skills required for the proposed project are typically filled by workers who are already present in the local labor force, the project is not anticipated to introduce additional population to the City.

The project proposes an industrial use rather than a residential use and will not add any housing units that would permanently increase the population. The closest parks to the proposed project are Rich Dauer Pine Park, located approximately 0.25 mile east of the project site. The Rich Dauer Park is a 2.23-acre public park that consists of playground equipment, picnic area, and outdoor BBQ grills.

The City of Colton has a standard of 5 acres of parkland per 1,000 persons (City of Colton 2013). General Plan buildout would create demand for 262.5 acres of new parkland at a ratio of 5 acres of parkland per 1,000 residents. The General Plan designates 54.09 acres for parks. Based on the current population of 53,724 (California Department of Finance 2018), the parkland ratio is 1.01 acres per 1,000 residents. Though the City does not meet General Plan parkland standards, the incremental increase in park usage that may be associated with the proposed project would not adversely affect the City of Colton's adopted standard for developed park acreage of 5 acres per 1,000 residents. Additionally, the existing and surrounding land use and zoning does not support parkland use.

The Quimby Act, California Government Code Section 66477 requires the dedication of land and/or fees for park and recreational purposes as a condition of approval of a tentative map or parcel map. The Quimby Act establishes procedures that can be used by local jurisdictions to provide neighborhood and community parks and recreational facilities and services for new residential subdivisions. The City also collects parkland fees as part of its Development Impact Fee program to fund the acquisition and/or improvement of parkland. This funding may not be used for ongoing operational funding since it is intended to provide for additional parkland to offset impacts associated with new development (other than residential subdivisions). These parkland impact fees are applicable to both residential and non-residential developments.

As such, the proposed project is not expected to contribute to any deterioration of existing neighborhood and regional parks or other recreational facilities. Therefore, the impact would be less than significant.

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

No impact. The proposed project does not include recreational amenities or parkland. The project proposes an industrial use that would generate approximately 150 new employees. The proposed project would not directly induce population growth in the City nor would it substantially increase the demand for other public services within the City. Therefore, the construction or expansion of recreational facilities in the absence of a population increase is not necessary. No impact would occur.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
16. Transportation/Traffic *Would the project:*				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☒	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Source: Traffic Impact Analysis Report for Ashley Way Logistics Center, prepared by Linscott, Law & Greenspan Engineers (LLG 2018). Appendix H.

Environmental Evaluation

Would the project:

a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than significant impact. LLG prepared the Traffic Impact Analysis Report (TIA), dated January 30, 2019, for the proposed project, which is included as Appendix H of this document. The proposed project site is located on the south side of Ashley Way, east of Cooley Drive, and north of I-215 in the City of Colton, San Bernardino County, California. The project Applicant is proposing a General Plan Amendment and Zone Change from Commercial to Industrial to allow the construction of a new 220,185 square foot warehouse/distribution building on a vacant lot measuring approximately 11.19 acres with the C-2 (General Commercial) Zone. The project is anticipated to be completed by Year 2021.

Study Area

Six key study intersections were designated for evaluation. The key intersections selected for evaluation in this report provide local and regional access to the study area and are listed as follows:

1. South Mount Vernon Avenue at Cooley Drive
2. South Via Lata at Cooley Drive
3. Southbound Cooley Drive at Ashley Way
4. Northbound Cooley Drive at Ashley Way
5. Cooley Drive at East Via Venita
6. Ashley Way at Cooley Drive

Project Trip Generation Forecast

The project is expected to generate 485 daily trips (one half arriving, one half departing), with 48 trips (35 inbound, 13 outbound) produced in the AM peak-hour and 53 trips (15 inbound, 38 outbound) produced in the PM peak-hour on a "typical" weekday.

Cumulative Projects

The four cumulative projects are expected to generate 7,322 daily trips (one half arriving, one half departing) on a "typical" weekday, with 334 trips (177 inbound and 157 outbound) forecast during the AM peak-hour and 460 trips (226 inbound and 234 outbound) forecast during the PM peak-hour.

Level of Service Analysis Methodologies

AM and PM peak-hour operating conditions for the key study intersections were evaluated using the methodology outlined in Chapter 19 of the Highway Capacity Manual 6th Edition (HCM 6) for

signalized intersections and the methodology outlined in Chapter 20 of the HCM 6 for two-way stop-controlled intersections.

