AMKO Recycling Facility Project

Public Review Draft Initial Study – Mitigated Negative Declaration

prepared by

City of Colton
Planning Division, Development Services Department
659 North La Cadena Drive
Colton, California 92324
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RINCON CONSULTANTS, INC. SINCE 1994

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Initial Study

1. Project Title

AMKO Recycling Facility Project (hereafter referred to as “project” or “proposed project”)

2. Lead Agency Name and Address

City of Colton
Planning Division, Development Services Department
659 North La Cadena Drive
Colton, California 92324

3. Contact Person and Phone Number

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4. Project Location

The project site is located across six parcels, identified by Assessor Parcel Numbers (APNs) 162-136-06, 162-134-08, -09, -12, -23, and -24 in the City of Colton, in San Bernardino County, California. The approximately 2.73-acre site is generally level and consists of an existing warehouse to the north, the existing AMKO Recycling Facility (AMKO Facility) to the east, and vacant lots to the southwest and west. Figure 1, *Regional Location*, shows the location of the site in the region and Figure 2, *Project Location*, shows the project site in its neighborhood context and the surrounding land uses.

5. Project Sponsor’s Name and Address

AMKO Recycling LLC
340 West Valley Boulevard
Colton, California 92324

6. General Plan Designation

The project site is designated as General Commercial under the City of Colton General Plan Land Use Plan (Colton 2013a). As a part of the proposed project, and consistent with the existing use, the project applicant is requesting a General Plan Amendment to change the project site’s land use from General Commercial to Light Industrial.

Figure 1 Regional Location

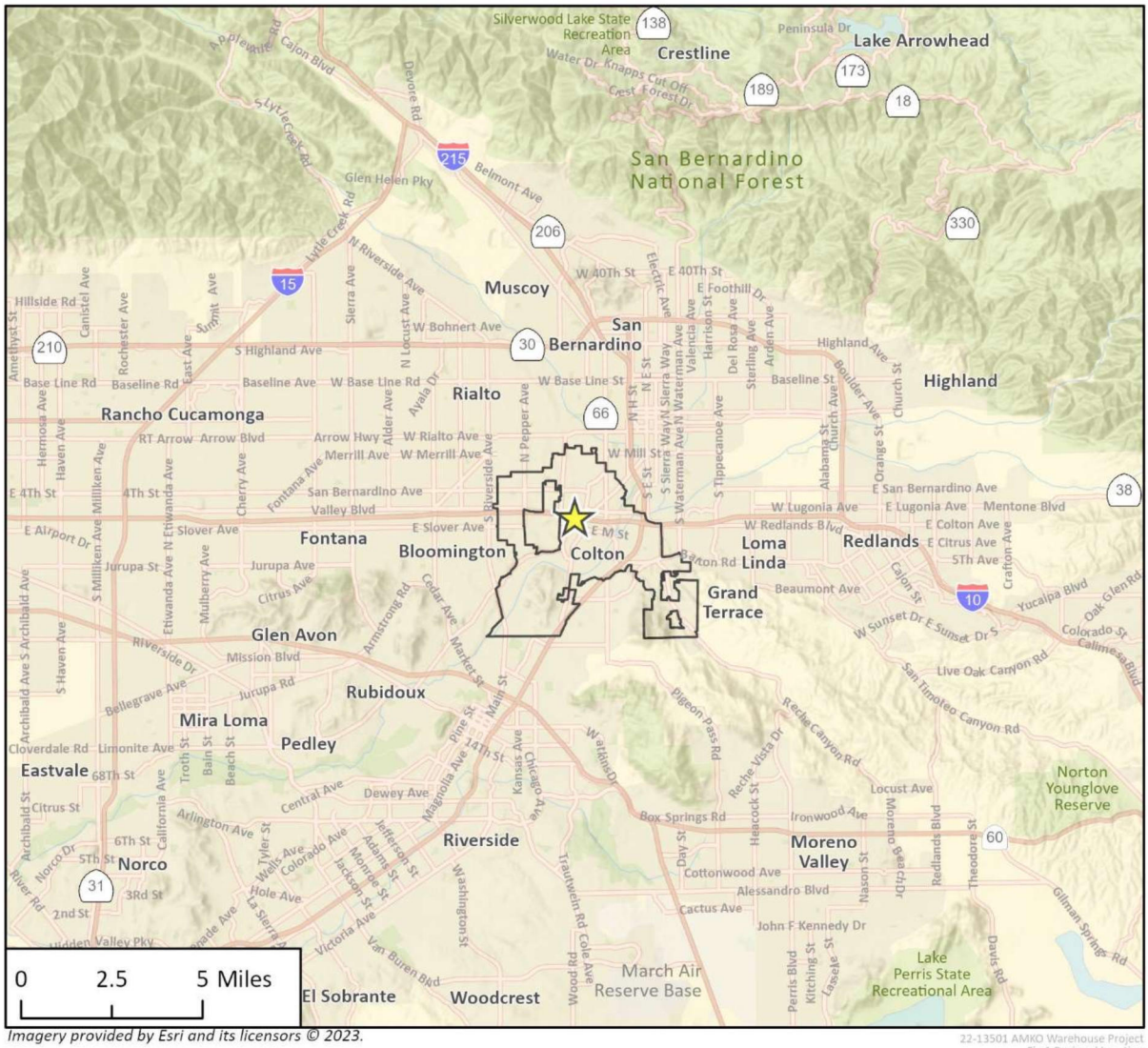
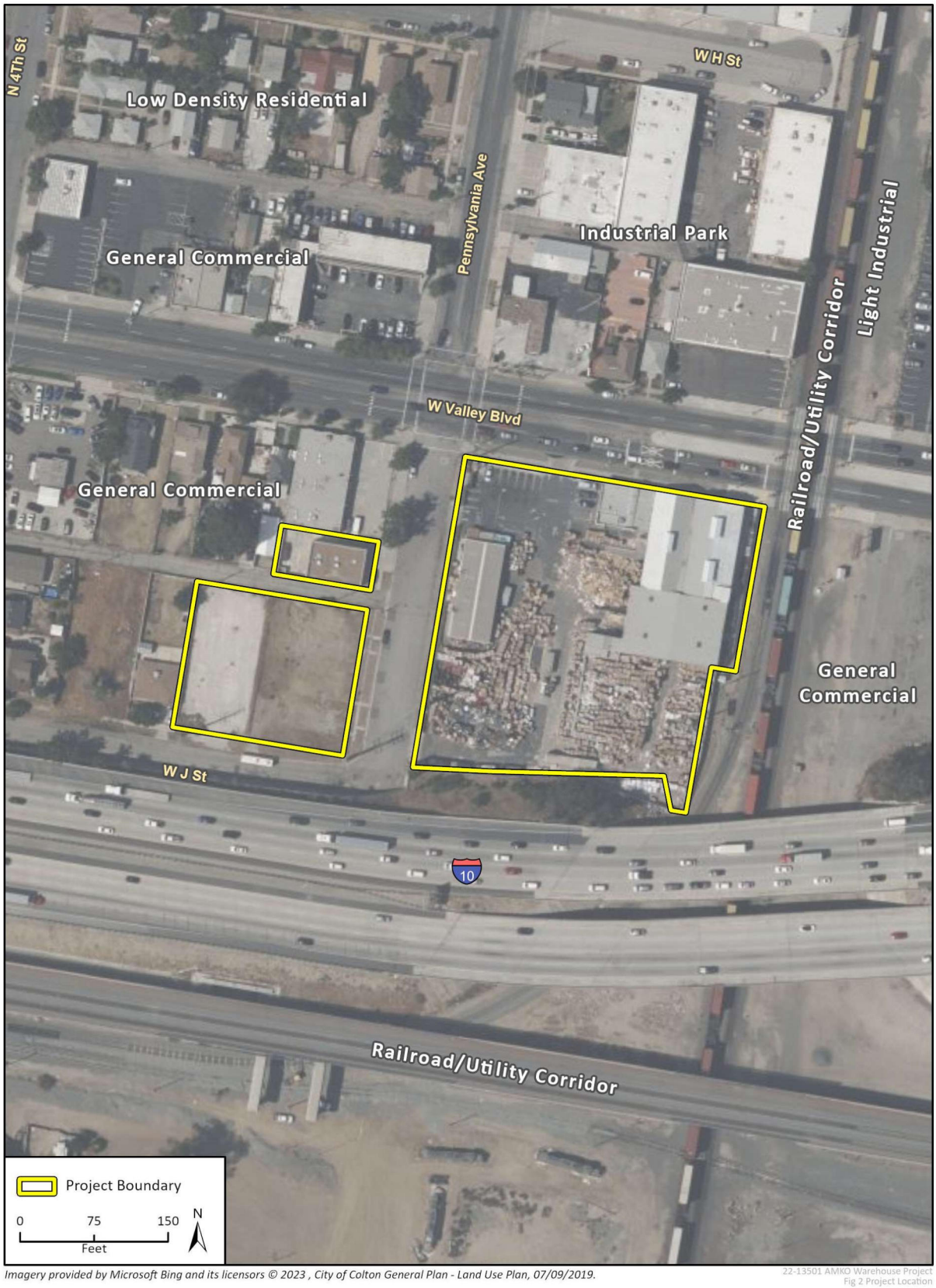


Figure 2 Project Location



Imagery provided by Microsoft Bing and its licensors © 2023 , City of Colton General Plan - Land Use Plan, 07/09/2019.

22-13501 AMKO Warehouse Project
Fig 2 Project Location

7. Zoning

The zoning designation for the project site is classified as General Commercial (C-2) on APNs 162-134-08, -09, -24, -12, and -23 west of North Pennsylvania Avenue and General Commercial Downtown (C-2/D) on APN 162-136-06 to the east of Pennsylvania Avenue (Colton, 2019a). As a part of the proposed project, the applicant is requesting to change the zoning of the project site to Light Industrial (M-1) for consistency with the uses under the proposed project. The proposed project also includes a minor zoning code amendment which clarifies the definition of "Recycling Processing Facility" in the City's Municipal Code Sections 18.04.385 and 18.06.060, as detailed below.

8. Description of Project

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

Project Background/History

The AMKO Facility opened to the public in 2000 and collects recyclable materials such as scrap metal, cardboard, fiber (white paper, newsprints, mixed colored paper), and plastics. All California Redemption Value (CRV) material undergoes sorting, baling, and is then shipped offsite to a domestic processor for further processing into raw materials suitable for manufacturing. On a monthly basis, the AMKO Facility processes approximately 40,000 pounds of CRV materials, 1,500 tons of fiber, and 30 tons of scrap metal. Additionally, the facility includes a buyback center accessible to both commercial and public clients.

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

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

Project Characteristics

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

> "18.04.385 Recycling Processing Facility.
>
> "Recycling Processing Facility" means a facility or center for the collection and processing of recyclable material and which does not accept recyclable material directly from consumers. Processing means the preparation of material for efficient shipment, or to an end user's specifications, by such means as baling, briquetting, compacting, flattening, grinding, crushing, mechanical sorting, shredding, cleaning, and remanufacturing. Processing facilities include the following:
>
> A. Light recycling processing **indoor** facility: A facility occupying an area of under forty-five thousand square feet of gross collection, processing and storage area and has an average of two outbound truck shipments per day. Processing operations are limited to briquetting, crushing, grinding, and sorting of source-separated recyclable materials sufficient to qualify as a Certified Processing Facility. Operations may also include shredding, compacting or baling of food and beverage containers **where 100 percent of the processing is completed indoors.**
> B. Heavy recycling processing facility: Any recycling facility other than a light processing facility **where at least 75 percent of the processing is completed indoors**."

Implementation of the project would involve relocation of the public buy-back center separate from the commercial services at the existing facility. The intent of the project is to isolate the buyback center from the processing facility, ensuring the safety of employees and the public by minimizing exposure to the operations of the processing facility including routine semi-truck drop off and pick-up. The proposed buyback center would be located on the vacant lots at 115, 125,133 and 135 North Pennsylvania Avenue (APNs 162-134-09, 24, 12, and 23) with the construction of a 7,670-square-foot (sf) warehouse space, 1,586 sf of retail, 428 sf of office space, 348 sf of restrooms, 670 sf of storage area, and an additional 18 parking spaces, as shown in Figure 3, *Project Site Plan*, and summarized in Table 1, *Project Summary*.

Improvements to the existing facility located at 340 West Valley Boulevard (APN 162-136-06) include incorporating new architectural elements to the building façade to support historic preservation consistent with the Design Manual, new landscaping along Pennsylvania Avenue and Valley Boulevard, and construction of a 10,000-sf storage space, which would facilitate enclosing up to 80 percent of the recycling operation containing various materials, as shown below in Figure 4, *Proposed Building Elevations*. The new construction would reflect the original period of the existing building and structure consistent with the historical theme of Downtown Colton. Additionally, the

project includes rehabilitation and adaptive reuse of the existing building located at 157 North Pennsylvania Avenue (APN 162-134-08) as a warehouse and storage facility.

Vehicular/Pedestrian Access

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

Utilities

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

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

Green Building Features

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

Figure 3 Site Plan

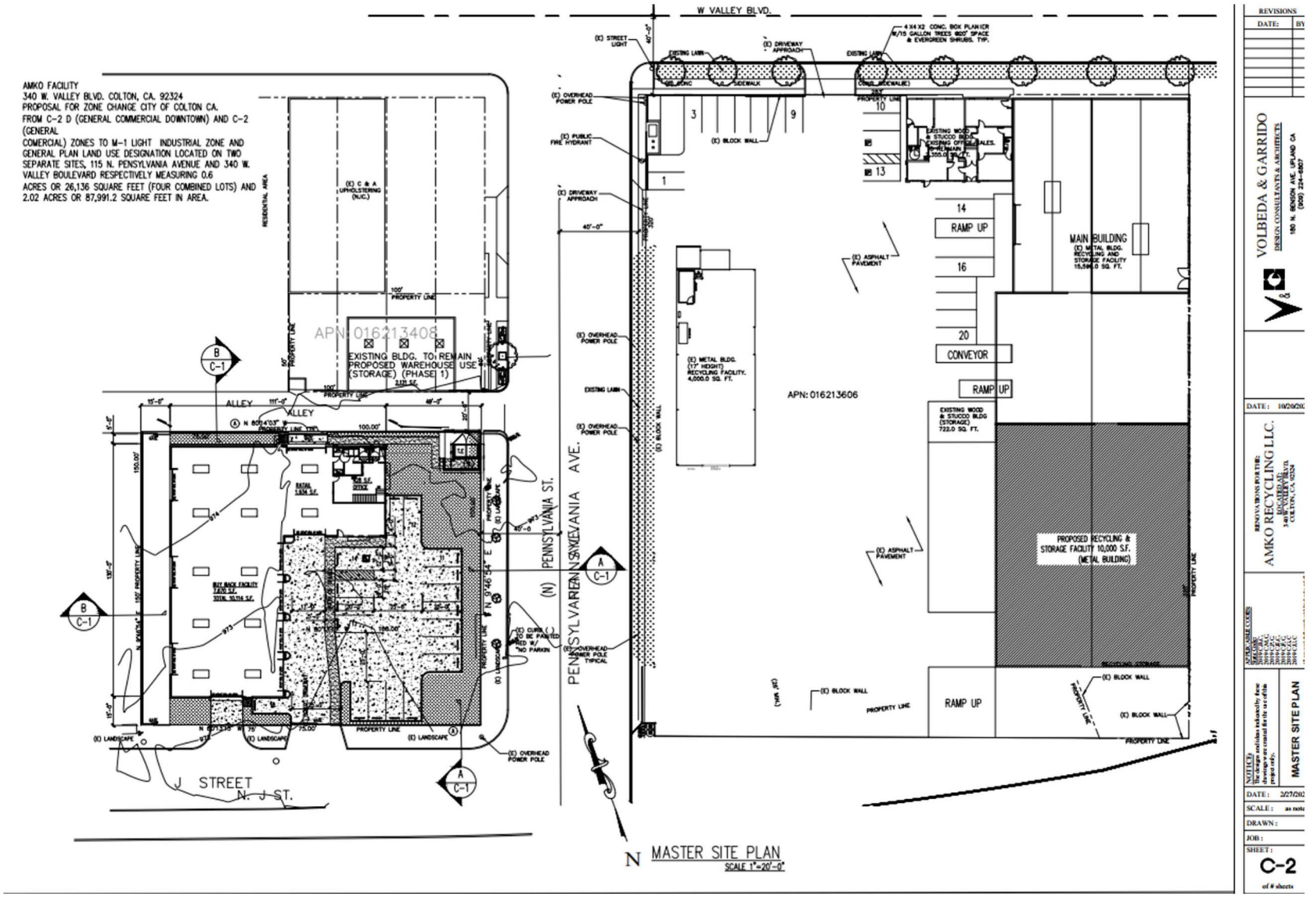


Figure 4 Proposed Building Elevations


MAIN FACILITY-LOOKING NORTHWEST
FROM A BIRD'S-EYE VIEW
PENNSYLVANIA AV.
VALLEY BLVD.
RAILROAD TRACKS

Operations and Usage

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

Construction

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

Anticipated Permits and Approvals

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

- **Zoning Code Amendment to various sections in Title 18 (Zoning Code)** of the Colton Municipal Code to allow by Conditional Use Permit and regulate an Indoor Recycling Processing Facility and a Large Recycling Facility (Buy Back Center) in the M-1 (Light Industrial) Zone;
- **Conditional Use Permit for a Large Collection Recycling Facility** and an **Architectural and Site Plan Review** for a proposed 10,032 square feet two story building located at 115 Pennsylvania Avenue (APN: 0162-134-12, 23, and 24);
- **Conditional Use Permit for a Large Recycling Processing Facility** and **Architectural and Site Plan Review** for a 10,000 square feet expansion to existing AMKO Large Recycling Processing Building in an effort to include the majority of the business within an enclosed building on property located at 340 West Valley Boulevard. (APN: 0162-136-06 and 03);
- **General Plan Land Use Map Amendment** from "General Commercial" to "Light Industrial" Land Use Map designation;
- **Change of Zone** from C-2/Downtown (General Commercial/Downtown) to M-1 (Light Industrial) Zone at 115 Pennsylvania Avenue and 340 West Valley Boulevard;
- **Major Certificate of Appropriateness** to allow the construction of an industrial addition of 10,000 square feet enclosed storage area to an existing Processing Recycling Facility located within the Citrus Park Historic District at 340 West Valley Bouvard; and
- **Major Certificate of Appropriateness** to allow the construction of a large recycling facility consisting of a 10,702 square foot building located within the Terrace Historic District at 115 Pennsylvania Avenue.

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

Table 1 Project Summary

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

9. Surrounding Land Uses and Setting

As shown in Figure 2, *Project Location*, the project site is surrounded by a mix of residential, commercial, mixed-use, and industrial park uses and is bounded by I-10 to the south. Most of the land in the project vicinity is designated as low density residential, General Commercial, and Industrial Park under the City of Colton General Plan and zoned as General Commercial (C-2), General Commercial Downtown (C-2/D), Industrial Park (I-P), and Low Density Residential (R-1) according to the City of Colton Zoning Map.

10. Other Public Agencies Whose Approval is Required

The City of Colton is the lead agency under the California Environmental Quality Act (CEQA) with responsibility for approving the project.

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

The Native American Heritage Commission (NAHC) was contacted on February 13, 2023, to request a Sacred Lands File (SLF) search for the project site and provide a contact list of Native American groups and/or individuals culturally affiliated with the area. The NAHC emailed a response on February 28, 2023, which stated that the SLF search was positive and suggested contacting the San Manuel Band of Mission Indians for more information. The NAHC also provided a list of 23 Native American contacts, who may have knowledge of the tribal cultural resources at the project site and/or in the vicinity.

Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18, the City mailed consultation letters to the 23 tribes on July 19, 2023. No response was received from the 23 tribal communities. As of the date of this Initial Study, no additional communications have been sent or received from the Native American community regarding the project.

For further discussion of tribal cultural resources in this IS-MND please refer to Section 18*, Tribal Cultural Resources*, and Section 5, *Cultural Resources*. The City of Colton will continue to comply with all applicable tribal consultation requirements of Public Resources Code (PRC) Section 21080.3.1 and all other applicable regulations as the proposed project moves through the required review and approval process.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

Based on 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 to 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 "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential 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.

Signature

01/15/2025

Date

Mario Suarez

Printed Name

Planning Manager

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 buildings 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 a 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 that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

a. Would the project have a substantial adverse effect on a scenic vista?

A scenic vista can be categorized as containing either a panoramic or a focal view. Panoramic views are typically associated with vantage points that provide a sweeping geographic orientation not commonly available (e.g., skylines, valleys, mountain ranges, or large bodies of water). Focal views are typically associated with a subject as the main point of interest. The City of Colton General Plan Open Space and Conservation Element (Colton 1987) identifies mountains surrounding the city as scenic vistas, including the San Bernardino Mountains to the east and the San Gabriel Mountains to the north and northwest.

The project site is located within an urbanized setting adjacent to existing urban uses. The site is surrounded by a mix of uses including commercial and residential development to the north and west, I-10 to the south, and a vacant lot to the east. Topography at the site is generally flat and overhead utility lines suspended from numerous vertical utility poles dominate the field of view along with few eye-level signs to guide and control traffic throughout the area.

Existing views of the San Bernardino Mountains to the north and northeast are primarily visible from I-10. Views of the mountains from local roads adjacent to the project site and vicinity are mostly obstructed by intervening structures and trees from public roads. The project would not cause any substantial changes from the views at and around the project site and therefore would not cause a substantial adverse effect on existing scenic vista. Therefore, the proposed project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no eligible or officially designated State scenic highways in the City of Colton (California Department of Transportation [Caltrans] 2021). The project site includes the existing AMKO Facility and previously heavily disturbed and graded area. The project site does not contain important visual landmarks or areas of scenic interest. Several trees are located near the project site but are not considered to be a unique scenic resource, nor are there any plans to remove the trees. No large rock outcroppings would be affected by development.

The Cultural Resources Assessment conducted by Rincon in March 2023 (Appendix G), determined that the project site contains one built environment resource, the building at 340 West Valley Boulevard. Although the property was previously recommended eligible for the National Register of Historic Places (NRHP), alterations to the property have diminished its integrity such that it no longer qualifies for the NRHP and is not eligible for the CRHR or local designation. In addition, Valley Boulevard is not a scenic highway; therefore, the proposed project would have no impact on scenic resources within a State scenic highway.

NO IMPACT

c. Would the project, 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 a 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?

The project site is in an urbanized area surrounded by highway infrastructure, existing commercial businesses, and low-density residential. The site is currently partially developed with the existing AMKO Facility, vacant warehouse at 157 North Pennsylvania Avenue, and contains an asphalt paved parking lot, planters, and curbs. The proposed construction would result in the development of a 10,000-sf storage facility within the existing facility, and a 10,702-sf retail, office and warehouse building on the vacant lots to the southwest. The new building would be a maximum of 30 feet in height and in conformance with the provisions of the City's Municipal Code Section 18.28.090.

The project site does not contain important resources of scenic quality; however, a portion of the project (the existing AMKO Facility) exists within the boundaries of the City's Design Manual – the Design Manual area is referred to as the Downtown area, located in the heart of Colton. The Design Manual sets forth a framework with which future development shall adhere to by emphasizing Colton's historic heritage, providing a sense of place, and expanding mobility and pedestrian access (Colton 2016). The project involves rehabilitation and incorporation of new architectural design into the façade of the existing AMKO Facility (e.g., signage) in a manner consistent with the provisions of the Design Manual, as shown above in Figure 4, *Proposed Building Elevations*, and in Appendix B.

Moreover, as discussed in Section 11, *Land Use and Planning,* upon approval of the requested General Plan Amendment and zone change, the project would not conflict with any applicable land use plan, policy, or regulation.

The proposed project would not result in the development of structures that would significantly interrupt the existing pattern of urban development in the area or substantially conflict with the scale, use, or intensity of adjacent uses. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACTT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The project is in an urbanized area and contains various forms of lighting. The project does include additional lighting and lighting updates to the existing AMKO Facility to incorporate new lighting technology that would minimize light pollution and conserve energy. The type, density, and intensity of light proposed onsite are typical of commercial uses in the project area. The project does not include the use of expansive windows or reflective façades that would result in substantial glare and would not introduce a new source of light or glare to an area where none previously existed. New onsite lighting would be designed, installed, and maintained to satisfy applicable City requirements. Therefore, a less than significant impact would occur.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on 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?	☐	☐	☐	■

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The California Department of Conservation (DOC), Farmland Mapping and Monitoring Program (FMMP), compiles important farmland maps pursuant to the provisions of Section 65570 of the California Government Code. These maps utilize data from the United States Department of Agriculture, Natural Resource Conservation Service soil survey, and current land use information using eight mapping categories to represent an inventory of agricultural resources within San Bernardino County. The maps are updated every two years using a computer mapping system, aerial imagery, public review, and field reconnaissance.

According to the California DOC FMMP, no agricultural operations are located on, adjacent to, or near the project site (DOC 2022). Rather, the project site is designated as "Urban and Built-Up land," which consists of land occupied by structures with a building density of at least one unit per 1.5 acres or approximately six structures to a 10-acre parcel. As no Prime or Unique Farmlands or Farmland of Statewide Importance is located within or adjacent to the project site, no conversion of such farmlands would occur as a part of the project and there would be no impact.

NO IMPACT

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

The California Land Conservation Act of 1965, commonly known as the Williamson Act, enables local governments to enter into a 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. According to the City's General Plan land use and zoning maps, the city does not contain any agricultural land use or zoning designations. In addition, the project site does not support any agricultural activities (Colton 2013a). Because the project site is not part of a Williamson Act contract and is not zoned for agricultural uses, the project would not conflict with such zoning and no impact would occur.

NO IMPACT

c. Would the project 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))?

According to the City's General Plan land use and zoning maps, the city does not contain any forest land or timberland production, nor is it zoned for such uses. Therefore, the project would have no impact on forest land, timberland, or timberland zoned Timberland Production and no impact would occur.

NO IMPACT

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The project site is designated as "Urban-Built Up Land" by the California DOC FMMP and does not contain any forest land or related resources. As discussed under impact discussion *c.*, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

NO IMPACT

e. Would the project 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?

As previously discussed, the project site contains no agricultural or forest resources; therefore, development of the proposed project would not result in any conversion of agricultural or forest land to other uses. The site is currently zoned as C-2 and C-2/D with plans to rezone as M-1; however, these are all non-agricultural zoning designations. Therefore, the project would not

involve changes to the existing environment that could result in the conversion of farmland or forest land. No impact would occur.

NO IMPACT

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3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	■	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	■	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	■	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG),[2] nitrogen oxides (NO_X), particulate matter with diameters of ten microns or less (PM_{10}), 2.5 microns or less ($PM_{2.5}$), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_X. Secondary pollutants include oxidants, ozone, sulfate and nitrate particulates (smog). Air pollutants can be generated by the natural environment, such as when high winds suspend fine dust particles.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

[2] CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this IS-MND.

- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

The human health associated with these criteria pollutants, as presented in Table 2, *Health Effects Associated with Non-Attainment Criteria Pollutants*, already occurs in those areas as part of the environmental baseline condition.

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals, and risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures, and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	Reduces oxygen delivery leading to: aggravation of chest pain (angina pectoris) 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; and possible increased risk to fetuses.
Nitrogen dioxide (NO_2)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO_2)	Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM_{10} and $PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma).
Lead	(1) Short-term lead poisoning overexposures can cause anemia, weakness, kidney damage, and brain damage; (2) long-term exposures to lead increases risk for high blood pressure, heart disease, kidney failure, and reduced fertility.

Source: U.S. EPA 2022

Air Quality Standards and Attainment

The project site is located in the South Coast Air Basin (SCAB or Basin), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD or District).

Depending on whether the standards are met or exceeded, the SCAB is classified as being in "attainment" or "nonattainment." In areas designated as nonattainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants. As the local air quality management agency, SCAQMD, must monitor air pollutant levels to ensure that the NAAQS and CAAQS are met. If they are not met, the SCAQMD must develop strategies for their region to meet the standards. The strategies to achieve attainment status are included as part of the Air Quality Management Plan (AQMP). The SCAB is in nonattainment for ozone and $PM_{2.5}$ federal standards. Also, the SCAB is in nonattainment for the State standard for PM_{10} and designated unclassifiable or in attainment for all other federal and State standards (CARB 2022). The proposed project is in San Bernardino County which is with the SCAB and under the jurisdiction of the SCAQMD. This nonattainment status results from several factors, the primary ones being the naturally diverse meteorological conditions that limits the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within the SCAB. The attainment status for San Bernardino County portion of SCAB is included below in Table 3, *Attainment Status of Criteria Pollutants in San Bernardino County of SCAB*.

Table 3 Attainment Status of Criteria Pollutants in San Bernardino County of SCAB

Pollutant	State Designation	Federal Designation
O_3	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment

O_3: ozone; NO_2: nitrogen dioxide; CO: carbon monoxide; SO_2: sulfur dioxide; PM_{10}: particulate matter measuring 10 microns in diameter or less; $PM_{2.5}$: particulate matter measuring 2.5 microns in diameter or less.

Sources: CARB 2022, U.S. EPA 2023

The SCAQMD operates a network of air quality monitoring stations throughout the SCAB. The monitoring stations aim to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. SCAQMD has divided the air basin into general forecast and air monitoring areas. Current air quality information is obtained from the same, or closest monitoring area (or source receptor area [SRA]) where the proposed project is located. The project site is in SRA 34 (Central San Bernardino Valley) and the closest monitoring station is the San Bernardino-4th Street station located at 24302 4th Street in the City of San Bernardino, approximately four miles northeast of the project site. This station collects 8-hour ozone, hourly O_3, NO_2, $PM_{2.5}$, and PM_{10} measurements. Table 4*, Ambient Air Quality at the Nearest Monitoring Station,* indicates the number of days each federal and State standard exceeded at San Bernardino-4th Street. As shown for the 8-hour and hourly ozone, measurements exceeded the federal and State standard from 2019 to 2021. In addition, PM measurements exceeded the federal and State standards in the years 2019 through 2021. No other State or federal standards were exceeded at these monitoring stations. SO_2 is not monitored at any representative air monitoring station near the project site; therefore, SO_2 is not reported for this pollutant.

Table 4 Ambient Air Quality at the Nearest Monitoring Station

Pollutant	2019	2020	2021
8-Hour Ozone (ppm), 8-Hour Average	0.114	0.128	0.112
Number of Days of State exceedances (>0.070 ppm)	96	130	98
Number of days of federal exceedances (>0.070 ppm)	96	130	98
Ozone (ppm), Worst Hour	0.127	0.162	0.142
Number of days of State exceedances (>0.09 ppm)	63	89	66
Carbon Monoxide (ppm)-Worst Hour (>20.0 ppm)	1.3	1.9	2.0
Number of days of State exceedances	0	0	0
Carbon Monoxide (ppm) Worst 8-Hour Average (>9.0 ppm)	1.1	1.4	1.6
Number of days of State exceedances	0	0	0
Nitrogen Dioxide (ppm) - Worst Hour	0.059	0.054	0.056
Number of days of State exceedances (>0.18 ppm)	0	0	0
Number of days of federal exceedances (>0.10 ppm)	0	0	0
Particulate Matter 10 microns, μg/m³, Worst 24 Hours	112.7	174.8	182.4
Number of days of State exceedances (>50 μg/m³)	4	8	4
Number of days above federal standard (>150 μg/m³)	0	1	1
Particulate Matter <2.5 microns, μg/m³, Worst 24 Hours	60.5	56.6	57.9
Number of days above federal standard (>35 μg/m³)	1	2	1

Measurements were taken from San Bernardino-4th Street monitoring station.

Source: CARB 2023a, CARB 2023b

Air Quality Management

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of AQMPs that serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The most significant air quality challenge in the Basin is to reduce NO_X emissions to meet the 2037 ozone standard deadline for the non-Coachella Valley portion of the SCAB, as NO_X plays a critical role in the creation of ozone. The 2022 AQMP includes strategies to ensure the SCAQMD does its part to further the District's ability to meet the 2015 federal ozone standards (SCAQMD 2022). The 2022 AQMP builds on the measures already in place from the previous AQMPs and includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technology, best management practices, co-benefits from existing programs, incentives, and other Clean Air Act measures to meet the 8-hour ozone standard.

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, State, and local levels and industries. The majority of these emissions are from heavy-duty trucks, ships, and other State and federally regulated mobile source emissions that the majority of which are beyond SCAQMD's control. SCAQMD's Rule 1196 requires public fleet operators to acquire alternative-fuel heavy-duty vehicles when procuring or leasing these vehicles to reduce air toxic and criteria pollutant emissions. This rule applies to government agencies with 15 or more heavy-duty vehicles. In addition to federal action, the 2022 AQMP relies on substantial

future development of advanced technologies to meet the standards, including the transition to zero- and low-emission technologies. The AQMP also incorporates the transportation strategy and transportation control measures from Southern California Association of Governments (SCAG)'s 2020-2045 RTP/SCS Plan (Connect SoCal) (SCAG 2020).

Air Emission Thresholds

The SCAQMD approved the *CEQA Air Quality Handbook* in 1993. Since then, the SCAQMD has provided supplemental guidance on their website to address changes to the methodology and nature of CEQA. Some of these changes include recommended thresholds for emissions associated with both construction and operation of the project are used to evaluate a project's potential regional and localized air quality impacts (SCAQMD 2023a).

Regional Thresholds

Table 5, *SCAQMD Regional Significance Thresholds*, presents the significance thresholds for regional construction and operational-related criteria air pollutant and precursor emissions being used for the purposes of this analysis.

Table 5 SCAQMD Regional Significance Thresholds

Pollutant	Construction (pounds per day)	Operation (pounds per day)
NO_x	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_x	150	150
CO	550	550

VOC: volatile organic compound; NO_X: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: particulate matter measuring 10 microns in diameter or less; $PM_{2.5}$: particulate matter measuring 2.5 microns in diameter or less.

Source: SCAQMD 2023

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs have been developed for NO_X, CO, PM_{10}, and $PM_{2.5}$ and represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor. LSTs take into consideration ambient concentrations in each SRA, distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2009).

The project site is within SRA 34 (Central San Bernardino Valley). SCAQMD provides LST lookup tables for project sites that measure one, two, or five acres. The project site would disturb approximately 0.97 acres; therefore, the LST analysis uses one-acre LSTs. LSTs are provided for receptors at a distance of 82 feet (25 meters) 164 feet (50 meters), 328 feet (100 meters), 656 (200 meters), 1,640 feet (500 meters) from the project disturbance boundary to the sensitive receptors. The border of construction and operational activity would occur adjacent to single-family

residences located west of the project site. Therefore, the analysis uses LST values for 25 meters, consistent with SCAQMD methodology. LSTs for construction and operation in SRA 34 on a one-acre site with a receptor 25 meters away are shown in Table 6, *SCAQMD LSTs for Construction in SRA 34*.

Table 6 SCAQMD LSTs for Construction in SRA 34

	Allowable Emissions for a One-Acre Site in SRA-34 for a Receptor 82 Feet Away (pounds per day)	
Pollutant	**Construction**	**Operation**
Gradual conversion of NO_X to NO_2	66[1]	66[1]
CO	667	667
PM_{10}	4	1
$PM_{2.5}$	22	1[2]

NO_x = Nitrogen Oxides; NO_2 = Nitrogen Dioxide; CO = Carbon Monoxide; PM_{10} = Particulate Matter with a diameter no more than 10 microns; $PM_{2.5}$ = Particulate Matter with a diameter no more than 2.5 microns

[1] The screening criteria for NOx were developed based on the 1-hour NO_2 CAAQS of 0.18 ppm. Subsequently to publication of the SCAQMD's guidance the USEPA has promulgated a 1-hour NO_2 NAAQS of 0.100 ppm. This is based on a 98th percentile value, which is more stringent than the CAAQS. Because SCAQMD's LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the 1-hour NO_2 NAAQS, an approximated LST was estimated to evaluate the federal 1-hour NO_2 standard. The revised LST threshold is calculated by scaling the NO_2 LST for by the ratio of 1-hour NO_2 standards (federal/State) (i.e., 118 lbs./day * (0.10/0.18) =65.5 lbs./day).

[2] The screening criteria for $PM_{2.5}$ were developed based on an Annual CAAQS of 15 mg/m^3. Subsequently to publication of the SCAQMD's guidance the annual standard was reduced to 12 mg/m^3. Because SCAQMD's LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the annual $PM_{2.5}$ CAAQS, an approximated LST was estimated. The revised LST threshold is calculated by scaling the $PM_{2.5}$ LST for by the ratio of 24-hour $PM_{2.5}$ standards (federal/State) (i.e., 3 and 1 lbs./day * (12/15) =2.4 and 0.8 lbs./day).

Source: SCAQMD 2009

Toxic Air Containments Thresholds

SCAQMD has developed significance thresholds for the emissions of toxic air contaminants (TACs) based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate an incremental excess cancer risk of 10 in one million (1 x 10^{-6}) or a cancer burden of 0.5 excess cancer cases in areas exceeding a one-in-one-million risk. In addition, non-carcinogenic health risks are assessed in terms of a hazard index. A project would result in a potentially significant impact if it would result in a chronic and acute hazard index greater than 1.0 (SCAQMD 2023a).