Impact Criteria and Thresholds

The City of Colton General Plan indicates that Level of Service (LOS) D shall be maintained at intersections. Therefore, any intersection operating at LOS E or F shall be considered deficient.

Traffic Impact Analysis

Existing Traffic Conditions

For the Existing traffic conditions, all six key study intersections currently operate at acceptable levels of service during the AM and PM peak-hours.

Existing With Project Traffic Conditions

For the Existing With Project traffic conditions, all six key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak-hours. The project will not significantly impact any of the six key study intersections.

Year 2021 With Project Traffic Conditions

For the Year 2021 With Project traffic conditions, all six key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak-hours. The project will not significantly impact any of the six key study intersections.

Year 2040 With Project Traffic Conditions

For the Year 2040 With Project traffic conditions, all six key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak-hours. The project will not significantly impact any of the six key study intersections.

Traffic Signal Warrant Analysis

Traffic signal warrant analysis has been completed for the following three key unsignalized intersections as requested by City staff:

2. South Via Lata at Cooley Drive
3. Southbound Cooley Drive at Ashley Way
5. Cooley Drive at East Via Venita

Existing With Project Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for the Existing With Project traffic conditions indicate that none of the selected three key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant No. 3, Parts A or B for the AM or PM peak-hour.

Year 2021 With Project Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for the Year 2021 With Project traffic conditions indicate that none of the selected three key unsignalized intersections have future traffic

conditions that would exceed the volume thresholds of Warrant No. 3, Parts A or B for the AM or PM peak-hour.

Year 2040 With Project Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for the Year 2040 With Project traffic conditions indicate that none of the selected three key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant No. 3, Parts A or B for the AM or PM peak-hour.

The project would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Thus, the project would result in less than significant impacts on traffic/circulation and the surrounding roadway network, and no mitigation is required.

Please refer to the discussion in Impact 3.16 (f) for a discussion of pedestrian and bicycle paths, and mass transit.

b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No impact. The Congestion Management Program (CMP) was created Statewide as a result of Proposition 111 and has been implemented locally by the SANBAG. The purpose of the CMP is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County, consistent with that of the SCAG. The CMP requires review of substantial individual projects, which might on their own impact the CMP transportation system. Specifically, the CMP TIA measures impacts of a project on the CMP Highway System.

As none of the study area intersections are CMP locations, the proposed project is anticipated to contribute less than 50 peak-hour trips to these CMP locations. Furthermore, as detailed in the above analysis, all study area intersections are anticipated to operate at LOS D or better with the implementation of the proposed project. As such, the proposed project would not have any impact on the applicable CMP.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. The project site is located approximately 4.3 miles from the San Bernardino International Airport and is not within any Airport Impact Zone or Airport Safety Zone. Because of the nature and scope of the proposed development, project implementation would not result in a change in air traffic patterns.

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

Less than significant impact with mitigation incorporated. Based on LLG's review of the preliminary site plan, the overall layout does not create any unsafe conflict points and the driveway throating is sufficient such that drive aisles are not impacted by internal vehicle queuing/stacking. The on-site circulation is very good based on their review of the proposed site plan, whereas the alignment, spacing, and throating of the project driveways are adequate. The circulation around the building is adequate with sufficient sight distance along the drive aisles.

The on-site circulation layout of the proposed project, based upon the conceptual site plans, on an overall basis is adequate. Their evaluation of the on-site circulation shown on the preliminary site plans was performed using the Turning Vehicle Templates, developed by Jack E. Leisch & Associates and AutoTURN for AutoCAD computer software that simulates turning maneuvers for various types of vehicles. The turning templates were utilized to ensure that large trucks could properly access and circulate through the project site.

Truck turning templates were utilized to ensure that large trucks could properly access and circulate through the project site. Based on LLG's evaluation, curb return radii at the driveways have been confirmed and are generally adequate for large trucks. The design of the entry/exit points of the project driveways are adequate for expected traffic volumes. Figure 12-1 of Appendix H presents the turning movements required of a large truck to circulate throughout the project site. MM TRANS-1 notes that it is recommended that truck access be restricted to eastbound right-turn ingress only at project Driveway 1 and northbound left-turn egress only at project Driveway 2. No other turn movements shall be permitted for project truck traffic at either of the project driveways. Appropriate signage at Project Driveway 1 is recommended to include a "Truck Entrance" wayfinding signage, as well as signage to restrict left-turns (Sign R3-2) for all vehicles. Right-turn restriction signage for trucks only (Signs R3-1 & M4-4) at Project Driveway 2 for both the ingress and egress movements is also recommend to be installed.