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1, CalEEMod outputs are included as Appendix C. CalEEMod uses project-specific information, including the project's land uses, square footage for different uses (e.g., industrial and parking), and location, to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under Initial Study Section 8, *Description of the Project.*

Construction emissions modeled include emissions generated by construction equipment used on the project site and vehicle trips associated with construction, such as worker, vendor, and hauling trips. According to the project applicant, construction would start in the third quarter 2025 for

approximately 12 months.[3] The applicant provided a schedule of the construction phases and an equipment list for each construction phase. CalEEMod default assumptions for worker trips and vendor trips were used for the model. Any excavated soil onsite would be balanced. Approximately 12,632 sf of asphalt would be removed offsite based on aerial Google Earth images. It is assumed the asphalt surfaces would be four inches of depth and approximately 6.5 hauling trips per day during the site preparation phase.[4] It is assumed that all construction equipment used would be diesel-powered and the project would comply with all applicable regulatory standards. Construction activities of the project would comply with SCAQMD Rule 403 for dust control measures and Rule 1113 for architectural coating VOC limits. In addition, construction equipment and vehicles would be restricted to five minutes of idling or less.

Operational emissions modeled include mobile source emissions, area source, and off-road equipment emissions. Mobile source emissions are generated by vehicle trips to and from the project site. Daily passenger and truck trips were sourced from the Trip Generation Assessment (Urban Crossroads, Inc., 2023), which is included as Appendix D. The trip generation rates and vehicle fleet mix provided in the Trip Generation Assessment were used for the CalEEMod inputs , which include 86 passenger and 48 truck trips-ends per day. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings. The project would include 50 percent of the landscaping equipment to be electric. CalEEMod does not account for project design features that include electric landscaping equipment; therefore, the analysis uses CalEEMod assumptions for fuel type, which would be conservative. Operations of off-road equipment generate off-road equipment emissions (e.g., forklifts, generators, off-highway trucks). The project would include approximately five propane forklifts at the new recycling center and one at the existing facility. CalEEMod does not provide default assumptions for propane-fueled equipment; therefore, propane internal combustion engine emission factors for criteria pollutants were inserted (SCAQMD, 2021). Natural gas is not included in the project's design feature; therefore, energy emissions are excluded in the air quality analysis section.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2022 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local and county general plans and the SCAG's Connect SoCal socioeconomic forecast projections of regional population, housing, and employment growth.

The proposed project would involve the expansion and operation of the existing recycling facility. The proposed project has no residential component and would not directly or indirectly increase population growth. However, the proposed project could potentially increase the number of new employees in Colton. The project is estimated to add approximately 11 new employees.[5] Although, project employees would likely be drawn from the existing labor pool in the region and may not

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

[4] The volume of asphalt surfaces removed (cubic feet) = (Length x Width x Depth); Volume of asphalt surfaces removed (cubic yards) = ((12,632 sf feet * 4 inches)/27 cubic feet per yard). Hauling Trips per day = ((155.95 cubic yards/16 hauling truck capacity) *2 one-way trips per haul trip)/3 site preparation days = 6.5 hauling trips per day.

[5] According to the 2001 SCAG Employment Density Study, a warehouse is estimated to have one employee per 615 sf of warehouse land use. Therefore, the project would add approximately 11 new employees (10,702 sf divide by 1,000 sf per employee).

relocate to the city, the analysis conservatively assumes that all 11 new employees would become new residents.

The 11 new employees generated by the proposed project would increase Colton's total population from 52,841 to 52,852 persons (a less than one percent increase) (DOF 2024b). SCAG's demographic forecasts contained in the 2024-2050 RTP/SCS do not include population forecasts. The California Department of Finance (DOF)'s population and housing estimate and annual percentage change forecast that Colton's population would decrease by 1,355 persons between 2024 and 2050, totaling 51,423 persons in 2050 (DOF 2024a). Thus, the population growth generated by the proposed project would not be included in the DOF's population growth forecasts. SCAG's employment growth forecasts for City of Colton estimate that the total number of jobs would increase from 26,000 in 2019 to 30,500 in 2050, for an increase of 4,500 jobs (SCAG 2024). Therefore, the addition of 11 employees and new residents to the City of Colton would exceed DOF's population forecast but would not exceed SCAG's employment growth forecasts for the City.

In addition, the AQMP provides strategies and measures to reach attainment with the thresholds for 8-hour and 1-hour ozone and $PM_{2.5}$. As shown in Table 7, *Unmitigated Project Construction Emissions*, Table 8, *Unmitigated Project Operational Emissions*, and Table 9, *Mitigated Project Operational Emissions*, under impact discussion *b.* of this section, the project would not generate criteria pollutant emissions that would exceed SCAQMD regional thresholds for criteria pollutants with mitigation incorporated. Since the project would not affect the Connect SoCal forecasts or exceed regulatory thresholds with the implementation of Mitigation Measure AQ-1 (as defined under impact discussion *b.*), the project would be consistent with the AQMP. Impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction equipment and construction vehicles. In addition, construction equipment would release VOC emissions during the drying of architectural coating and paving phases. Table 7, *Unmitigated Project Construction Emissions*, summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would exceed SCAQMD thresholds for VOC. Therefore, implementation of Mitigation Measure AQ-1 would be required to reduce VOC emission levels below SCAQMD regional standards by removing gasoline powered generators and utilizing the electric grid to power construction equipment.

Table 7 Unmitigated Project Construction Emissions

	Maximum Daily Pollutant Emissions (lbs./day)					
Construction	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2024	92	27	59	<1	5	3
2025	88	18	56	<1	1	1
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**Yes**	**No**	**No**	**No**	**No**	**No**

Lbs./day = pounds per day; VOC = Volatile organic compounds NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter.

Notes: Some numbers may not add up precisely due to rounding considerations.

Source: CalEEMod worksheets in Appendix C, see Table 2.3 "Construction Emissions by Year, Mitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.

Operational Emissions

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment), mobile sources (i.e., vehicle trips to and from the project site), and off-road equipment (i.e., operational equipment onsite). Natural gas is excluded from the project's design features; therefore, natural gas is not included in the air quality analysis. Table 8, *Unmitigated Project Operational Emissions*, summarizes the project's maximum daily operational emissions by emission source. As shown therein, operational emissions would not exceed SCAQMD regional thresholds.

Table 8 Unmitigated Project Operational Emissions

	Maximum Daily Pollutant Emissions (lbs./day)					
Emissions Source	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile	<1	2	4	<1	1	<1
Area	1	<1	1	<1	<1	<1
Off-Road	1	2	2	<1	<1	<1
Total	**2**	**5**	**7**	**<1**	**1**	**<1**
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Lbs./day = pounds per day; VOC = Volatile organic compounds NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter.

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum onsite emissions are the highest emissions that would occur on the project site from onsite sources, such as heavy construction equipment and architectural coatings, and excludes offsite emissions from sources such as construction worker vehicle trips and haul truck trips

Mitigation Measure

AQ-1 Volatile Organic Compounds (VOCs) Emissions Reduction

Prior to issuance of construction permits, the City Engineer and the Chief Building Official shall confirm that no gasoline generators shall be used onsite during construction activity. The City Engineer and Chief Building Official shall also confirm that electricity shall be supplied to the site from the existing power grid to support the electric scissor lift construction equipment.

Significance After Mitigation

With incorporation of Mitigation Measure AQ-1, the project would reduce VOC emissions by approximately 92 percent compared to when the gasoline generator is operating. As shown in Table 9, *Mitigated Project Construction Emissions*, with incorporation of Mitigation Measure AQ-1, VOC emissions would be below regional thresholds. Therefore, construction-related impacts would be less than significant with mitigation incorporated.

Table 9 Mitigated Project Construction Emissions

	Maximum Daily Pollutant Emissions (lbs/day)					
Construction	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2024	1	9	27	<1	4	2
2025	8	8	22	<1	<1	<1
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Lbs./day = pounds per day; VOC = Volatile organic compounds NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter.

Notes: Some numbers may not add up precisely due to rounding considerations.

Source: CalEEMod worksheets in Appendix C, see Table 2.3 "Construction Emissions by Year, Mitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Sensitive Receptors

According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 2005). Sensitive receptors nearest to the project site consist of residences directly west of the project site and approximately 25 feet north of the project site. Localized air quality impacts to sensitive receptors typically result from CO hotspots, localized criteria air pollutant emissions, and TACs, which are discussed in the following subsections.

CO Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. The entire Basin is in conformance with State and federal CO standards, and most air quality monitoring stations no longer report CO levels. A detailed carbon monoxide analysis was conducted during the preparation of the SCAQMD's 2003 AQMP. The locations selected for microscale modeling in the

2003 AQMP included high average daily traffic (ADT) intersections in the SCAB that are expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near Interstate 405. The concentration of CO at this intersection was 4.6 ppm, which is well below the State and federal standards. The Wilshire Boulevard/Veteran Avenue intersection has an ADT of approximately 100,000 vehicles per day (SCAQMD 2003). The SCAB has been in attainment of federal CO standards since 2007 (SCAQMD 2016). SCAQMD monitoring station in SRA 34 (Central San Bernardino Valley 2) reports CO emissions data and reports maximum 1-hour and 8-hour CO concentrations. In 2021, the monitoring station reported maximum 1-hour and 8-hour concentrations of 2.0 ppm and 1.6 ppm, respectively (SCAQMD 2023b). These are below the respective 1-hour and 8-hour standards of 20 ppm and 9 ppm. Given the ambient concentrations, which include mobile as well as stationary sources, a project in the SCAB would need to emit concentrations ten times the hourly maximum ambient emissions for all sources near the Central San Bernardino Valley 2 station before project emissions would exceed the 1-hour standard. Additionally, the project would need to emit five times the daily average for ambient concentrations near the monitoring station within eight hours to exceed the 8-hour standard. Typical development projects would not emit the levels of CO necessary to result in a localized hot spot. Therefore, CO hotspots are not discussed further in this document.

Localized Significance Thresholds

The SCAQMD *Final LST Methodology* was developed to be used as a tool to analyze localized impacts associated with project-specific level proposed projects. If the calculated emissions for the proposed construction or operational activities are below the LST emission levels found on the LST mass rate look-up tables and no potentially significant impacts are found to be associated with other environmental issues, then the proposed construction or operation activity is not significant for air quality (SCAQMD 2009). The project analysis assumes the main construction and operational activity would be adjacent to single-family residences. Following SCAQMD methodology, the allowable emission for the project utilizes the one-acre site with 82 feet receptor distance, and the project is in SRA 34 (Central San Bernardino Valley). Table 10, *Unmitigated Project LST Construction and operational Emissions*, summarizes the project's maximum localized daily construction emissions from the proposed project. As shown therein, localized construction emissions would exceed SCAQMD LST thresholds for PM_{10} and $PM_{2.5}$.

Table 10 Unmitigated Project LST Construction and Operational Emissions

	Pollutant (lbs./day)			
Year	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Construction Onsite Emissions	26	57	4[1]	2[2]
SCAQMD LST	66	667	4	2
Threshold Exceeded?	**No**	**No**	**Yes**	**Yes**
Maximum Operational Onsite Emissions	2	3	<1	<1
SCAQMD LST	66	667	1	1
Threshold Exceeded?	**No**	**No**	**No**	**No**

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum onsite emissions are the highest emissions that would occur on the project site from onsite sources, such as heavy construction equipment and architectural coatings, and excludes offsite emissions from sources such as construction worker vehicle trips and haul truck trips.

[1] PM_{10} emissions would be approximately 4.34 lbs./day. Due to rounding, emissions table displays 4 lbs./day.

[2] $PM_{2.5}$ emissions would be approximately 2.44 lbs./day, greater than the 2.4 lbs./day allowable emissions limit.

Source: CalEEMod worksheets in Appendix C, see Table 3.1 – 3.12 "Construction Emission Details" emissions. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.

Toxic Air Contaminants

Construction Impacts

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

The proposed project would be consistent with the applicable AQMP requirements and control strategies intended to reduce emissions from construction equipment and activities. The proposed project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. However, given the construction area's proximity to nearby sensitive receptors, and the estimated onsite particulate matter emissions during grading and site preparation, impacts from TACs could be potentially significant. The proposed project would require implementation of Mitigation Measure AQ-2, which would replace CalEEMod assumptions for construction engines to tier 4 final engines. With the incorporation of Mitigation Measure AQ-2, maximum daily PM_{10} exhaust emissions would be reduced by approximately 79 percent, which are DPM emissions resulting from the combustion of diesel-fueled vehicles and off-road equipment during construction. In addition, exposure to TAC emissions are measured annually; therefore, the daily max emissions rate are conservative from a health perspective. Thus, this impact would be less than significant impact with mitigation incorporated.

Operational Impacts

CARB's *Air Quality and Land Use Handbook* (2005) recommends siting sensitive receptors more than 1,000 feet away from distribution centers that generate more than 100 diesel-fueled truck trips per

day. Based on the Trip Generation Assessment, the project would generate approximately 48 truck trips-ends per day (Urban Crossroads, Inc., 2023). These trucks are assumed to be diesel-fueled truck trips. The nearest sensitive receptor is immediately west of the project site; however, the number of trips would not exceed CARB's threshold of 100 diesel-fueled trucks per day. Therefore, the project is consistent with CARB's siting recommendations for TAC emitting sources. In addition, idling of each truck would be limited to five consecutive minutes and operation of diesel-fueled internal combustion engine auxiliary power systems would not be allowed for greater than five minutes within 100 feet of residences pursuant to 13 California Code of Regulations Section 2485. Furthermore, the project would not site a new stationary source, such as a diesel generator, on the project site. As such, project operation would not expose sensitive receptors to substantial TAC emissions, and impacts would be less than significant.

Mitigation Measure

AQ-2 PM Emissions Reduction

Prior to issuance of grading permits, the City Engineer and the Chief Building Official shall confirm that the grading plan, building plans, and specifications stipulate that the following measures shall be implemented:

- All mobile off-road equipment (wheeled or tracked) greater than 25 horsepower used during construction activities shall meet the United States Environmental Protection Agency Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards.
- Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment onsite.
- Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.
- The project shall comply with the California Air Resources Board (CARB) Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of toxic air contaminants during construction.

Significance After Mitigation

With incorporation of Mitigation Measure AQ-2, the project would reduce PM_{10} and $PM_{2,5}$ emissions by approximately 24 and 40 percent, respectively, as compared to standard CalEEMod assumptions for construction engine tier. As shown in Table 11, *Mitigated Project LST Construction Emissions*, with incorporation of Mitigation Measure AQ-2, criteria pollutant emissions would be below LST thresholds. Therefore, construction activities would not expose sensitive receptors to criteria pollutants and construction-related health impacts would be less than significant with mitigation incorporated.

Table 11 Mitigated Project LST Construction Emissions

	Maximum Daily Pollutant Emissions (lbs./day)			
Year	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Construction Onsite Emissions	3	25	3	1
SCAQMD LST	66	667	4	2
Threshold Exceeded?	**No**	**No**	**No**	**No**

Lbs./day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum onsite emissions are the highest emissions that would occur on the project site from onsite sources, such as heavy construction equipment and architectural coatings, and excludes offsite emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: CalEEMod worksheets in Appendix C, see Table 3.1 – 3.12 "Construction Emission Details" emissions. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion, and odors disperse with distance. In addition, project construction would be required to comply with SCAQMD Rule 402, which specifies that 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. Overall, project construction would not generate other emissions, such as those leading to odors, affecting a substantial number of people. Construction-related impacts would be less than significant.

With respect to operation, the SCAQMD's *CEQA Air Quality Handbook* (1993) identifies land uses associated with odor complaints as agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. The project would not compost recycled material, but does include a buyback center for plastic, cardboard, and beverage containers. In addition, project odors would not be distinguishable due to vehicle exhaust on I-10. Therefore, the proposed project would not generate other emissions such as those leading to odors affecting a substantial number of people, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native 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?	☐	☐	☐	■

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

A literature review conducted as part of this analysis consisted of a nine-United States Geological Survey (USGS) quadrangle search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database and California Native Plant Society (CNPS) Rare Plant Inventory: San Bernardino South, Redlands, Harrison Mountain, San Bernardino North, Sunnymead, Riverside East, Riverside West, Fontana, and Devore. The literature review identified 80 special status plants, 65 special status wildlife species, and eight sensitive natural communities that have been recorded in the region (Appendix E). One rare plant, Pringle's monardella (*Monardella pringlei*), met the preferred elevation requirements for the project area (i.e., 200 to 400 meters); although, this species was last seen in 1941 and is presumed to be extirpated (CNPS 2022).

A biological survey was conducted on January 4, 2022, between the hours of 7:45 am and 8:45 am by Rincon biologist Kevin Gugerty. Weather conditions during the survey were overcast with calm winds (0 to 5 mph) and temperatures were 54 to 56°F. The biological field survey involved walking transects across the entire project site for 100 percent visual coverage and visually scanning areas within a 500-foot buffer around the project site to evaluate adjacent habitats. During the field investigation, no special status plant or wildlife species were observed, and no native plant communities or sensitive natural communities were observed onsite. The site supports one plant community, non-native grassland, and is considered disturbed by past and present land use practices. A total of 14 plant species were observed during the site survey; only three species of annual/perennial herbs observed are native to California: Menzies' fiddleneck (*Amsinckia menziesii*), Canada horseweed (*Conyza canadensis*), and telegraph weed (*Heterotheca grandiflora*). The remaining plant species are all non-native to California; overall, the project site is dominated by weedy and/or invasive species.

The project site does not provide suitable habitat for any of the special status plants or wildlife species identified in the literature review as summarized for each species in Appendix E. The project site is also surrounded by commercial facilities to the west and north, a railroad corridor to the east, and I-10 to the south, and, as such, special status species and their preferred habitats are absent from surrounding lands. Special status species are not expected to occur on site based on the lack of suitable habitats and isolation of the site from known occurrences by surrounding development. Two common bird species, California gull (*Larus californicus*) and black phoebe (*Sayornis nigricans*), were the only wildlife species observed during the site survey. Both species are known to frequent disturbed, urbanized areas for foraging purposes. No active nests or birds displaying nesting behavior were observed during the field survey. Although partially developed and heavily disturbed, the project site has the potential to provide minimal foraging and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to disturbed areas and urban environments. Potential nesting habitat is limited to ground nesting species within the non-native grassland vegetation and those that nest on or in buildings/structures. Trees and buildings on adjacent properties could also provide suitable nesting habitat.

Migratory or other common nesting birds, while not designated as special status species, are protected by the California Fish and Game Code (CFGC) and the Migratory Bird Treaty Act (MBTA) and may nest in the structures, trees, shrubs, and grasses onsite and on adjacent properties. Therefore, construction of the project has the potential to directly impact nesting birds by

destroying a nest, or indirectly impact nesting birds protected under the CFGC and MBTA by creating construction noise, dust, and other human disturbances that may cause a nest to fail. Implementation of Mitigation Measure BIO-1 would reduce potential impacts to nesting birds through implementation of pre-construction nesting bird surveys and avoidance of active nests. Furthermore, the project would involve planting trees as part of the project's landscaping and would therefore enhance nesting opportunities post construction. Therefore, potential impacts to nesting birds would be considered less than significant with mitigation incorporated.