Further, as shown in Figure 12-1 of Appendix H, the existing median at project Driveway 2 is recommended to be shortened by about 45 feet to accommodate the northbound left-turn truck egress movement (MM TRANS-2). In addition, no westbound left-turn ingress movements for all vehicles, no northbound right-turn egress for trucks, and no eastbound right-turn ingress for trucks shall be permitted, with appropriate signage, at project Driveway 2. Lastly, MM TRANS-3 requires a detailed construction plan to be prepared in conjunction with the building permit for the project. With the implementation of MM TRANS-1 through MM TRANS-3, impacts would be less than significant.

e) Result in inadequate emergency access?

Less than significant with mitigation incorporated. Access to the project site will be provided via one right-in/right-out only driveway and one right-in only with full egress (with truck restrictions) driveway along Ashley Way. The two project driveways are forecast to operate at acceptable levels of service LOS B or better during the AM and PM peak-hours under the Existing With Project traffic conditions, Year 2020 With Project traffic conditions, and Year 2040 With Project traffic conditions.

As described above in Impact 3.16 (d), with the implementation of MM TRANS-1 through MM TRANS-3, impacts related to emergency access would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than significant impact. Omnitrans currently provides transit service to the City of Colton, including the proposed project site. Transit service is currently provided along Fair Drive by Route 178, and along Mount Vernon Avenue by Routes 19 and 290. Bus stops are currently located along Mount Vernon Avenue. East Cooley Drive is an existing Class II bicycle lane facility. Currently, pedestrian facilities are provided via sidewalks and crosswalks in the project vicinity. There are sidewalks along Ashley Way and East Cooley Drive.

Although project construction may temporarily disrupt pedestrian facilities, the implementation of the proposed project would not permanently alter bus routes, bike lanes, or pedestrian facilities. As such, impacts would be less than significant.

Mitigation Measures

MM TRANS-1 Truck access shall be restricted to eastbound right-turn ingress only at project Driveway 1 and northbound left-turn egress only at project Driveway 2. No other turn movements shall be permitted for project truck traffic at either of the project driveways. Appropriate signage at Project Driveway 1 is shall include a "Truck Entrance" wayfinding signage, as well as signage to restrict left-turns (Sign R3-2) for all vehicles. Right-turn restriction signage for trucks only (Signs R3-1 & M4-4) at Project Driveway 2 for both the ingress and egress movements shall also be installed.

MM TRANS-2 The existing median at project Driveway 2 shall be shortened by about 45 feet to accommodate the northbound left-turn truck egress movement. No westbound left-turn ingress movements for all vehicles, no northbound right-turn egress for trucks, and no eastbound right-turn ingress for trucks shall be permitted, with appropriate signage, at project Driveway 2.

MM TRANS-3 A detailed construction plan shall be prepared in conjunction with the building permit for the project.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
17. Utilities and Service Systems *Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater 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?	☐	☐	☒	☐
e) Otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
f) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Sources: City of Colton General Plan EIR Volume I, Utilities and Service Systems Section (2013); San Bernardino Valley Regional Urban Water Management Plan (2015); and CalRecycle (2018).

Environmental Evaluation

Would the project:

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

Less than significant impact. The City of Colton owns and operates a wastewater treatment plant located at 1201 South Rancho Avenue and approximately 1.84 miles west of the project site. The water reclamation plant accepts domestic, commercial, and industrial wastewater generated within the Cities of Colton, Grand Terrace, and some unincorporated areas of San Bernardino County. The Colton Wastewater Reclamation Facility (CWRF) receives wastewater from a population of 65,867

persons. The average daily flows at the CWRF are 5.6 million gallons per day (mgd). The secondary treated wastewater is then directed to a Rapid Infiltration-Extraction (RIX) Facility that is owned and operated by the Cities of Colton and San Bernardino, where the wastewater undergoes additional treatment before it is discharged into the Santa Ana River.

NPDES permits are issued by the RWQCB to regulate waste discharges to "waters of the United States," which include rivers, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction project discharges. Construction of a project resulting in the disturbance of more than one acre requires an NPDES permit. Construction project proponents are also required to prepare a SWPPP, which would ensure compliance with the Santa Ana RWQCB stormwater discharge requirements. Wastewater generated by the proposed project would not require new methods or equipment for treatment that are not currently permitted for the CWRF and therefore would not impede the CWRF's ability to meet its wastewater treatment requirements.

Further, potentially significant impacts could occur as a result of this proposed project if stormwater runoff was increased to a level that would require construction of new storm drainage facilities. As discussed in the Hydrology section, the proposed project would not generate any increased runoff from the site that would require construction of new storm drainage facilities. All drainage would be directed to a water quality detention basin. A NPDES permit would be required for the proposed project and, pursuant to the City of Colton, all construction projects shall apply BMPs to be contained in the project Applicant's submitted WQMP (City of Colton 2018). Construction of the proposed project would increase impervious areas by replacing the vacant property with a logistical center/warehouse distribution facility and associated paving and landscaping.

The proposed project would develop a logistical center/warehouse distribution facility on the approximately 11-acre project site. Future development would involve the construction of new structures, roadways, and other hardscape areas. In accordance with the City's requirements, on-site storm drainage infrastructure would be installed and required to impound runoff at a rate no greater than the pre-development condition of the project site. These features would ensure that the new residential development would not contribute runoff that would exceed the capacity of downstream stormwater drainage systems such that new or expanded facilities would be required. Impacts would be less than significant.

The proposed project would install and utilize a subsurface storm drain, drainage inlets, swales, and gutters to collect and convey peak flows and underground infiltration chambers to mitigate for water quality and increased runoff. Runoff would be conveyed to an outlet control structure consisting of a weir with orifices that will be utilized to control and mitigate storm flows and be sized to safely bypass the peak 100-year frequency storm 24-hour duration for the ultimate developed condition. The storm drainage system would be designed to detain and meter the release of peak runoff in order to avoid inundating downstream waterways in a manner that exceeds the capacity of storm drainage facilities. Additionally, the on-site storm drainage system would include stormwater treatment features intended to prevent pollutants from leaving the project site. Collectively, these features would ensure that the proposed project would not contribute runoff that would exceed the capacity of downstream stormwater drainage systems such that new or expanded facilities would be required.

Because the proposed project is required to adhere to regulations related to wastewater treatment, and because proposed project design features ensure adequate storm drainage on site, the proposed project would have a less than significant impact.

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

Less than significant impact. The City of Colton, through the Water and Wastewater Division of its Public Utilities Department, provides water service to a majority of the residents and businesses located within Colton's corporate boundary, as well as to those in certain adjacent unincorporated areas of San Bernardino County. All of the City of Colton's water supply is local groundwater pumped from the San Bernardino Basin Area, the Rialto-Colton sub basin, and the Riverside North sub-basin (San Bernardino Valley Regional Urban Water Management Plan [UWMP] 2015).

Colton Water Department

The City of Colton Water Department provides potable and non-potable water through 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 service area covers approximately 90 percent of the City of Colton, including 14 square miles in the City of Colton and approximately 0.8 square mile of unincorporated area in the San Bernardino County. The water is provided by groundwater extracted from three adjudicated sub-basins: Bunker Hill, Rialto-Colton, and Riverside-Arlington. The City of Colton does not receive water supply from imported water, local surface water, or recycled water (City of Colton 2013).

Construction-related impacts associated with interconnecting proposed on-site water and wastewater facilities with the existing municipal network could result in physical impacts. These have been evaluated accordingly throughout this Initial Study for the project site. The proposed project is not expected to adversely impact the City's existing water facilities and would not require the construction of new or expanded facilities. Additionally, the wastewater infrastructure will be designed, constructed, and maintained pursuant to the CWRF standards in accordance with the City's Sewer System Management Plan.

The City of Colton's actual per-capita consumption in 2015 was 175 gallons per capita per day (San Bernardino Valley Regional UWMP 2015). Since the proposed project consists of a speculative logistical center/warehouse distribution facility, the actual uses of the proposed facility, and therefore the amount of employment generated, could vary depending on the building occupants. As detailed in General Plan, Section 13, Population and Housing, the proposed project is expected to generate 150 new jobs depending on the ultimate use of the proposed logistical center/warehouse distribution facility. As a worst-case scenario: assuming a 365-day-per-year work schedule, the proposed logistical center/warehouse distribution facility is expected to consume between 26,250 gallons (0.080 acre-feet) of water per day, or and 9.581 million gallons (29.4 acre-feet) per year. Table 22 displays the total past and future water demands (in acre-feet). Table 23 lists the future water supplied from the three groundwater supplies.