Mitigation Measure

BIO-1 Nesting Bird Avoidance

Prior to issuance of grading permits, the following measures shall be implemented no more than seven days prior to the start of construction:

- To avoid disturbance of nesting birds, including raptor species protected by the Migratory Bird Treaty Act and California Fish and Game Commission, construction activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of construction activities. The nesting bird pre-construction survey shall be conducted on foot inside the project site, plus a 100-foot buffer, and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in Southern California.
- If active nests are found, an appropriately sized avoidance buffer based on the species, nest status, and proposed work activities in the vicinity, shall be demarcated by a qualified biologist with bright orange construction fencing, flagging, construction lathe, or other suitable means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone while the nest is still active as determined by the qualified biologist. No parking, storage of materials, or construction activities shall occur within this buffer until the biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.
- A survey report by a qualified biologist documenting and verifying compliance with the mitigation and with applicable State and federal regulations protecting birds shall be submitted to the City of Colton. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to confirm that no inadvertent impacts on these nests would occur.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1 would ensure that impacts to nesting birds protected under the MBTA and CFGC are avoided. These measures would prevent construction impacts to by requiring construction to maintain a safe distance from active nests until nesting is complete. With implementation of BIO-1, impacts would be reduced to less-than-significant levels.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value that include sensitive species, or are particularly susceptible to disturbance. The CDFW ranks sensitive communities as "threatened" or "very threatened." The project site is in a developed commercial area and is not located within a vegetated or open space area. The project site is defined by existing developed areas and a non-native grassland community, dominated by non-native weedy/early successional plant species. Plant species observed during the field investigations include Bermuda grass (*Cynodon dactylon*), great brome (*Bromus diandrus*), cheeseweed (*Malva parviflora*), fiddle dock (*Rumex pulcher*), hairy fleabane (*Erigeron bonariensis*), and London rocket (*Sisymbrium irio*). These forb and grass species do not constitute a sensitive natural community. Additionally, there is no riparian habitat on or near the project site (United States Fish and Wildlife Service [USFWS] 2022). Therefore, the proposed project would not have a substantial adverse effect on riparian habitat or other sensitive natural communities as none exist on the site or in nearby areas. No impact would occur.

NO IMPACT

c. Would the project 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 riparian habitats, wetlands, or other water features have been identified on or adjacent to the project site. The nearest mapped wetlands consist of the Santa Ana River, located approximately one mile southeast of the project site, and a second mapped wetland, located approximately 1.28 miles northeast of the project site (USFWS 2022). Furthermore, the project site does not include any discernable drainage courses, inundated areas, wetland vegetation, or hydric soils (United States Department of Agriculture [USDA] 2019). As a result, no State or federally protected wetlands or other waters that may be considered jurisdictional by the CDFW, United States Army Corps of Engineers, or Santa Ana Regional Water Quality Control Board occur on or adjacent to the project site and regulatory approvals would not be required. Therefore, the proposed project would not directly or indirectly have a substantial adverse effect on State or federally protected wetlands or other jurisdictional waters. No impact would occur.

NO IMPACT

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Linking protected areas into large systems using habitat corridors, otherwise known as strips of protected land running between reserves, allows plants and animals to disperse from one reserve to another. This facilitates gene flow and colonization of suitable sites. Corridors can potentially transform a set of isolated protected areas by establishing a linked network, with populations of a species interacting as a metapopulation. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, or open areas with little vegetative cover.

The project site is in a commercial area within the city of Colton surrounded by roads and commercial developments. The Santa Ana River, located approximately one mile southeast of the project site, is the closest regional wildlife movement corridor. Habitat areas located within and alongside the Santa Ana River provide water, riparian zones, floodplain, and upland habitats vital to wildlife (Coastal Conservancy 2018). Due to the lack of available suitable food sources and habitat structure on the project site, wildlife is not expected to utilize the project area for movement or migration purposes. Non-native grasses and weedy plant species do not constitute a valuable habitat area, nor does the site provide connections to any nearby habitat areas due to its urbanized surroundings. Therefore, the proposed project would not result in impacts to the movement of native or migratory species or the use of native wildlife nursery sites. No impact would occur.

NO IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The project would result in revitalizing a previously developed area and would not result in the removal of trees that would conflict with the City's Municipal Code Section 12.20.041, Tree Protection Guidelines, which require the preservation of mature trees and special consideration being given to mature, public, landmark, landmark-eligible, native and specimen trees. Construction of the AMKO Facility would require clearing and grubbing of vegetation including grasses and weeds within the disturbed and non-developed portion of the project site. Trees and low-lying shrubs are mostly absent from the project site, except for one tree of heaven (*Ailanthus altissima*) and one tree tobacco (*Nicotiana glauca*), both less than three meters in height, in the north portion of the project site along with a few saplings interspersed throughout (Appendix F). These trees are not included in the City's list of significant trees, nor do these trees qualify as a heritage tree or specimen tree. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources and there would be no impact.

NO IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The City of Colton has adopted the West Valley Habitat Conservation Plan for the federally endangered Delhi sands flower loving fly (*Rhaphiomidas terminatus abdominali*s, DSF), which is the only federally listed species known to occur within the city north of I-10 (Colton 2014). The project site contains one soil type, Hanford coarse sandy loam (two to nine percent slopes) (USDA 2019). Suitable sand dunes, shade needed for oviposition, and overall soil composition preferred by DSF are absent from the project site. Therefore, DSF is not expected to occur on the project site and no impact would occur.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	■	☐

Rincon completed a Historical Resources Assessment Report in July 2020 (Appendix A) of four residential buildings at 115, 125, 133 and 135 North Pennsylvania Avenue. In February 2023, Rincon prepared a Cultural Resources Assessment for the project to evaluate project impacts to historical and archaeological resources (Appendix G). The Cultural Resources Assessment includes a cultural resources records search, Sacred Lands File (SLF) search, archival and background research, pedestrian survey, and historical resources evaluation. A variety of primary and secondary source materials were consulted for the assessments. Sources included, but were not limited to, historical maps, aerial photographs, and written histories of the area.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

The project site includes two properties containing built environment resources. One of these, 157 North Pennsylvania Street, consists of an industrial property constructed circa 1980 (NETR Online 2021). Because it does not meet the 45-year age threshold typically used to identify potential historical resources, it was not evaluated for NRHP, CRHR, or local eligibility. Further, while the building is located within the boundaries of the locally recognized Terrace Historic District, it does not possess the associations with the local citrus industry or early settlement that make the district historically significant (City of Colton 2000). Therefore, the property would be unlikely to be considered a contributing element to the district and would not qualify for historic resources designation pursuant to Section 15.40.60 of the City's Municipal Code.

The other property, 340 West Valley Boulevard, was originally developed in 1902 as the Globe Mills flour mill. The property was previously subject to a historical resources evaluation in 1991, when it was recommended eligible for the NRHP under Criterion A for its associations with the early industrial development of Colton and under Criterion C as a good example of an industrial building (Merrill 1991). However, desktop research completed for the current assessment found the property has been subject to a series of changes that resulted in the removal of some of the most visible and distinctive elements of the original mill building, leaving only the warehouse portion of

the original building as the only element dating to the mill's original construction. Moreover, what remains of the original mill building has been appended with several attached buildings constructed between 1930 and 1966. The historical resource evaluation conducted for this assessment finds that, because of these changes, the property no longer retains enough of the features that once qualified it for designation under NRHP Criteria A and C. Due to a lack of any other significant associations, the property is also recommended ineligible under any remaining NRHP, CRHR, of City of Colton significance criteria. Finally, although the property is located within the boundaries of the locally recognized Citrus Production district, it lacks the requisite associations with Colton's citrus industry that would qualify it as a contributing element to that district (City of Colton 2000). Further, the property would not qualify for historic resources designation pursuant to Section 15.40.60 of the City's Municipal Code. Therefore, the project would result in no impact to historical resources.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Although the SLF search was returned with positive results, no archaeological resources were identified during the pedestrian survey or additional background research. The South Central Coastal Information Center (SCCIC) records search identified 52 previously recorded cultural resources located within a one-mile radius of the project site. Of these resources, four are prehistoric resources and 48 are historic-era resources, including 21 archaeological sites, 24 built environment resources, and two historic districts. One cultural resource located within one mile of the project site is uncategorized. Background research identified one known cultural resource in the project site and two locally recognized historic districts that overlap the project site. The resource located within the project site (APN 0162-1306-06) is Colton Grain and Milling, also known as the Colton Warehouse Center, located at 340 West Valley Boulevard. As described under Threshold a above, this resource was previously evaluated for NRHP eligibility in 1991 and deemed ineligible under Criterion C in the area of Architecture and Construction (Merrill 1991, City of Colton 1992).

The Cultural Resources Assessment did not identify any archaeological resources or archaeological deposits on the project site. However, the lack of surface evidence of archaeological materials does not preclude their subsurface existence. The positive results of the SLF request, as well as continuous historic-era residential and industrial use of the project site, indicate that there is a moderate potential for subsurface archaeological deposits to be present within the project site. Therefore, with implementation of Mitigation Measures CR-1, CR-2, and CR-3, impacts to cultural and archaeological resources would be less than significant.

Mitigation Measures

CR-1 Worker's Environmental Awareness Program

A qualified archaeologist who meets or exceeds the Secretary of Interior's Professional Qualifications Standards for archeology (National Park Service 1983) shall conduct Worker's Environmental Awareness Program training, prior to the commencement of any ground-disturbing activities. The sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, the regulatory environment, and the proper protocol for treatment and disposition of cultural materials in the event of a find. The training shall be required for all earthmoving construction personnel, and a sign-in-sheet also shall be required.

CR-2 Unanticipated Discovery of Cultural Resources

In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of California Code of Regulations Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, per California Code of Regulations Section 15126.4(b)(3)(C).

CR-3 On-Call Archaeologist

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

Significance After Mitigation

Implementation of Mitigation Measure CR-1 would entail a Worker's Environmental Awareness Program training to equip construction personnel with the training to identify and respond appropriately to inadvertent cultural resources encountered during ground-disturbing activities, thereby reducing the potential for accidental disturbances. With implementation of Mitigation Measure CR-1, potential impacts to cultural resources would be reduced to less-than-significant levels.

Implementation of Mitigation Measure CR-2 would identify the protocol to ensure that unanticipated cultural resources are properly evaluated and treated in accordance with the CRHR eligibility requirements. If necessary, a data recovery plan would be developed and implemented to recover and document significant information. With implementation of Mitigation Measure CR-2, potential impacts to cultural resources would be reduced to less-than-significant levels

Implementation of Mitigation Measure CR-3 calls for the presence of an on-call archaeologist throughout ground-disturbing activities to provide further assistance so that any suspected resources are promptly and properly assessed. With implementation of Mitigation Measure CR-3, impacts to cultural resources would be reduced to less-than-significant levels.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No known human remains have been documented within the project site or the immediate vicinity. While the project site is unlikely to contain human remains, the potential for the recovery of human remains during ground-disturbing activities is always a possibility. If human remains are found, construction contractors are required to adhere to California Code of Regulations Section 15064.5(e), PRC Section 5097, and Section 7050.5 of the State's Health and Safety Code. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric or Native American in origin, the Coroner would notify the NAHC, which would determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner. Therefore, impacts to human remains would be less than significant.

LESS THAN SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration 2023a). Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes in addition to being consumed by alternative fuel vehicles. Most of California's electricity is generated in state with approximately 30 percent imported from the Northwest and Southwest in 2021; however, the State relies on out-of-State natural gas imports for nearly 90 percent of its supply (California Energy Commission [CEC] 2023a and 2023b). In addition, approximately 33.6 percent of California's electricity supply in 2021 came from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2023a). In 2022, Senate Bill 1020 (SB 1020) creates clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all State agencies by 2035. Electricity would be provided to the project by Colton Electric Utility (CEU) and natural gas service would be provided by SoCal Gas. Table 12, *2021 Electricity and Natural Gas Consumption*, summarizes the electricity and natural gas consumption for San Bernardino County, in which the project site would be located, and for CEU and SoCal Gas, as compared to statewide consumption.

Table 12 2021 Electricity and Natural Gas Consumption

Energy Type	San Bernardino County	CEU/ SoCalGas	California	Proportion CEU and SoCal Gas Consumption[1,2]	Proportion of County Consumption[1,2]
Electricity (GWh)	16,181	383	280,738	<1%	6%
Natural Gas (millions of therms)	561	5,101	11,923	43%	5%

GWh = gigawatt-hours

[1] Proportion to statewide consumption.

[2] CEU electricity consumption compared to statewide consumption, and SoCalGas natural gas consumption compared to statewide consumption.

[3] For reference, the population of San Bernardino County (2,182,056 persons) is approximately 5.6 percent of the population of California (38,940,231 persons) (California Department of Finance 2023).

Source: CEC 2023c

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being the 7th largest petroleum-producing state in the nation in 2021 (United States Energy Information Administration 2023b). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 13.8 billion gallons sold in 2021 (CEC 2022). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 1.9 billion gallons sold in 2021 (CEC 2022). Table 13, *2021 Annual Gasoline and Diesel Consumption*, summarizes the petroleum fuel consumption for San Bernardino County, in which the project site would be located, as compared to statewide consumption.

Table 13 2021 Annual Gasoline and Diesel Consumption

Fuel Type	San Bernardino County (gallons)	California (gallons)	Proportion of Statewide Consumption[1]
Gasoline	926	13,818	7%
Diesel	198	1,883	11%

[1] For reference, the population of San Bernardino County (2,182,056 persons) is approximately 5.6 percent of the population of California (38,940,231 persons) (California Department of Finance 2023).

Source: CEC 2022

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project's energy consumption are discussed in detail in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, respectively.

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The proposed project would use nonrenewable and renewable resources for construction and operation of the project. The anticipated use of these resources is detailed in the following subsections. Project applicant-provided information, the CalEEMod outputs for the air pollutant and GHG emissions modeling (Appendix C), and the daily vehicle trips and fleet mix in the Trip Generation Assessment completed for the project (Appendix D) were used to estimate energy consumption associated with the proposed project.

Construction Energy Demand

The project would require site preparation and grading, including hauling material offsite; pavement and asphalt installation; building construction; architectural coating; and landscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. As shown in Table 14, *Estimated Fuel Consumption During Construction*, project construction would require approximately 1,678 gallons of gasoline and approximately 41,900 gallons of diesel fuel. These construction energy estimates are conservative because they assume that all the construction equipment operates all day every day during the specific construction phases.

Table 14 Estimated Fuel Consumption During Construction

Source	Fuel Consumption (gallons)	
	Gasoline	Diesel
Construction Equipment, Hauling Trips, and Vendor Trips	N/A	41,900
Construction Worker Vehicle Trips	1,678	N/A

Notes: N/A = not applicable

See Appendix H for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the U.S. Environmental Protection Agency Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements, such as the CALGreen standards, the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. In addition, the project would utilize tier 4 engine construction equipment and replace onsite gasoline generators for electric generators. The project would use alternative fuels in accordance with Mitigation Measure AQ-2, which would reduce construction fuel consumption. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and construction impacts related to energy consumption would be less than significant.

Operation of the project would contribute to regional energy demand by consuming electricity, gasoline, and diesel fuels. Electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by customers, employees, and facility operations. Table 15, *Estimated Project Annual Operational Energy Consumption*, summarizes estimated operational energy consumption for the proposed project. As shown therein, project operation would require approximately 12,754 gallons of gasoline and 22,874 gallons of diesel for transportation fuels, 11,057 gallons of propane for off-road equipment[6], 0.11 GWh of electricity, and 4,633 U.S. therms of natural gas. Vehicle trips associated with future workers, customers, and deliveries would represent the greatest operational use of energy associated with the proposed project.

[6] Assumed 33 pound fuel tank and provide six hours of operation per fuel tank. The project would provide approximately six propane forklifts for operations year-round.

Table 15 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption[1]	Energy Consumption[1]
Transportation Fuels		
Gasoline	12,754 gallons	1,400 MMBtu
Diesel	22,874 gallons	2,916 MMBtu
Off-Road Propane	11,057 gallons	1,013 MMBtu
Electricity	0.11 GWh	378 MMBtu

MMBtu = million metric British thermal units; GWh = gigawatt-hours

[1] Energy consumption is converted to MMBtu for each source.

See Appendix H for energy calculation sheets and Appendix C for CalEEMod output results for electricity and natural gas usage.

The project would be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California's CALGreen standards (California Code of Regulations Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. Furthermore, the latest Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. These standards are crafted so that buildings do not result in wasteful, inefficient, or unnecessary consumption of energy.

Furthermore, the project would reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by CEU continues to increase to comply with State requirements through SB 1020, which creates clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all State agencies by 2035. As discussed in Section 8, *Greenhouse Gas Emissions*, the project would be consistent with the local and regional GHG reduction measures, such as implementing water and energy efficient appliances consistent with Title 24 Energy Code. Therefore, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed further in Section 8, *Greenhouse Gas Emissions*, several plans and policies have been adopted to reduce GHG emissions in the project region that would also have the effect on reducing energy use, including the State's 2022 Scoping Plan, SCAG's 2024-2050 RTP/SCS, the San Bernardino County Regional Greenhouse Gas Reduction Plan, and the City of Colton General Plan. The project would also be subject to State requirements for energy efficiency, including the mandatory measures for nonresidential development contained in the 2022 CALGreen and Title 24 Building Energy Efficiency Standards. The proposed project would comply with Title 24 Building Energy Efficiency Standards by including energy and water-efficient appliances and fixtures in new recycling center, as well as water efficient irrigation systems, in accordance with the CALGreen standards, which would reduce the project's water use and energy needed to provide water to the project. The project would be consistent with the 2022 Scoping Plan's Building Decarbonization action plan by

excluding natural gas and incorporation of all-electric building appliances. The proposed project would be within half a mile of bus transit, which could promote alternative modes of transportation and reduce mobile trips. Therefore, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and there would be a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. 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 offsite 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?	☐	☐	■	☐

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to mitigate the hazard of surface faulting by preventing the construction of buildings used for human occupancy over an area with known faults. Unlike damage from ground shaking, which can occur at great distances from the fault, impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the ground surface.

The project site does not directly overlap a fault line or zone; however, the San Jacinto fault line is mapped at an approximate distance of 445 feet northeast of the existing AMKO Facility, as shown in Figure 5, *Faults and Alquist-Priolo Zones*. While there are no records of surface rupture in Colton, surface ruptures outside of Colton have ranged from five inches to approximately three feet. Nonetheless, impacts from fault rupture would not be expected to occur within the project area because no active fault line traverses the project site. Therefore, impacts related to fault rupture would be less than significant.

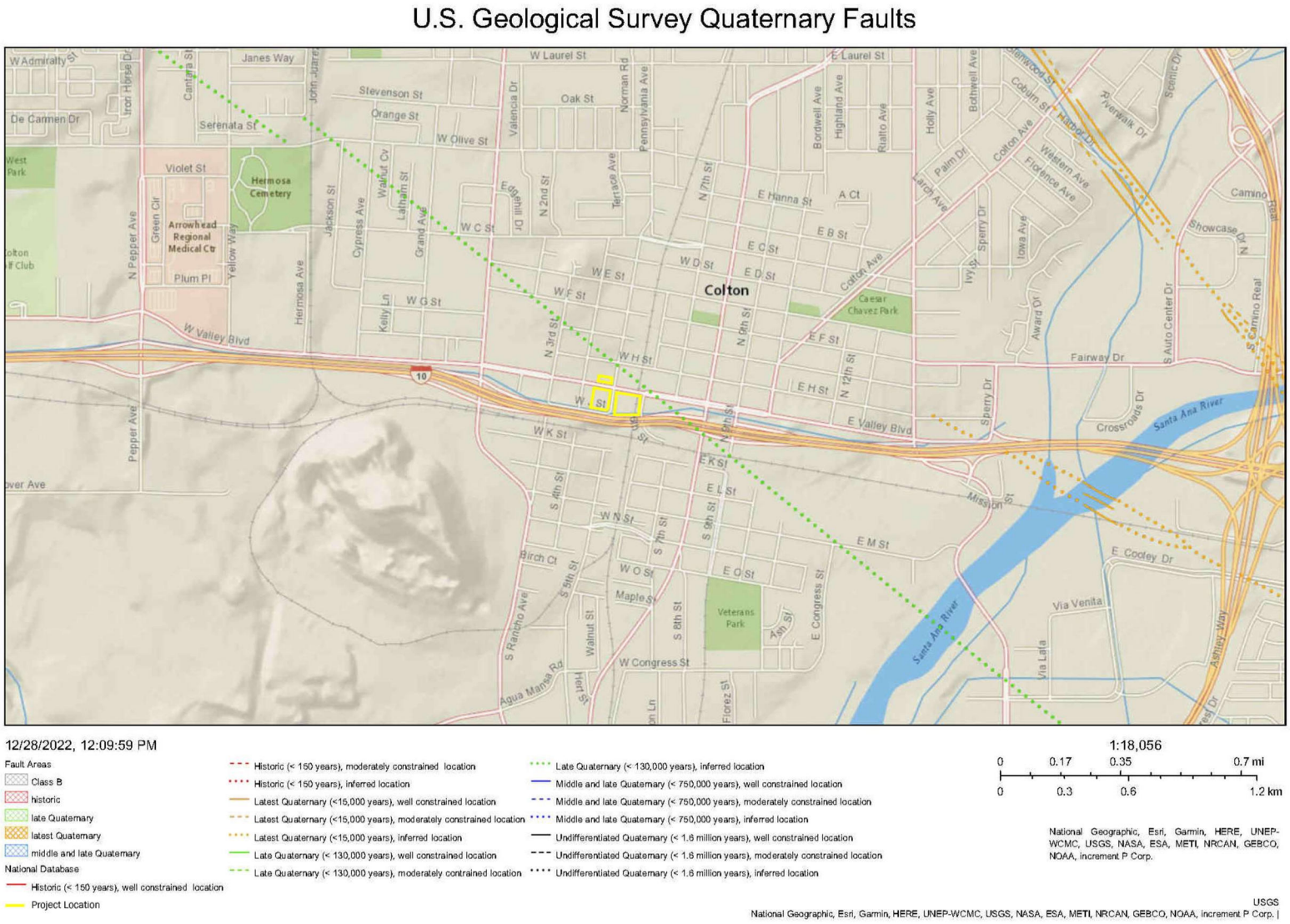
LESS THAN SIGNIFICANT IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Seismic shaking is the recognizable movement caused by the energy released from an earthquake and is of particular concern for the City because there are numerous active faults, such as the San Jacinto fault zone, Crafton Hills fault zone, and San Andreas fault zone, which run through the City and the surrounding San Bernardino region (Colton 2018). Common in Southern California, the project would experience ground shaking in the event of an earthquake with a near epicenter. However, project design and construction would be subject to environmental review as required by federal, State, and City regulations, and discretionary review, and would comply with the policies and regulations of the City's General Plan and Zoning Ordinance as well as the California Building Code (CBC). Project compliance with all applicable regulations would minimize adverse effects to people and property in the event of an earthquake and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

Figure 5 Fault and Alquist-Priolo Zones



a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a phenomenon that occurs when intense vibrations from an earthquake cause saturated soil to lose stability and act more like a liquid than a solid, which typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. Apart from specific soil conditions, the ground quickening and duration of the earthquake must also be of a sufficient level to induce liquefaction if the groundwater levels are within 50 feet of the ground surface.

According to the City's General Plan Safety Element, areas prone to liquefaction within Colton are the north and south banks of the Santa Ana River, as well as in the Reche Canyon areas, as shown in Figure 6, *Liquefaction Hazard Zones* (Colton 2018). The project site is located approximately two miles west of the Santa Ana River and approximately nine miles northwest of Reche Canyon and is not mapped within the identified liquefaction hazard zones. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

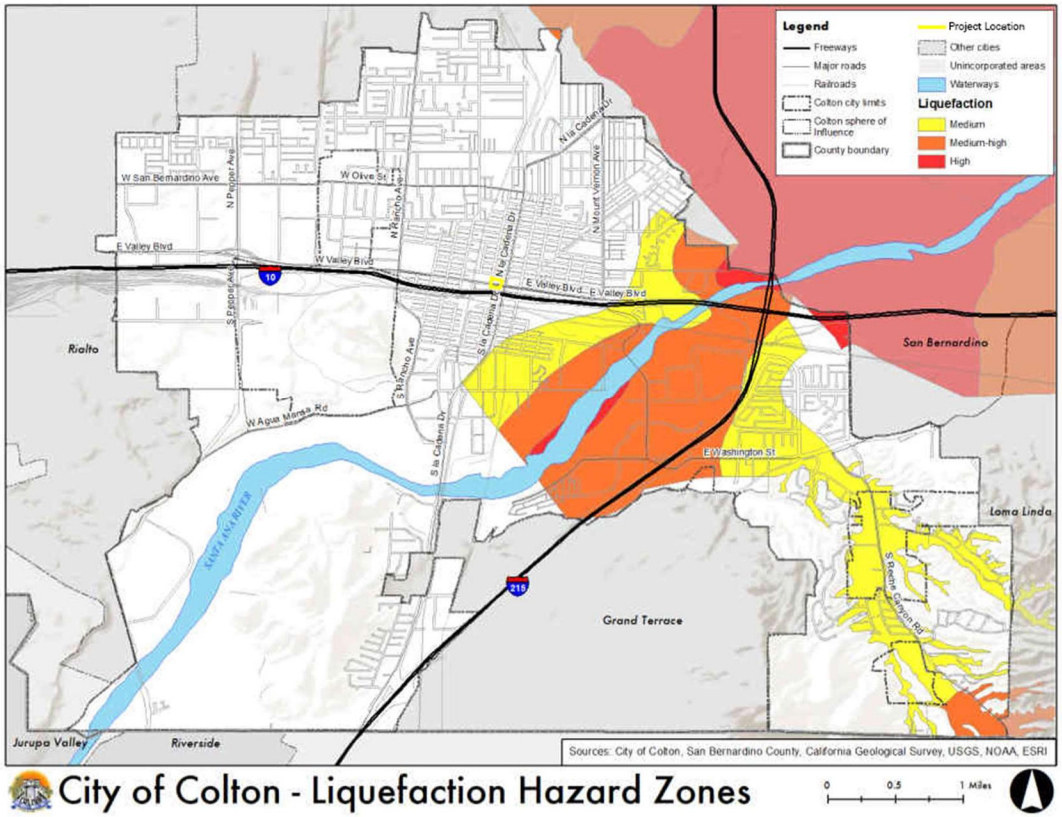
a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

A landslide is the movement of earth materials down slopes and areas of steep topography. Although they are often caused by earthquakes, landslides can occur when any sloped surface is no longer able to support the material contained within or sitting above it. Landslides present some risk to the city, specifically in Reche Canyon, La Loma Hills, and areas around the base of Slover Mountain (Colton 2018). The project site is relatively flat and is surrounded by a similarly flat, urban area. According to Map S-4 of the City's General Plan Safety Element, the project site is not located within a landslide hazard zone. The project site would not be at risk of adverse effects from landslides and no impact would occur.

NO IMPACT

Figure 6 Liquefaction Hazard Zones

Figure S-3: Liquefaction Hazard Zones



b. Would the project result in substantial soil erosion or the loss of topsoil?

Soil erosion refers to the process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur in the project area where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. The proposed project would require excavation and groundbreaking activities to construct the storage, warehouse, office, and retail spaces. Construction of the proposed project would disturb more than one acre of land and, therefore, would be required to comply with the Construction General Permit, either through a waiver or through preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP would be prepared for the proposed project and would include best management practices (BMPs) to manage erosion and the loss of topsoil during construction-related activities in accordance with National Pollutant Discharge Elimination System (NPDES) regulations. Construction BMPs include measures to protect exposed soils such as covering stockpiled soils, use of straw bales, fiber rolls, and/or silt fences to minimize offsite sedimentation, limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible. Post-construction, the project site would be developed with a building, pavement, and landscaping, thus minimizing long-term wind erosion potential. With implementation of appropriate BMPs, the proposed project would not result in substantial soil erosion, or the loss of topsoil and a less than significant impact would occur.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

As discussed under impact discussions *a.1* through *a.4*, the project site and immediate vicinity are not within an area of potential liquefaction or landslides and is generally flat in topography. The Preliminary Soil Investigation Report prepared for the proposed project by GeoMat Testing Laboratories, Inc in November 2021 concluded the project site is not prone to soil instability hazards (Appendix I). Additionally, the project site is not located within a mapped Alquist-Priolo special studies zone. While Colton is in an active earthquake area due to its location in Southern California, the proposed project development would not induce landslides, lateral spreading, subsidence, liquefaction, or collapse. Furthermore, proposed development would be required to conform to the CBC as required by State law. Therefore, the project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

d. Would the project 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?

According to the USDA Natural Resources Conservation Service (NRCS) web soil survey, the primary soil type underlying the project site is comprised of Hanford coarse sandy loam. This type of soil is generally defined as non-expansive (NRCS 2022). Further the Preliminary Soil Investigation Report concluded that the project site is expected to have a very low expansion potential (Appendix I). Since the proposed development would also be designed and graded in accordance with the latest version of the CBC, risks from expansive soils would be minimal and impacts would be less than significant impact.

LESS THAN SIGNIFICANT IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project does not include septic tanks or alternative wastewater disposal systems and would connect to existing sewer facilities. The proposed project would be served by the existing sewer system operated by the City of Colton. Therefore, no impact would occur.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

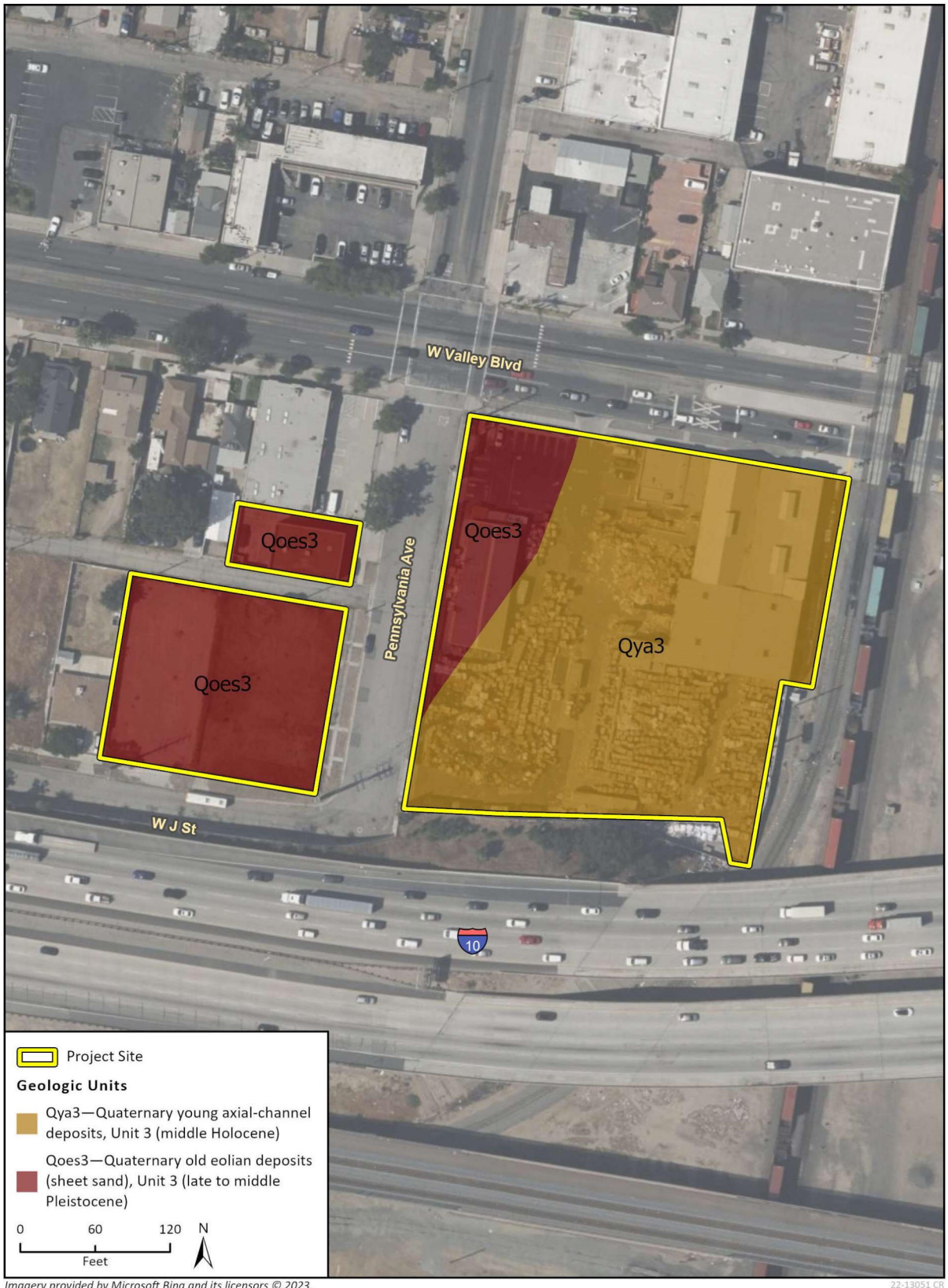
The paleontological sensitivity of the geologic units that underlie the project site were assessed to determine the project's potential for significant impacts to scientifically important paleontological resources. The analysis was based on a review of existing information in the scientific literature regarding known fossils within geologic units mapped at the project site and the Society of Vertebrate Paleontology (SVP) system for assessing paleontological sensitivity (SVP 2010). Sedimentary rock units can be assigned a high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources. Following the literature review, a paleontological sensitivity classification was assigned to each geologic unit mapped within the project area. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units.

The geology of the region surrounding the project site was mapped by Morton and Miller (2006) who identified two geologic units underlying the project site: Quaternary young axial-channel deposits (Unit 3) and Quaternary old eolian sheet sand deposits (Unit 3), as shown in Figure 7, *Geologic Map of the Project Site*, on the following page.

Quaternary young axial-channel deposits (Unit 3) underlie eastern portions of the project site beneath parts of the existing AMKO Facility. Quaternary axial-channel deposits (Unit 3) consist of sand and pebbly sand that may be capped by weakly to moderately developed soils and are middle Holocene in age (Morton and Miller 2006). Morton and Miller (2006) state that Quaternary young axial-channel deposits (Unit 3) are likely no greater than two to five meters thick. Due to their middle Holocene age, Quaternary young axial-channel deposits (Unit 3) are likely too young (i.e., less than 5,000 years old) to preserve paleontological resources (SVP 2010). Therefore, Quaternary young axial-channel deposits have low paleontological sensitivity.

Quaternary old eolian sheet sand deposits (Unit 3) underlie the western portions of the project site. Quaternary old eolian sheet sand deposits (Unit 3) consist of yellowish-brown to pale brown, slightly to moderately consolidated, fine- to medium-grained sand with rare occurrences of silty sand, gravelly sand, or gravel (Morton and Miller 2006). Quaternary old eolian sheet sand deposits (Unit 3) are late to middle Pleistocene in age. Pleistocene inland eolian deposits have produced significant paleontological resources in California, primarily yielding small mammals and reptiles (Reynolds 2004). However, such deposits are rare, and eolian (i.e., wind-blown) sediments are generally not conducive to fossil preservation. Therefore, Quaternary old eolian sand has low paleontological sensitivity.

Figure 7 Geologic Map of the Project Site



Imagery provided by Microsoft Bing and its licensors © 2023.
Additional data provided by Morton and Miller, 2006.

22-13051 CR
Fig X Geologic Map

The project site is previously disturbed and relatively level, and the project does not include new significant underground infrastructure (e.g., parking structures, basements, or utilities). Therefore, the total amount of previously undisturbed sediment that would be disturbed as a result of this project would be small. Any previously undisturbed sediment that is impacted by project construction would represent either Quaternary young axial-channel channel deposits (Unit 3) or Quaternary old eolian sheet sand deposits (Unit 3), which both have low paleontological sensitivity. Therefore, potential impacts to paleontological resources as a result of this project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and from human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), which is the amount of a specific GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO_2 on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).

The United Nations IPCC expressed that the rise and continued growth of atmospheric CO_2 concentrations is unequivocally due to human activities in the IPCC's Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, that a total of 2,390 gigatons of anthropogenic CO_2 was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021). Emissions resulting from

human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (California Natural Resource Agency 2019).

GHG Emissions Thresholds

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

According to the CEQA Guidelines, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the proposed project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (2016) in its white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions. The City of Colton nor the County of San Bernardino has adopted a numerical significance threshold for assessing impacts related to GHG emissions but has adopted a CAAP for reduction of GHG emissions. Neither the SCAQMD, California Office of Planning and Research, CARB, CAPCOA, nor any other State or applicable regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the proposed project.

In the absence of any adopted numeric threshold, the significance of the proposed project's GHG emissions are evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the proposed project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Therefore, the significance of the proposed project's potential impacts regarding GHG emissions and climate change is evaluated based on consistency with plans and polices adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. The most directly applicable adopted regulatory plans to reduce GHG emissions are the 2022 Scoping Plan, the 2024-2050 RTP/SCS, the City of Colton General Plan, and the San Bernardino County Regional Greenhouse Gas Reduction Plan. GHG emissions from the construction and operation of the proposed project are provided for informational purposes.