Table 22: Past and Future Water Demands

Demand	2015	2020	2025	2030	2035	2040
Potable and Raw Water	9,008	10,458	11,301	11,978	12,698	13,462
Recycled Water Demand	0	0	0	0	0	0
Total Water Demand	9,008	10,458	11,301	11,978	12,698	13,462

Notes:
Measured in acre-feet
Source: 2015 San Bernardino Valley UWMP, Table 13-5

Table 23: Past and Future Water Supplied

Water Supply	Source	Water Quality	2015 (Actual Volume)	2020	2025	2030	2035	2040
Groundwater	Bunker Hill	Drinking Water	6,570	6,783	6,994	7,408	7,991	7,991
Groundwater	Rialto-Colton	Drinking Water	1,369	4,375	4,511	4,778	5,154	5,154
Groundwater	Riverside-Arlington	Drinking Water	1,070	1,450	1,495	1,584	1,708	1,708

Note:
Measured in acre-feet
Source: 2015 San Bernardino Valley UWMP, Table 13-14

The proposed project will generate approximately 150 new employees. Although the potential exists for the proposed project to result in temporary population growth through construction employment opportunities, the proposed uses are consistent with the surrounding land uses and, with the proposed GPA and zone change, the population increase as a result of the proposed project is not considered substantial. As a result, the proposed project would not induce a population increase above that which has been planned for by the City, and the proposed project would remain consistent with the typical growth scenario of the 2015 San Bernardino Valley Regional UWMP, where future water supply was determined to be adequate. Impacts would be less than significant.

Colton Wastewater Reclamation Facility

The City of Colton owns and operates a secondary wastewater treatment plant. This plant accepts domestic, commercial, and industrial wastewater generated within the Cities of Colton, Grand Terrace, and some unincorporated areas of San Bernardino County. The secondary treated wastewater is directed to a RIX facility that is jointly owned by the Cities of Colton and San Bernardino, where the wastewater undergoes additional treatment before being discharged into the Santa Ana River. The RIX facility is designed to treat 41 mgd of effluent but treats an average of approximately 33 mgd (City of Colton 2013).

The CWRF includes 110 miles of gravity sewer mains, 4 miles of force mains, and eight sewer lift stations. According to the City of Colton, the total population discharge to the CWRF is estimated at 65,867 persons, the average daily flows at the CWRF are 5.6 mgd, the maximum treatment capacity is 10.4 mgd, and the average wastewater flow is 100 gallons per person per day. With an estimated generation of 150 new jobs, and assuming a 365-day-per-year work schedule as a worst-case scenario, the proposed project is expected to generate 15,000 gallons of wastewater per day, or 5.475 million gallons of wastewater per year. Given the plant's maximum treatment capacity of 10.4 mgd, the proposed project would only incrementally increase the demand for wastewater treatment by less than 1 percent. Impacts would be less than significant.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than significant impact. The City of Colton owns and operates a secondary wastewater treatment plant. This plant accepts domestic, commercial, and industrial wastewater generated within the Cities of Colton, Grand Terrace, and some unincorporated areas of San Bernardino County. The secondary treated wastewater is directed to a RIX facility that is jointly owned by the Cities of Colton and San Bernardino, where the wastewater undergoes additional treatment before being discharged to the Santa Ana River. The RIX facility is designed to treat 41 mgd of effluent but treats an average of approximately 33 mgd (City of Colton 2013).

The CWRF includes 110 miles of gravity sewer mains, 4 miles of force mains, and eight sewer lift stations. According to the City of Colton, the total population discharge to the CWRF is estimated at 65,867 persons, the average daily flows at the CWRF are 5.6 mgd, the maximum treatment capacity is 10.4 mgd, and the average wastewater flow is 100 gallons per person per day. With an estimated generation of 150 new jobs, and assuming a 365-day per year work schedule as a worst-case scenario, the proposed project is expected to generate 15,000 gallons of wastewater per day or 5.475 million gallons of wastewater per year. Given the plant's maximum treatment capacity of 10.4 mgd, the proposed project would only incrementally increase the demand for wastewater treatment by less than 1 percent. Impacts would be less than significant. Impacts would be less than significant.

d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?