Methodology

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these make up 98 percent of all GHG emissions by volume and are the GHG emissions the project would emit in the largest quantities (IPCC 2014). Emissions of all GHGs are converted into their equivalent GWP in terms of CO_2 (i.e., CO_2e). Minimal amounts of other GHGs (such as chlorofluorocarbons) would be emitted; however, these other GHG emissions would not substantially add to the total GHG emissions. GHG

emissions associated with project construction and operation were estimated using CalEEMod, version 2022.1, with the assumptions described under Section 3, *Air Quality,* in addition to the following:

- The analysis uses CalEEMod default assumptions for water, solid waste, and area sources for warehouse and parking lot uses.
- The project would not include natural gas appliances. Therefore, default natural gas assumptions for the warehouse land use were converted to kWh and added to the warehouse electricity default assumptions.
- In accordance with SCAQMD's recommendation, GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions (SCAQMD 2008).

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Plans and policies have been adopted to reduce GHG emissions in the Southern California region, including the State's 2022 Scoping Plan, SCAG's 2020-2045 RTP/SCS, City of Colton's General Plan, and San Bernardino County Regional Greenhouse Gas Reduction Plan. The project's consistency with these plans and applicable policies is discussed in the following subsections. As discussed herein, the project would not conflict with plans and policies aimed at reducing GHG emissions. GHG emissions are provided for informational purposes.

Consistency with Applicable Plans and Policies

2022 Scoping Plan

The principal State plan to monitor and regulate GHG emissions is AB 32, the California Global Warming Solutions Act of 2006, which was followed by SB 32. The quantitative goal of AB 32 was to reduce GHG emissions to 1990 levels by 2020. According to CARB, California achieved its 2020 GHG emission reduction target in 2016. The goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. In 2022, the State passed AB 1279, which declares the State would achieve net-zero GHG emissions by 2045 and would reduce GHG emissions by 85 percent below 1990 levels by 2045. The latest iteration of the Scoping Plan is the 2022 Scoping Plan, which focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities. The 2022 Scoping Plan's strategies that apply to the proposed project include the following:

- Reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT).
- Building Decarbonization.
- Maximizing recycling and diversion from landfills.

The proposed project would be consistent with these goals through project design, which includes energy fixtures and appliances consistent with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. In addition, the project would not include natural gas appliances and

would install all-electric building appliances. Pursuant to the Title 24 CALGreen Standards, the project would install water-efficient fixtures to conform to State water conservation requirements. The proposed project would be served by CEU, which is required to increase its renewable energy procurement in accordance with SB 100 targets. The project site has access to OmniTrans Route 1 along West Valley Boulevard, within half a mile of the project site, that connects the City of Colton and San Bernardino. Therefore, promoting alternative modes of transportation and reliance on vehicular motor use. The proposed project would not conflict with the 2022 Scoping Plan.

2040-2050 Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2024, SCAG's Regional Council formally adopted the 2024-2050 RTP/SCS (titled Connect SoCal). The 2024-2050 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars in the SCAG region by 8 percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. The 2024-2050 RTP/SCS includes four goals with corresponding implementation strategies for building and maintaining an integrated multimodal transportation network, developing, connecting, and sustaining communities that are livable and thriving, creating a healthy region for the people of today and tomorrow, and supporting a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents. The new recycling center would be an infill development and would not endanger the regional wildlife connectivity. The project site is approximately within a half mile of OmniTrans public transit, Route 1, that serves the City of Colton. Therefore, the proposed project's proximity to residential communities and education facilities could potentially reduce commute times to new job opportunities and reduce VMT per capita. The project is not applicable to goals, such as rehabilitating affordable housing and collaboration with local jurisdictions and organizations to support sustainable policies. Therefore, the proposed project would be consistent with the GHG emissions reduction strategies contained in the RTP/SCS.

City of Colton General Plan

The City of Colton adopted the Land Use, Mobility Element, and Model Air Quality Element to provide a consistent framework for land use decisions and to improve the local transportation system in the city. The proposed project would be consistent with the General Plan goals and policies applicable for reducing GHG emissions such as:

- **Goal LU-4:** Incorporate green building and other sustainable building practices into development projects.
- **Goal M-1:** Provide an integrated and balanced multi-modal transportation network and complete streets to meet the needs of all users and transportation modes.
- **Goal M-2:** Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.

The proposed project would be consistent with the General Plan's policies to incorporate energy efficient appliances and fixtures for commercial development by complying with the latest Title 24 Building Efficient Energy Standards. In addition, the project would comply with the water efficiency and conservation requirements in the latest iteration of Title 24 CALGreen Standards. The proposed project would include bicycle parking consistent with local and State plans and would be within half a mile of OmniTrans Route 1 bus transit along Valley Boulevard from the project site. Therefore, the project would promote alternative modes of transportation near commercial and residential land uses. Thus, the proposed project would be consistent with the goals and policies in the General Plan.

San Bernardino County Regional Greenhouse Gas Reduction Plan

In 2021, an informal project partnership, led by the San Bernardino Council of Governments (SBCOG), compiled a GHG emissions inventory and an evaluation of reduction measures that could be adopted by the 25 Partnership Cities of San Bernardino County, including the City of Colton. The City of Colton selected a goal to reduce its community GHG emissions to a level that is 46 percent below its 2008 GHG emissions level by 2030. The City will exceed this goal through a combination of State and local efforts. Several strategies and actions are primarily for the City to achieve throughout the community. GHG reduction measures in the *San Bernardino County Regional Greenhouse Gas Reduction Plan* that are applicable to the proposed project include:

- **Building Energy Measures**
  - Energy-1: Building Energy Efficiency.
  - Energy-2: Lighting Efficiency.
- **On-Road Transportation Measures**
  - OnRoad-2: Encourage Use of Mass Transit.
- **Water Conveyance Measures**
  - Water-3: Water-Efficient Landscaping Practices.

The proposed project would be consistent with these measures through project design, which includes installing energy efficient appliances and sky lights, consistent with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. In addition, the project would not include natural gas appliances. Pursuant to the Title 24 CALGreen Standards, the project would install a water-efficient irrigation system to conform to State water conservation requirements. The project site has access to OmniTrans Route 1 along West Valley Boulevard, within half a mile of the project site, that connects the City of Colton and City of San Bernardino. Therefore, promoting alternative modes of transportation and reliance on vehicular motor use. The proposed Project would be consistent with the goals outlined in the San Bernardino County Regional Greenhouse Gas Reduction Plan for the City of Colton.

GHG Emissions

GHG emissions are provided for informational purposes. Construction of the proposed project would generate temporary GHG emissions primarily from the operation of construction equipment as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials. As shown in Table 16, *Estimated Construction Emissions of Greenhouse Gases*, construction of the proposed project would generate an estimated total of 472 MT CO_2e. Amortized over a 30-year period per SCAQMD guidance, construction of the proposed project would generate an estimated 16 MT CO_2e per year.

Table 16 Estimated Construction Emissions of Greenhouse Gases

Construction	Project Emissions MT CO_2e
2024	259
2025	213
Total	**472**
Amortized over 30 Years	16

MT CO_2e = metric tons of carbon dioxide equivalent
Source: See Appendix C for CalEEMod worksheets

Operation of the proposed project would generate GHG emissions associated with off-road equipment, area sources, energy and water usage, vehicle trips, and wastewater and solid waste generation. Table 17, *Combined Annual Emissions of Greenhouse Gases*, combines the estimated construction and operational GHG emissions associated with development of the proposed project. As shown therein, annual emissions from the proposed project would be approximately 335 MT of CO_2e per year.

Table 17 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT CO_2e)
Construction[1]	**16**
Operational	**319**
Mobile	173
Area	<1
Energy	50
Water	7
Waste	7
Off-Road	81
Total	**335**

MT CO_2e = metric tons of carbon dioxide equivalent
[1] Amortized construction related GHG emissions over 30 years
Source: See Appendix C for CalEEMod worksheets.

The project would be consistent with the statewide, regional, and local plans and polices adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. The project would be consistent with the 2022 Building Energy Efficiency Standards and could potentially reduce the number of solo trips and VMT per capita with the project's proximity to residential and commercial land uses. Therefore, GHG impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material 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 in 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?	☐	☐	■	☐

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, State, or local agency, or has characteristics defined as hazardous by a federal, State, or local agency. Chemical and physical properties such as toxicity, ignitability, corrosiveness, and reactivity cause a substance to be considered hazardous. These properties are defined in the California Code of Regulations, Title 22, Sections 66261.20-66261.24. A "hazardous waste" includes any hazardous material that is discarded, abandoned, or will be recycled. Therefore, the criteria that render a material hazardous also cause waste to be classified as hazardous (California Health and Safety Code, Section 25117).

Some hazardous materials, such as gasoline, diesel fuel, hydraulic fluids, oils, lubricants, and cleaning solvents would be anticipated to be used at the site during construction. Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard. However, the types and quantities of hazardous materials to be used are not expected to pose a significant risk to the public and/or environment and would be managed in accordance with federal, State, and local regulations. As discussed in Section 3, *Air Quality*, the project is consistent with CARB's siting recommendations for TAC emitting sources and operation of the project would not site a new stationary source of air pollutants, such as a diesel generator, on the project site. Since the transport, use, and storage of any hazardous materials at the site would be required to be conducted in accordance with all federal, State, and local regulations, a less than significant impact would occur.

LESS THAN SIGNIFICANT IMPACT

b. Would the project 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?

As stated under impact discussion *a.*, operation of the proposed project is not expected to result in the release of hazardous materials into the environment. However, it is possible that the project may involve the regular transportation, utilization, or disposal of hazardous materials. For example, during construction, certain hazardous materials like diesel fuel may be used. To ensure that no hazardous materials are released into the environment, all transportation, usage, and storage of such materials at the site would need to comply with federal, State, and local regulations.

The risk associated with the accidental release of these hazardous substances is not significant due to their small volume and low concentration. The construction contractor would be obligated to follow standard construction controls and safety protocols, effectively minimizing the potential for any accidental release into the environment. Therefore, neither construction nor operation of the project would pose a significant hazard to the public or the environment in terms of unforeseen incidents involving the release of hazardous materials. Given that all transportation, usage, and storage of hazardous materials at the site must comply with federal, State, and local regulations, the impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The nearest schools are Vision Community School, located 0.17 mile northeast of the project site, and Colton High School, located approximately 0.25 mile northwest of the project site. Although the construction phase may utilize small amounts of hazardous materials, all hazardous materials utilized onsite would be used and disposed of in accordance with all applicable federal, State, and local regulations. It is not anticipated that hazardous materials to be utilized onsite would be used or stored at the site in any quantity or application that could interact with nearby schools. In addition, the use of hazardous materials limited to construction would be conducted in accordance with BMPs. Furthermore, when the proposed project construction commences, all hazardous materials at the site would be required to be stored, handled, and transported in accordance with federal, State, and local regulations. During operation of the proposed project, limited quantities of hazardous materials could be stored onsite. If the project exceeds the limited quantity threshold, the project applicant would be required to provide a Hazardous Materials Business Plan (HMBP) to the superintendent's office and facilities and operations office of the school district of the nearby schools. According to the San Bernardino County Fire Protection District, businesses that handle hazardous materials (including hazardous waste) or extremely hazardous substances are required to submit an HMBP via the California Environmental Reporting System (CERS), if using, handling or storing hazardous materials in quantities equal to or greater than:

- 55 gallons of a liquid,
- 500 pounds of a solid, or
- 200 cubic feet of compressed gas, or
- Extremely hazardous substances above the threshold planning quantity
- Facilities in this jurisdiction must also report any amount of hazardous waste via CERS

Compliance with federal, State, and local regulations, the project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

The location of the proposed project and adjacent properties has been checked against the lists of hazardous materials sites maintained by the State of California. The proposed project is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Based on a search of the GeoTracker and EnviroStor databases, there are three permitted underground storage tank (UST) sites within approximately 0.25 mile of the project site.

The UTS sites consist of the following:

- Wareh, Inc. Facility ID #FA0004777 consists of a permitted UST, located approximately 1,100 feet east of the existing AMKO Facility.
- La Cadena Express, Facility ID #FA0004337 consists of a permitted UST, located approximately 1,600 feet northeast of the existing AMKO Facility.

- Colton JUSD Transportation Department, Facility ID # FA0005967 consists of a permitted UST, located approximately 1,750 feet northwest of the existing AMKO Facility (California Department of Toxic Substances Control and State Water Resources Control Board 2023).

Of these sites no violations have been reported. As a result, these sites do not pose a significant hazard. Therefore, no impact would occur.

NO IMPACT

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?

The project site is not included in an airport land use plan and is not within two miles of a public airport or public use airport. The nearest airport to the project site is the San Bernardino International Airport located approximately four miles from the project site. The project is not within the Runway Protection Zone (San Bernardino International Airport Authority 2010). Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area. No impact would occur.

NO IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City's Emergency Operations Plan is primarily responsible for informing the emergency management strategies for the City and is organized into four categories: mitigation, preparedness, response, and recovery. A portion of the project fronts West Valley Boulevard, which is designated as an evacuation route in the City of Colton's General Plan Safety Element (Colton 2018). Construction activities related to the proposed project would not include modifications to local roads in the City of Colton or within the project vicinity. Furthermore, construction equipment and materials would be kept onsite. Therefore, the project would not impact or impede the use of West Valley Boulevard as an evacuation route. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Residents and businesses within the City of Colton can be exposed to urban fire hazards and wildland fire hazards. Development along the southern border of Colton exists in the wildland-urban interface (WUI), which is considered an area within the high and very high fire hazard severity zone (VFHSZ), as defined by the California Department of Forestry and Fire Protection. Development in the WUI is at risk of being affected by wildfires; however, the project site is in an urbanized setting and is surrounded by existing developments away from the WUI (Colton 2019c). As discussed in Section 20, *Wildfire*, the project site is also not located in a State Responsibility Area (SRA). Furthermore, prior to the issuance of the final building permits for the expansion, the City will review final site plans for the proposed project to ensure that design features would not exacerbate fire risk. The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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 offsite;	☐	☐	■	☐
(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?	☐	☐	■	☐

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Excavation, grading, and construction activities associated with project construction would result in soil disturbance. As stormwater flows over a construction site, it can pick up sediment, debris, and chemicals, and transport them to receiving water bodies. The nearest receiving water body is the Santa Ana River located approximately two miles east of the project site. To avoid or reduce impacts to the Santa Ana River, the proposed project would require a NPDES General Construction Permit for storm water discharge associated with construction activities. The General Storm Water Permit program for the Santa Ana Region is administered and enforced by the Santa Ana Regional Water Control Board (RWQCB). Objectives of the General Storm Water Permit are: (1) to identify pollutant sources that may affect the quality of storm water discharges from the construction site that are associated with construction activity, and (2) to identify, construct, and implement storm water pollution preventive measures (i.e., BMPs) to reduce pollutants in storm water discharges from the site, both during construction and after construction is completed.

As part of the General Storm Water Permit, the City would be required to prepare a SWPPP commencing construction activities in accordance with Sections 14.02.070 and 14.03.050 of the City's Municipal Code. The SWPPP would facilitate a process whereby the operator evaluates potential pollutant sources at the site and selects and implements BMPs designed to prevent or control discharge of pollutants in storm water runoff. During project demolition and construction, the construction contractor would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, check dams, hydroseed, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of onsite activities. In addition, the construction contractor would be required to maintain an inspection log and have the log onsite to be reviewed by the City and representatives of the RWQCB. An NPDES permit would generally specify an acceptable level of a pollutant or pollutant parameter in a discharge (e.g., a certain level of bacteria). The permittee may choose which technologies to use to achieve that level. Some permits, however, do contain certain generic BMPs. Implementation of the NPDES permits ensures that the State's mandatory standards for the maintenance of clean water and the federal minimums are met. As such, the proposed project would be consistent with water quality standards and waste discharge requirements. In addition, as discussed in Section 9, *Hazards and Hazardous Materials,* accidental leaks or accidental spills of hazardous materials that may occur during project construction would be cleaned up and disposed of in accordance with applicable regulations.

A Preliminary Soil Investigation Report was also prepared by GeoMat Testing Laboratories in November 2021 analyzing project site conditions, which is included as Appendix I. Based upon GeoMat's review, groundwater was not observed during subsurface exploration within the maximum drilled depth of 20 feet. Analysis of contour maps from USGS indicated that the estimated groundwater depth for the project area is approximately 100 feet below the ground surface. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

According to the Preliminary Soil Investigation Report by GeoMat Testing Laboratories (2021), which is included as Appendix I, no groundwater was found during subsurface exploration within the maximum drilling depth of 20 feet. As discussed under impact discussion *a.*, analysis of contour maps from USGS indicated that the estimated groundwater depth for the project area is approximately 100 feet below the ground surface.

At present, the project site receives both potable and non-potable water from the City of Colton Water Department, and this arrangement would continue after the construction is completed. As discussed in Section 19, *Utilities and Service Systems*, the City of Colton is projected to provide sufficient water to meet the demands of the city until 2040. This includes fulfilling the water requirements of the proposed project on the site. Construction activities for the project may incrementally increase the temporary water demand compared to the existing conditions. However, once the project is constructed, the project's water demand during operation would not significantly change from the existing conditions. Therefore, implementation of the proposed project would not substantially increase the water demand beyond existing conditions and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(i) Would the project 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 result in substantial erosion or siltation on- or offsite?

The project site consists of developed land that has been previously graded, and the topography of the site is generally flat. Construction of the project would disturb some paved surfaces and expose onsite soils to temporary erosion and siltation potential. As discussed under impact discussion *a.* of this section, the project applicant would submit a SWPPP to the City of Colton prior to issuance of building permits. The SWPPP would include a surface water control plan and erosion control plan citing specific measures to control on- and offsite erosion during the entire demolition and construction period. Project development would also include construction BMPs, such as straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion resulting from construction.

Upon completion of construction, the project site would have more impervious surfaces when compared to existing conditions as a result of the additional paved areas and building footprint for the new retail and storage component of the project. However, the project would implement operational BMPs, including updated drainage facilities, to accommodate project-related increases in storm water flows designed according to current federal, State, and local regulatory standards. The project would also increase on-site ornamental vegetation, which would allow for natural on-site drainage and further reduce the opportunity for substantial erosion and off-site siltation during project operation. No alteration of a river or stream within the project boundaries would result from project development and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(ii) Would the project 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

c.(iii) Would the project 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 that would 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?

c.(iv) Would the project 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 impede or redirect flood flows

Implementation of the proposed project would not impede or redirect flows, significantly increase the amount of surface runoff, or contribute significant amounts of runoff that would exceed the capacity of stormwater drainage systems. Construction of the proposed project is not expected to result in an increase in the amount of runoff as the site has been previously developed with impermeable surface areas. Because the project site was formerly developed with similar impermeable surface areas, the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of water. No streams or rivers exist onsite and therefore implementation of the proposed project would not alter stream/river courses.

On-site stormwater flows would travel from higher areas of the site to lower areas and be collected in onsite infiltration features. As such, implementation of the proposed project would not impede or redirect flood flows and would result in a less than significant impact. Drainage from the site would continue to be directed towards the City's stormwater drainage system and landscape areas, which would reduce the amount of surface runoff. Additionally, the proposed project would not be anticipated to 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, as the project would be required to implement BMPs to minimize the potential for this to occur. Furthermore, pursuant to Sections 15.22.130 and 15.22.170 of the City's Municipal Code, and prior to the issuance of a development permit, the Floodplain Administrator is responsible for reviewing building plans to ensure compliance and safety, and that the new construction is elevated to or above the Base Flood Elevation. Therefore, the project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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

The project site is primarily classified as Zone AH according to the Federal Emergency Management Agency (FEMA) Map 06071C8679J, effective September 2, 2016, which consists of areas with a one percent annual chance of shallow flooding, typically in the form of a pond, with an average depth ranging from one to three feet (FEMA 2022). In accordance with Sections 15.22.130 and 15.22.170 of the City's Municipal Code, the Floodplain Administrator is responsible for reviewing building plans to ensure compliance and safety, and that new construction is elevated to or above the Base Flood Elevation. This ensures that the project is designed to withstand potential flooding events and reduces the likelihood of pollutants being released due to inundation. Therefore, based on the

regulatory requirements and precautions taken to comply with floodplain regulations, the project would be designed to minimize the risk of pollutant release in flood hazard, tsunami, or seiche zones. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

San Bernardino Valley Municipal Water District (Valley District) was formed in 1954 as a regional agency to plan a long-range water supply for the San Bernardino Valley. The Valley District service covers around 353 square miles in southwestern San Bernardino County and has a population of approximately 714,000. It spans the eastern two-thirds of the San Bernardino Valley, the Crafton Hills, and a portion of the Yucaipa Valley, and includes the cities and communities of Bloomington, Colton, East Highland, Grand Terrace, Highland, Loma Linda, Mentone, Redlands, Rialto, San Bernardino, and Yucaipa.

The Valley District imports water into the service area through participation in the State Water Project and manages groundwater storage within its boundaries. The Valley District oversees a broad range of powers to provide water, as well as wastewater and storm water disposal, recreation, and fire protection services. The Valley District does not deliver water directly to retail water customers. Instead, the City of Colton Water Department is responsible for delivering safe and dependable water supply for drinking, residential, commercial, irrigation, and industrial purposes to the residents and businesses within the City. All of Colton's water supply is local groundwater pumped from the San Bernardino Basin Area (SBBA), the Rialto-Colton sub basin, and the Riverside North sub basin (WSC 2016).

As previously discussed in this section, the proposed project must adhere to BMPs to ensure that water quality standards and waste discharge requirements are not violated. Compliance with the NPDES permit provisions and incorporation of these BMPs are regulatory obligations applicable to all development projects. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan. Although construction activities related to the project may lead to a minor increase in water demand compared to the existing conditions, this increased demand is temporary and has been accounted for in the City's water supply planning. Upon completion of the proposed project, the nature of water demand would not undergo significant changes in comparison to the current conditions. Therefore, there would be no substantial adverse effects on groundwater supplies or rechargeability. A less than significant impact would occur.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐

a. Would the project physically divide an established community?

The project site is surrounded by commercial businesses to the west, industrial and mixed-use to the northeast, south, and west, and residential uses to the west and northwest as well as I-10, which bounds the southern end of the project area. The proposed project is an expansion of the existing AMKO Facility and implementation of the project would not physically divide a community. Therefore, there would be no impact as a result of the proposed project.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The existing AMKO Facility is a non-conforming use under the City's General Plan and Municipal Code. As a part of the project, the project applicant is requesting a General Plan Amendment to change the General Plan land use designation from General Commercial to Light Industrial and a zone change of C-D and C-2/D to M-1 to bring the facility into conformance with the City's General Plan and Municipal Code. Upon approval of the requested General Plan Amendment and zone change, the proposed project would be compatible with the proposed land use and zoning designation of Light Industrial and M-1. Additionally, as discussed under Section 1, *Aesthetics*, the project would undergo design review as a portion of the site exists within the Design Manual area - the City's Downtown area. As a part of the project, the existing AMKO Facility would incorporate new signage and façade improvements that are consistent with the provisions of the Design Manual. Therefore, the proposed project would not conflict with any applicable land use plan, policy, or regulation, and would be consistent with local land use and zoning policies. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	■

a. Would the project 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?

The project site is not located in an area of known rock, aggregate, sand, or other mineral resource deposits of local, regional, or statewide importance. According to the City's General Plan Open Space and Conservation Element, the main mineral resource identified for the City is limestone deposits in and around Slover Mountain, which is located to the southwest across I-10 approximately 0.6 mile from the project site (Colton 1987).

The project would include expansion of the existing AMKO Facility, adaptive reuse of the vacant warehouse, and construction of new retail and warehouse space on the vacant lots to further support AMKO's existing recycling facility. As such, implementation of the project would not result in loss of availability of the mineral resources mined at the Slover Mountain quarry. Moreover, the City's General Plan and Municipal Code would not permit any mineral extraction on or within the vicinity of the project site. Therefore, the project would have no impact to known mineral resources.

NO IMPACT

b. Would the project 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?

As stated under impact discussion *a.*, the project site is not located on a locally delineated important mineral resource recovery site. Implementation of the proposed project would include expansion of the existing AMKO Facility, which would not require excavations deep enough to result in the loss of known or unknown mineral resources. Additionally, project activities would not include the mining of mineral resources. The proposed project would not result in the loss of availability of a mineral resource recovery site. No impact would occur.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	■

The following analysis is based on the Noise and Vibration Study prepared by Rincon for the project, which is included in its entirety as Appendix J.

Overview of Sound Measurement

Sound is a vibratory disturbance detected by hearing organs, while noise refers to loud, unpleasant, unexpected, or undesired sounds. Noise can cause general annoyance, interfere with speech communication, disrupt sleep, and even lead to hearing impairment (Caltrans 2013). Noise levels are measured in decibels (dB) using the A-weighted sound pressure level (dBA) to match human hearing sensitivity. Human perception of noise does not have a simple correlation with sound energy. Small changes in dB can be noticed, while larger changes are required for a perceived doubling or halving of loudness. A doubling of noise source energy, such as traffic volume, increases the noise level by 3 dBA, while halving the energy results in a 3 dBA decrease (Harris 1991).

As noise travels from the source to the receptor, it changes in level and frequency spectrum. Noise from point sources attenuates at a rate of 6 dBA per doubling of distance, while noise from line sources attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by ground absorption, where hard sites offer no additional attenuation, and soft sites provide 1.5 dBA of ground attenuation per doubling of distance. Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise

levels. Generally, any large structure blocking the line of sight will provide at least a 5 dBA reduction in source noise levels at the receptor (Federal Highway Administration [FHWA] 2011).

One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Furthermore, noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is measured using the Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 pm to 7:00 am (Caltrans 2013).

Overview of Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates.

People are generally most sensitive to low-frequency vibrations. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration amplitudes are measured in peak particle velocity (PPV) expressed in inches per second (in/sec). PPV is often used in monitoring of blasting vibration and other construction activities because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Project Noise Setting

The most common source of noise in the project site vicinity is vehicular traffic from I-10. To characterize ambient noise levels in the project vicinity, four short term (15-minute) and two long term (24-hour) noise level measurements were conducted between Thursday, March 2, and Friday, March 3, 2023. Short-term measurement location 1 (ST-1) was taken along the western project boundary to capture ambient noise levels at the western side of the existing AMKO Facility. ST-2 was conducted onsite at the existing AMKO Facility to capture noise generated by the facility. ST-3 was conducted in the alley between North Pennsylvania Avenue and North 4th Street to capture ambient noise levels at the residences across from the vacant lot site of the project. ST-4 was conducted along West Valley Boulevard to capture noise levels at the northern side of the existing AMKO Facility. Long-term measurement location 1 (LT-1) was conducted along the western boundary of the existing AMKO Facility to capture ambient noise levels from the facility and North Pennsylvania Avenue. LT-2 was conducted at the southwest corner of the vacant lot site of the project to capture ambient noise levels at the residence west of the project site on W. J Street. The approximate noise measurement locations are shown in Figure 8, *Noise Measurements*. On the following pages, Table 18, *Short-Term Noise Level Measurement Results*, summarizes the results of the short-term noise measurements, and Table 19, *LT-1 Noise Measurement Results*, and Table 20, *LT-2 Noise Measurement Results*, summarize the results of LT-1 and LT-2, respectively.

Figure 8 Noise Measurement Locations

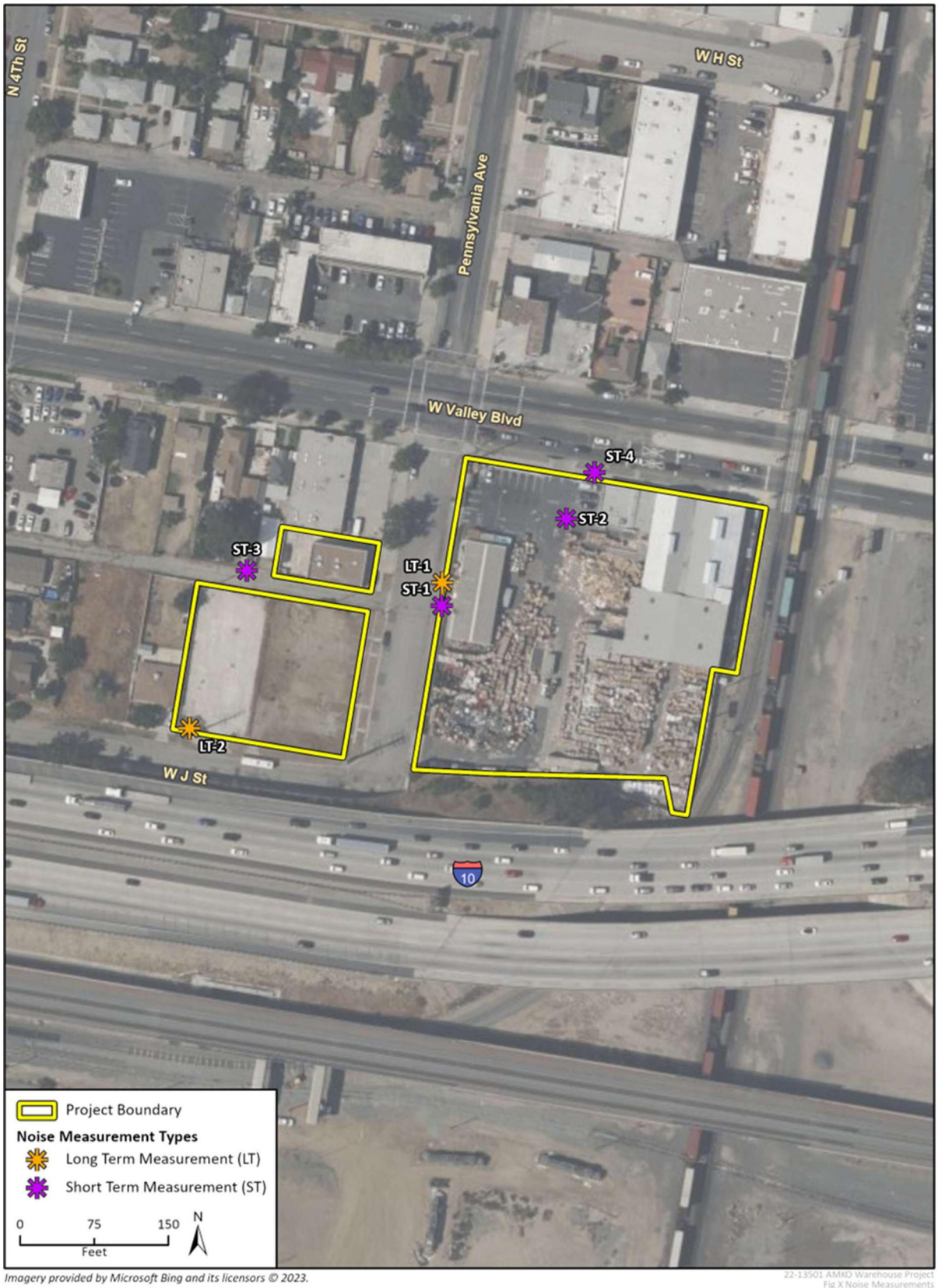

Table 18 Short-Term Noise Level Measurement Results

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source or Project Site	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
ST 1	North Pennsylvania Ave, between West Valley Boulevard and West J Street	9:44 – 9:59 am	Approximately 10 feet from the existing AMKO Facility and approximately 25 feet from the centerline of North Pennsylvania Avenue	67	64	76
ST 2	Existing AMKO Recycling parking lot	10:16 – 10:31 am	Approximately 10 feet from existing AMKO Facility	70	65	88
ST 3	Alley adjacent to vacant parcel	10:55 – 11:10 am	Approximately 170 feet from the centerline of North Pennsylvania Avenue	64	56	75
ST-4	West Valley Boulevard	10:35 – 10:50 am	Approximately 45 feet from the centerline of West Valley Boulevard	70	59	84

dBA = A-weighted decibels; L_{eq} = equivalent noise level; L_{min} = minimum noise level, L_{max} = maximum noise level

Table 19 LT-1 Noise Measurement Results

Sample Time	dBA L_{eq}	Sample Time	dBA L_{eq}
24-hour Measurement – March 2-3, 2023			
10:08 am	69	10:08 pm	62
11:08 am	67	11:08 pm	62
12:08 pm	65	12:08 am	62
1:08 pm	71	1:08 am	62
2:08 pm	69	2:08 am	62
3:08 pm	66	3:08 am	64
4:08 pm	68	4:08 am	65
5:08 pm	67	5:08 am	66
6:08 pm	68	6:08 am	69
7:08 pm	68	7:08 am	66
8:08 pm	67	8:08 am	66
9:08 pm	65	9:08 am	69
24-hour Noise Level (dBA CNEL)			**72**

dBA = A-weighted decibels; L_{eq} = equivalent noise level; CNEL = community equivalent noise level

See Figure 8 for noise measurement locations; see Appendix J for full measurement details.

Table 20 LT-2 Noise Measurement Results

Sample Time	dBA L_{eq}	Sample Time	dBA L_{eq}
24-hour Measurement – March 2 – 3, 2023			
11:21 am	67	11:21 pm	64
12:21 pm	65	12:21 am	63
1:21 pm	66	1:21 am	64
2:21 pm	64	2:21 am	63
3:21 pm	64	3:21 am	66
4:21 pm	64	4:21 am	67
5:21 pm	64	5:21 am	68
6:21 pm	66	6:21 am	68
7:21 pm	66	7:21 am	66
8:21 pm	66	8:21 am	67
9:21 pm	65	9:21 am	67
10:21 pm	65	10:21 am	66
24-hour Noise Level (dBA CNEL)			**72**

dBA = A-weighted decibels; L_{eq} = equivalent noise level; CNEL = community equivalent noise level

See Figure 8 for noise measurement locations; see Appendix J for full measurement details.

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

Construction Noise

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receptors near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation rate of 6 dBA per doubling of distance for stationary equipment.

The project does not include any substantial vibration sources associated with operation, such as heavy equipment operations. However, construction activities have the greatest potential to generate ground-borne vibration affecting nearby receivers, especially during grading and paving of the project site. The greatest vibratory source during construction in the project vicinity would be a large bulldozer used during site preparation and grading activities. Neither blasting nor pile driving would be required for construction of the project. Construction vibration estimates are based on vibration levels reported by the FTA. Table 21, *Vibration Levels Measured During Construction Activities*, shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 21 Vibration Levels Measured During Construction Activities

Equipment	PPV at 25 feet (in/sec)
Vibratory Roller	0.21
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

PPV = peak particle velocity; in/sec = inches per second

Source: FTA 2018

Over the course of a typical construction day, construction would typically be located at an average distance from the approximate center of the proposed buyback center. Table 22, *Estimated Noise Levels by Construction Phase*, summarizes the estimated noise levels at the closest sensitive receptors from the center of the project site based on the conservatively assumed combined use of all construction equipment during each phase of construction. RCNM modeling outputs are contained in Appendix J.

Table 22 Estimated Noise Levels by Construction Phase

	L_{eq} dBA		
Construction Phase	Adjacent Residences to the West[1]	Residences to the North[2]	Residences to the West[3]
Site Preparation	84	83	77
Grading	84	83	77
Building Construction	86	85	79
Paving	82	80	74

[1] Noise levels estimated at an average distance of 90 feet.

[2] Noise levels estimated at an average distance of 105 feet.

[3] Noise levels estimated at an average distance of 215 feet.

See Appendix J for modeling outputs.

As shown in Table 22, *Estimated Noise Levels by Construction Phase*, construction noise could be as high as approximately 86 dBA L_{eq} during building construction at residences adjacent to the west. Therefore, project construction activity could, at times, exceed the FTA daytime significance threshold of 80 dBA L_{eq} for construction noise and is considered potentially significant. As such, implementation of Mitigation Measure N-1, would be required, which includes preparation of a noise control plan containing measures such as installing noise barriers near sensitive receptors and public noticing procedures, would be required to reduce construction noise below the significance threshold of 80 dBA L_{eq}.

Onsite Operational Stationary Noise

Project operational hours are Monday through Friday from 8:00 am to 2:00 pm and Saturday from 8:00 am to 1:00 pm. The primary onsite operational stationary noise source from the proposed project building would include HVAC units, truck loading, and forklift operation. The project operational HVAC noise levels are estimated at nearby sensitive receivers and shown in Table 23, *HVAC Noise*. Therefore, assuming that HVAC equipment could run up to 24 hours a day, the project

would not result in HVAC noise levels of greater than 55 dBA at nearby residences, which is the City's nighttime noise limit per Standard 3 of the City's Noise Element.

Table 23 HVAC Noise

Receptor	Direction from Project Site	Distance from Source (feet)	HVAC Noise Level (dBA)[1]	Threshold (Nighttime)	Exceed Threshold?
425 W J Street	West	25	49	55	No
440 W Valley Boulevard	Northwest	105	36	55	No

Notes: [1] Includes 5 dBA of noise reduction for the proposed mechanical equipment screen and roof edge.

Operational noise from the existing recycling facility would continue similar to existing conditions. However, noise from the existing facility would be reduced by the proposed enclosure, which would enclose up to 80 percent of the recycling operation.

Truck loading is proposed along the eastern side of the proposed buyback center. Noise from truck loading produces a maximum noise level of up to 75 dBA at a distance of 50 feet (City of Industry 2012). At a distance of approximately 80 feet from the proposed loading docks to the nearest residences to the west and north, truck loading noise would attenuate to approximately 56 dBA accounting for both distance and an approximate 15-dBA reduction from the proposed building. Therefore, noise from proposed loading docks would not exceed the City's daytime noise limit of 65 dBA per Standard 3 of the City's Noise Element.