Less than significant impact. Solid waste disposal services are provided by Colton Disposal, a division of Republic Services, which collects solid waste in Colton under contract with the City. The majority of the solid waste is sent to the Mid-Valley Sanitary Landfill in Rialto and the San Timoteo Sanitary Landfill in Redlands. Between 1964 and 2014, waste from the City of Colton was distributed to the Colton Sanitary Landfill until operations ceased in December 2014 (City of Colton 2013). The Colton Sanitary Landfill is located along the northern extent of the La Loma Hills. The Mid-Valley Sanitary Landfill has a remaining capacity of 67.5 million cubic yards with the maximum permitted throughput of 7,500 tons per day and an existing daily surplus of 4,850 tons. It is located approximately 9.24 miles northwest of the project site. While the San Timoteo Sanitary Landfill has a

remaining capacity of 11.4 million cubic yards with a maximum permitted throughput of 2,000 tons per day and is located approximately 6.11 miles southeast (CalRecycle 2018).

According to CalRecycle, California's 2016 per employee disposal rate was 11.4 pounds of solid waste per person per day; therefore, with an estimated generation of 150 new jobs, and assuming a 365 day per year work schedule as a worst case scenario, the proposed project is expected to generate 1,710 pounds of solid waste per day, or 624.15 tons of solid waste per year. This amount is well within the daily surplus at Mid-Valley Landfill. As adequate daily surplus capacity exists at the receiving landfill, development of the proposed project would not significantly affect the current operation or the expected lifetime capacity of the landfill serving the project site. Therefore, the proposed project would not generate solid waste in excess of state or local standards, or exceed the capacity of local infrastructure. Impacts would be less than significant.

e) Negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?

Less than significant impact. Solid waste disposal services are provided by Colton Disposal, a division of Republic Services, which collects solid waste in Colton under contract with the City. The majority of the solid waste is sent to the Mid-Valley Sanitary Landfill in Rialto and the San Timoteo Sanitary Landfill in Redlands. Between 1964 and 2014, waste from the City of Colton was distributed to the Colton Sanitary Landfill until the ceasing of its operations in December 2014 (City of Colton 2013). The Colton Sanitary Landfill is located along the northern extent of the La Loma Hills. The Mid-Valley Sanitary Landfill has a remaining capacity of 67.5 million cubic yards with the maximum permitted throughput of 7,500 tons per day and an existing daily surplus of 4,850 tons. It is located approximately 9.24 miles northwest of the project site. While the San Timoteo Sanitary Landfill has a remaining capacity of 11.4 million cubic yards with a maximum permitted throughput of 2,000 tons per day and is located approximately 6.11 miles southeast (CalRecycle 2018).

According to CalRecycle, California's 2016 per employee disposal rate was 11.4 pounds of solid waste per person per day; therefore, with an estimated generation of 150 new jobs and, assuming a 365-day-per-year work schedule as a worst-case scenario, the proposed project is expected to generate 1,710 pounds of solid waste per day, or 624.15 tons of solid waste per year. This amount is well within the daily surplus at Mid-Valley Landfill. As adequate daily surplus capacity exists at the receiving landfill, development of the proposed project would not significantly affect the current operation or the expected lifetime capacity of the landfill serving the project site. Therefore, the proposed project would not impact the provision of solid waste services or impair the attainment of solid waste reduction goals. Impacts would be less than significant.

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

Less than significant impact. The proposed project is required to comply with all applicable federal, State, county, and City statutes and regulations related to solid waste as a standard project condition of approval. Solid waste disposal services are provided by Colton Disposal, a division of Republic Services, which collects solid waste in the City of Colton under contract with the City. The majority of

the solid waste is sent to the Mid-Valley Sanitary Landfill in Rialto and the San Timoteo Sanitary Landfill in Redlands. Between 1964 and 2014, waste from the City of Colton was distributed to the Colton Sanitary Landfill until operations ceased in December 2014 (City of Colton, 2013). The Colton Sanitary Landfill is located along the northern extent of the La Loma Hills. The Mid-Valley Sanitary Landfill has a remaining capacity of 67.5 million cubic yards, with the maximum permitted throughput of 7,500 tons per day and an existing daily surplus of 4,850 tons. It is located approximately 9.24 miles northwest of the project site. The San Timoteo Sanitary Landfill has a remaining capacity of 11.4 million cubic yards, with a maximum permitted throughput of 2,000 tons per day and is located approximately 6.11 miles southeast of the project site (CalRecycle 2018).

According to CalRecycle, California's 2016 per employee disposal rate was 11.4 pounds of solid waste per person per day; therefore, with an estimated generation of 150 new jobs, and assuming a 365-day-per-year work schedule as a worst-case scenario, the proposed project is expected to generate 1,710 pounds of solid waste per day, or 624.15 tons of solid waste per year. This amount is well within the daily surplus at Mid-Valley Landfill. As adequate daily surplus capacity exists at the receiving landfill, development of the proposed project would not significantly affect the current operation or the expected lifetime capacity of the landfill serving the project site. Therefore, the proposed project would cause a less than significant impact.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
18. Wildfire *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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

No impact. The proposed project would be required to comply with the City of Colton's Local Hazard Mitigation Plan and the emergency access requirements of the California Fire Code, which include but are not limited to, providing access with adjoining uses and providing suitable access for emergency vehicles. The project area will include a fire lane compliant with Fire Department requirements for adequate access. Emergency access to the site would be maintained during construction. There would be no impact.

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

No impact. The project site is not located within an area identified by the City of Colton General Plan as a very high fire hazard area. According to the California State Fire Prevention Fee website, the proposed project is not located in or near a State Responsibility Area nor on lands classified as very high fire hazard severity zones (State of California 2019). The project site is relatively level and does

not have slope or other factors that would exacerbate wildfire risks. The proposed project is located in a commercial and industrial area of the City of Colton on Ashley Way, which contains warehouses, logistics, and distribution centers in addition to apartment complexes, where the risk for wildland fire is lower. Because the project is located in an industrial zone, and the project site and surrounding areas are developed and covered with pavement and concrete, the threat of wildland fire is unlikely. The proposed project site would not be located in a critical fire danger zone or adjacent to wildlands subject to wildfires. Urban levels of fire protection would be provided to the project area. In addition, the project would adhere to building codes and any conditions included through review by the fire department. Therefore, there would be no impact.

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

No impact. The proposed project consists of the development of two warehouse buildings on a vacant parcel. The proposed industrial uses on-site would not include any features that would have the potential to exacerbate fire risk or result in temporary or ongoing impacts to the environment. The project would provide access with adjoining uses and suitable access for emergency vehicles. The project area will include a fire lane compliant with Fire Department requirements for adequate access. Emergency access to the site would be maintained during construction. There would be no impact.

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

No impact. The project site is relatively level and located in an area predominantly consisting of commercial and industrial uses outside of a hillslope area. Further, the project site is located in a FEMA Zone X: a zone that corresponds to areas outside of the 500-year flood or areas protected from the 100-year flood by levees. In other words, Zone X is defined as areas with a 0.2 percent annual chance of flood (i.e., a 500-year flood hazard area). These conditions preclude the possibility of subjecting people or structures to significant risks related to post-fire slop instability and landslides. There would be no impact.

Mitigation Measures

None.

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

Environmental Evaluation

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

Less than significant impact with mitigation incorporated. The project site is located south of Ashley Way, west of the I-215, and bordered by the Reche Canyon Channel to the south in the City of Colton. The site is vacant and undeveloped, and no endangered or threatened species were identified on the project site. The proposed project would not cause fish or wildlife populations to drop below self-sustaining levels or restrict the movement or distribution of a rare or endangered species. The proposed project would not affect any threatened or endangered species or associated habitat. Potential impact may occur to some urban nesting habitat for migratory bird species protected by the California FGC and/or the federal MBTA. Mitigation is required to reduce potential impacts to migratory birds. Thus, MM BIO-1 and MM BIO-2 would be required to reduce impacts to migratory bird species covered under the California FGC and/or the federal MBTA.

Based on the FCS Phase I CRA, it was determined there are three cultural resources and at least 15 cultural resource investigations within a 0.5-mile radius of the project site; however, none are located within the project site. Given the potential for as yet undiscovered cultural and tribal cultural resources on the project site, implementation of MM CUL-1 through MM CUL-2 would be required to avoid the accidental destruction or disturbance of previously undiscovered cultural resources, including paleontological, archaeological, and tribal cultural resources as well as human remains. With implementation of these measures, described above, the proposed project would not have the potential to degrade the quality of the environment and, overall, impacts would be less than significant with the implementation of mitigation.

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

Less than significant impact with mitigation. The project would result in potentially significant impacts to air quality, cultural resources, greenhouse gas emissions, geology and soils, noise, and transportation and traffic. However, mitigation measures have been identified that reduce impacts to a less than significant level, as described above. In addition, it was determined that the project would have less than significant cumulative impacts related to air quality. Overall, in combination with past, present and reasonably foreseeable growth, the proposed project would not result in cumulatively considerable impacts.

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

Less than significant impact with mitigation. All potential impacts of the proposed project have been identified. Compliance with applicable existing laws and regulations and implementation of recommended mitigation (and improvement) measures would ensure that the project would not result in substantial adverse effects on human beings either directly or indirectly. Therefore, impacts would be less than significant and no additional mitigation measures are required.

Mitigation Measures

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

- Use super-complaint 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.

MM BIO-1 Prior to issuance of demolition, grading, or building permits, to avoid any direct and/or indirect impacts to resident and/or migratory birds, the Property Owner/Developer shall indicate on plans that the proposed project-related construction activities will occur outside the avian nesting season (February–August). If demolition, grading, or construction must occur within the nesting season, the Property Owner/Developer shall hire a qualified biologist to perform a pre-construction survey to determine the presence or absence of nesting birds and nesting raptors on or within 500 feet of the construction area. The pre-construction survey shall be conducted no more than 10 calendar days prior to the commencement of demolition, grading, or construction. If no active nests are detected or demolition, grading, or construction activities occur outside the avian nesting season, no further action is necessary and permits may be issued without biological monitoring requirements.

MM BIO-2 If an active nest is located during pre-construction surveys, the Property Owner/Developer shall notify the USFWS and/or the CDFW, as appropriate, regarding the status of the nest. Demolition, grading, and construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or the agencies deem disturbance potential to be minimal. Restrictions may include 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) or alteration of the construction schedule. A biological monitor shall be present during construction activities to maintain the exclusion zones, minimize construction impacts, and ensure that no nest is removed or disturbed until all young have fledged. Compliance with the above restrictions shall be indicated on plans prior to issuance of permits.

MM CUL-1 In the event a potentially significant cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease, and workers should avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the situation. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. 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 archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resource, including but not limited to excavation 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 site shall be recorded on the appropriate California DPR 523 forms and will be submitted to the City of Colton, the NWIC, and the State Historic Preservation Office, as required.

MM CUL-2 In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, Public Resources Code Section 5097.94, and Section 5097.98 must be followed. If during the course of proposed project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance within 100 feet of the remains until the county coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the most likely descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resource Code Section 5097.98.
2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:
   - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
   - The descendant identified fails to make a recommendation.
   - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American Remains:

When an initial study identifies the existence of, or the probable likelihood of, Native American remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the NAHC and as provided in Public Resources Code Section 5097.98. The Applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American Burials with the appropriate Native Americans as identified by the Native American Heritage Commission.

MM GEO-1 In the event that fossils or fossil-bearing deposits are discovered during construction activities, excavations within a 100-foot radius of the find shall be temporarily halted or diverted. The proposed project contractor shall notify a qualified paleontologist to examine the discovery. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this

requirement. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology Standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If the Applicant determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The plan shall be submitted to the City of Colton for review and approval prior to implementation, and the Applicant shall adhere to the recommendations in the plan.

MM GHG-1 Prior to issuance of building permits, the applicant shall provide documentation to the City of Colton Planning Department demonstrating that the project will implement project 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-2 The project shall be designed to incorporate a minimum of 8 percent of all vehicle parking spaces (including for trucks) with electric vehicle charging stations and five carpool parking spaces at each building for employees and the public to use consistent with the applicable California Green Building Standards Code Section 5.106.5.2.

MM GHG-3 All buildings shall be designed to provide infrastructure to support use of electric-powered forklifts and/or other interior vehicles.

MM GHG-4 All buildings shall be designed to provide infrastructure to support use of 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 specific equipment is not available for a particular task.

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. daily.

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