It is assumed that forklifts and yard equipment may access the proposed rollup doors on the western side of the proposed buyback center. Lifts produce a maximum noise level of up to 75 dBA at a distance of 50 feet (FHWA 2006). If unmitigated, this would exceed the City's daytime noise limit of 65 dBA per Standard 3 of the City's Noise Element. Therefore, implementation of Mitigation Measure N-2 would require the installation of a permanent eight-foot wall to reduce operational forklift noise on the western side of the buyback building.

Offsite Operational Traffic Noise

Project operation would generate new vehicle trips that would increase noise levels on nearby roadways, such as West Valley Boulevard. The increase in traffic noise at the residence along West Valley Boulevard north of the existing recycling facility was estimated by adding the project daily trip generation (Urban Crossroads, 2023) to the existing ADT volume on West Valley Boulevard (AimTD, 2022) using the following formula: 10xLOG(future traffic volume/existing traffic volume).

Traffic data indicates that the existing ADT on West Valley Boulevard is 10,182 (AimTD 2022). The project would add up to 134 net new daily trip-ends (86 daily passenger trips and 48 truck daily trips) (Urban Crossroads, 2023). As shown in the Table 24, *Existing and Existing Plus Project Roadway Peak Hour Volumes*, the traffic noise level increase related to the additional project trips would be less than 0.1 dBA CNEL on West Valley Boulevard, where there is a residence north of the existing facility. Project traffic would not travel by other nearby residences to the west and north of the proposed buyback center. Therefore, the project would result in a traffic noise increase of less than 1.5 dBA CNEL, and impacts would be less than significant.

Table 24 Existing and Existing Plus Project Roadway Peak Hour Volumes

Roadway	Segment	Existing Peak Hour Volumes	Existing Plus Project Peak Hour Volumes	Noise Level Increase (dBA CNEL)
West Valley Boulevard	Between Rancho Avenue and Mount Vernon	10,182	10,316	0.06

Source: AimTD, 2022; Urban Crossroads, 2023

Mitigation Measures

N-1 Construction Noise Reduction Plan

The project applicant and construction contractor shall prepare a Construction Noise Control Plan that includes the following measures. The details of the Construction Noise Control Plan shall be included as part of the permit application drawing set and as part of the construction drawing set.

- At least 21 days prior to the start of construction activities, all offsite businesses and residents within 300 feet of the project site shall be notified of the planned construction activities. The notification shall include a brief description of the project, the activities that would occur, the hours when construction would occur, and the construction period's overall duration. The notification shall include the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, the representative shall investigate, take appropriate corrective action, and report the action to the City.
- During the entire active construction period, equipment, tools, and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds). During the entire active construction period, stationary noise sources shall be located as far from sensitive receptors, muffled, and enclosed within temporary sheds or insulation barriers, or other measures for equivalent noise reduction shall be incorporated to the extent feasible.
- The contractor shall use impact tools that are hydraulically or electrically powered wherever feasible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stockpiling of materials shall be located as far as feasible from nearby noise-sensitive receptors.
- Signs shall be posted at the job site entrance(s) to reinforce the prohibition of unnecessary engine idling. All equipment shall be turned off if not in use for more than five minutes.
- Stereos and other amplified noise not necessary for the completion of construction work shall be prohibited.
- During the entire active construction period and to the extent feasible, the use of noise producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only. The construction manager shall ensure the use of use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off

back-up alarms and replace with human spotters in compliance with safety requirements and laws.

- Erect temporary noise barriers at a height of 12 feet along the western and northern property boundaries to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq}. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier.

N-2 Operational Noise Reduction

Prior to the issuance of a building permit, the project plans shall be updated to include a permanent eight-foot wall along the western property line and the portion of the northern property line across the alley from residences. The barrier shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of four pounds per square foot. The barrier shall have a height of eight feet, as measured from the base elevation.

Significance After Mitigation

Implementation of Mitigation Measure N-1 would entail several noise reduction measures, including use of mufflers and temporary noise barriers. The combination of all measures including the use of temporary noise barriers would reduce noise levels by at least 15 dBA (FHWA 2011; Bies et al. 2018; Harris 1991). Therefore, project construction noise levels would be mitigated to 71 dBA L_{eq} or less, which would not exceed the FTA daytime significance threshold of 80 dBA L_{eq} for construction noise, and construction noise impacts would be less than significant.

Implementation of Mitigation Measure N-2 would require the installation of a permanent eight-foot wall that would reduce operational forklift noise on the western side of the buyback building to 63 dBA or less, which would not exceed the City's daytime noise limit of 65 dBA per Standard 3 of the City's Noise Element. With implementation of Mitigation Measure N-2, project operational noise levels would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction activities known to generate excessive groundborne vibration, such as pile driving, would not be needed to construct the project. Based on FTA recommendations, limiting vibration levels to below 0.2 in/sec PPV at residential structures would prevent architectural damage regardless of building construction type. The greatest anticipated source of vibration during project construction activities would be from a large bulldozer, which would be used during site preparation and grading activities, and a roller used for paving activities. Based on the project site plan, it is assumed the bulldozer and roller may be used within 10 feet of the nearest offsite residential structure to the west of the project site. A large bulldozer generates up to approximately 0.035 in/sec PPV at a distance of 10 feet and a vibratory roller generates up to approximately 0.83 in/sec PPV at a distance of 10 feet, which would exceed the significance threshold of 0.2 in/sec PPV if unmitigated. Implementation of Mitigation Measure N-3, which would impose limitations to the use of specific equipment, would reduce this impact to a less than significant level.

The project does not include substantial vibration sources associated with operation. Therefore, operational vibration impacts would be less than significant.

Mitigation Measures

N-3 Construction Vibration Reduction Plan

Prior to the issuance of grading permits, the following measures shall be included as notes on all construction plans:

- If paving activities occur within 25 feet of offsite buildings or structures, a pneumatic or static roller shall be used in lieu of a vibratory roller.
- Grading and earthwork activities within 15 feet of adjacent residential structures shall be conducted with off-road equipment that is limited to 100 horsepower or less.

Significance After Mitigation

With implementation of Mitigation Measure N-3, alternative equipment near offsite receptors would be used to reduce construction related vibration. Specifically, use of a static roller would generate vibration levels of approximately 0.05 in/sec at a distance of 25 feet (McIver 2012). Grading and earthwork equipment that is limited to 100 horsepower or less would generate 0.006 in/sec PPV within 15 feet of sensitive receptors. Therefore, Mitigation Measure N-3 would reduce vibration levels to below the threshold of significance for potential building damage.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The project site is not located within an airport land use plan or within two miles of a public or private airport. The closest airport is the San Bernardino International Airport, which is approximately four miles northeast of the project site. Although the project would be subject to temporary and intermittent noise from aircraft overflights, the site is not located within the airport's mapped noise contours (San Bernardino International Airport Authority 2010). Therefore, the project would not expose people working in the project area to excessive noise levels related to airstrip/airport operation. There would be no impact.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	■
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. Would the project 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)?

As concluded in Section 3, *Air Quality*, the project is estimated to add approximately 11 new employees.[7] Although, project employees would likely be drawn from the existing labor pool in the region and may not relocate to the city, the analysis conservatively assumes that all 11 new employees would become new residents. SCAG's employment growth forecasts for City of Colton estimate that the total number of jobs would increase from 26,000 in 2019 to 30,500 in 2050, for an increase of 4,500 jobs (SCAG 2024). Therefore, the addition of 11 employees and new residents to the City of Colton would exceed DOF's population forecast but would not exceed SCAG's employment growth forecasts for the City.

The 11 new employees generated by the proposed project would increase Colton's total population from 52,841 to 52,852 persons (a less than one percent increase) (DOF 2024b). SCAG's demographic forecasts contained in the 2024-2050 RTP/SCS do not include population forecasts. The California Department of Finance (DOF)'s population and housing estimate and annual percentage change forecast that Colton's population would decrease by 1,355 persons between 2024 and 2050, totaling 51,423 persons in 2050 (DOF 2024a). Thus, the population growth generated by the proposed project would not be included in the DOF's population growth forecasts. However, the 11 new employees generated by the proposed project would account for 0.02 percent of Colton's total population. Thus, although the proposed project is estimated to generate 11 new residents which is not included in the DOF forecasts, the population increase would not be considered substantial. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

[7] According to the 2001 SCAG Employment Density Study, a warehouse is estimated to have one employee per 615 sf of warehouse land use. Therefore, the project would add approximately 11 new employees (10,702 sf divide by 1,000 sf per employee).

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The proposed project would not displace any existing people or housing, as the project site is comprised of the existing AMKO Facility and vacant lots. The project site does not contain any residential uses and construction of the facility expansion would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur.

NO IMPACT

15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				
	1 Fire protection?	☐	☐	■	☐
	2 Police protection?	☐	☐	■	☐
	3 Schools?	☐	☐	☐	■
	4 Parks?	☐	☐	☐	■
	5 Other public facilities?	☐	☐	☐	■

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Colton Fire Department (CFD) was formed on November 21, 1889, and currently serves the city's population out of four strategically located fire stations. There are currently 41 full-time firefighters, one Executive Assistant, two volunteers, and one contract Physician Medical Director that staff the department (Colton 2022). Fire Station 211, located at 303 East E Street approximately 0.8 mile from the site, is the closest station to the project area.

As discussed under Section 9, *Hazards and Hazardous Materials*, the project site is not located in an SRA or within a high or VFHSZ (CALFIRE 2023). The project site does not contain fire protection facilities that would need to be altered as a result of the proposed project. Compared to current site conditions, development of the project and introduction of new structures would result in an incremental increase in demand for fire protection services. However, the proposed project would be constructed in accordance with current CBC and California Fire Code (CFC) design and development standards related to fire protection. Additionally, the project applicant would be required to submit project plans to the CFD for review and approval and would be required to adhere to any conditions of approval requested by the CFD. The project applicant would also be

required to pay the applicable development impact fees (DIFs) as a condition of project approval, which would be used to fund the capital costs associated with acquiring land for new fire stations, constructing new fire stations, purchasing new fire equipment of such stations, and providing additional staff as needed to serve the City of Colton (Colton 2021b). Because implementation of the project would comply with applicable CBC, CFC, and CFD requirements and include the payment of applicable DIFs, the project would not result in the provision or need of new or expanded fire protection services and facilities to maintain acceptable performance standards. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Colton Police Department provides police protection within Colton and its Sphere of Influence (SOI). The Police Department became an independent, City-sponsored entity on July 11, 1887. The Colton Police Department is staffed with 57 sworn officers and 40 non-sworn employees. The Department has a variety of patrol shifts and special assignments, including Special Weapons and Tactics (S.W.A.T.), K-9, Field Training Officers, and Traffic and Investigations that serve and protect the citizens of Colton (Colton 2022).

The nearest police department to the project site is located approximately 0.7-mile northeast of the project site at 650 North La Cadena Drive. The project site does not contain police protection facilities that would need to be altered as a result of the proposed project. Compared to current site conditions, development of the project and introduction of new structures would result in an incremental increase in demand for police protection services. However, the project does not propose any residential development and would not directly result in additional residents that would depend more heavily on police protection services when compared to an industrial development. Furthermore, prior to construction commencement, the project plans would be subject to review by the City's Building and Safety Division, to ensure adequate signing, lighting, and other crime safety preventative measures.

Further, as stated under impact discussion *a.1*., the project applicant would be required to pay the applicable DIFs as a condition of project approval, which would go toward City services, including law enforcement services. Therefore, as the project would comply with applicable local regulations and include the payment of applicable DIFs, the project would not result in the provision or need of new or expanded police protection services and facilities to maintain acceptable performance standards. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The project sites are located within the boundaries of the Colton Joint Unified School District (CJUSD). The nearest school to the project site is Colton High School at 777 West Valley Boulevard,

approximately 0.37-mile northwest of the project site (CJUSD 2023). The CJUSD currently collects statutory school facility fees ("Statutory School Fees") pursuant to Sections 17620 et seq. of the Education Code and Sections 65995 et seq. of the Government Code (CJUSD 2020). The current Developer School Fees for the CJUSD is $0.66 per sf for commercial/industrial projects. No residential units would be constructed as part of the proposed project and the population increase of 11 new residents assumed for conservative analysis is not considered a substantial increase in population . Additionally, implementation of the project would not result in a substantial increase in employment leading to increased school services. Therefore, the project would not contribute to the existing student enrollment accommodated by the CJUSD. No impact would occur.

NO IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The City of Colton Community Services Department maintains developed parks in addition to a number of recreation facilities that are shared with the CJUSD (Colton 2022). The closest park to the proposed project is Fleming Park, approximately 0.4-mile from the project site. No residential units would be constructed as part of the proposed project and the population is not expected to increase as a result of the proposed project. Therefore, anticipated use of the park due to project implementation would not increase beyond its usage under existing conditions. Because the proposed project would also not create a need for new or physically altered park facilities, the proposed project would not result in adverse physical impacts associated with the construction of such a facility. No impact would occur.

NO IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Implementation of the proposed project does not include residential development and would not increase the local population. There are no elements of the proposed project that would impact other public facilities, such as libraries or regional hospitals. No impact would occur.

NO IMPACT

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16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	■

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

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

No residential units would be constructed, nor is the population increase of 11 new residents assumed for conservative analysis is not considered a substantial increase in population. The closest park to the proposed project is Fleming Park, approximately 0.4 mile from the proposed project. Anticipated use of the park due to project implementation would not increase beyond its usage under existing conditions. The proposed project would not increase the usage of or demand for neighborhood and regional parks or other recreational facilities. Therefore, the proposed project would not result in the physical deterioration of parks or facilities, nor would it require the construction of new park or recreational facilities. No impact would occur.

NO IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	■
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	■
d. Result in inadequate emergency access?	☐	☐	☐	■

A project specific Trip Generation Assessment (Appendix D) and Vehicle Miles Traveled Screening Analysis (Appendix K) was conducted by Urban Crossroads Inc., in February 2023. As summarized in Table 25, *Project Trip Generation Summary*, on the following page, the transportation memorandums conclude that the project is anticipated to generate fewer than 50 net new peak hour trips during the morning and evening peak hours and would generate 134 vehicle trip-ends per day.

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The proposed project would not be anticipated to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, as the project does not include any improvements to offsite circulation systems. The existing sidewalks along West Valley Boulevard, North Pennsylvania Avenue, and West J Street would remain with some landscaping improvements. The streets surrounding and adjacent to the project site vary in transportation intensity and are used by a variety of multi-modal transportation types. Among the surrounding streets, West Valley Boulevard is considered a major arterial road. However, project build-out would not be anticipated to significantly impact the capacity of the street system, or exceed service standards established by the City, or the overall effectiveness of the circulation system, as the project consists of an expansion of an existing use and the adjacent streets already operate at an acceptable level. As concluded in the transportation memorandums the proposed project would not alter the location, type, or capacity of existing transit, roadway, bicycle, or pedestrian facilities, it would not conflict with programs, plans, ordinances, or policies addressing the offsite circulation system. Therefore, no impact would occur.

NO IMPACT

Table 25 Project Trip Generation Summary

			Estimated Trip Generation					
			AM Peak Hour Trips			PM Peak Hour Trips		
Land Use	Units[1]	Daily	In	Out	Total	In	Out	Total
Recycling Facility[2]	10,702 TSF							
Passenger Cars		86	5	2	7	2	5	7
2-Axle Trucks		14	1	1	2	0	0	0
3-Axle Trucks		16	0	1	1	1	1	2
4+-Axle Trucks		18	1	1	2	0	0	0
Total Truck Trips (Actual Vehicles)		48	2	3	5	1	1	2
Total Trips (Actual Vehicles)[3]		**134**	**7**	**5**	**12**	**3**	**6**	**9**
Passenger Car Equivalent (PCE):								
Recycling Facility Expansion	10,702 TSF							
Passenger Cars		86	5	2	7	2	5	7
2-Axle Trucks (PCE = 1.5)		20	1	1	2	0	0	0
3-Axle Trucks (PCE = 2.0)		30	0	2	2	2	1	3
4+-Axle Trucks (PCE = 3.0)		52	2	2	4	0	0	0
Total Truck Trips (PCE)		102	3	5	8	2	1	3
Total Project Trips (PCE) [3]		**188**	**8**	**7**	**15**	**4**	**6**	**10**

[1] T= thousand square feet

[2] The Project square footage does not include the new 10,000 SF storage building proposed on the existing site as it would enclose 80% of the current recycling operations and contain control of various materials to maximize efficiency and safety (no changes to existing operations).

[3] Total Trips = Passenger Cars + Truck Trips

Source: Urban Crossroads 2023 (Appendix D)

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

The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Per CEQA Guidelines Section 15064.3, subdivision (b), agencies have discretion to choose "the appropriate measure of transportation impacts." Based on the City's VMT Guidelines, and the project specific VMT Screening Memo, projects located in a Low VMT area can be screened out of a full VMT analysis (Colton 2020). The project site is located within a City-identified Low VMT traffic analysis zone. As noted in the City Guidelines, "Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area." The Screening Tool uses the sub-regional San Bernardino County Transportation Analysis Model (SBTAM) to measure VMT performance within San Bernardino County for individual traffic analysis zones (TAZ's) within each city. The parcel containing the proposed project was located and the screening tool was run for Production-Attraction (PA) VMT per worker. The project TAZ 53765202 was found to have a VMT per worker of 15.3 as compared to the threshold of 15% below the City of Colton's average from the 2016 Baseline of 23.304 or 19.8 VMT per worker. Based on the Screening Tool results, the project is located within a low VMT generating zone.

Based on a review of applicable VMT screening thresholds, the project meets the land use type and low VMT area screening threshold and would result in a less than significant VMT impact. The project was not found to meet either the trip or high quality transit area screening thresholds, however, meeting the land use type and low VMT area screening threshold is sufficient to determine a less than significant impact; no additional VMT analysis is required. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The proposed project is a compatible use in the proposed M-1 zone and would not create land use incompatibilities. The project does not involve any changes to roadways and would not substantially increase hazards due to a geometric design feature or incompatible uses. Vehicular traffic would continue to utilize the existing roadways and driveways that serve the project. No impact would occur.

NO IMPACT

d. Would the project result in inadequate emergency access?

The proposed project would not result in inadequate emergency access to the existing road system. As discussed above in response *9.f*, a portion of the project fronts West Valley Boulevard, which is designated as an evacuation route in the City of Colton's General Plan Safety Element (Colton 2018). Construction activities related to the proposed project would not include improvements to local roads in the City of Colton or within the project vicinity. Furthermore, construction equipment and materials would be kept onsite. The project would not impact or impede the use of West Valley Boulevard as an evacuation route. The site and surrounding vicinity are currently developed to meet pertinent design criteria to provide adequate emergency access in accordance with all design standards and requirements. No impact would occur.

NO IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a 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:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	■	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	■	☐	☐

Discussion

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. 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

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

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill 18 [SB 18]) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction, and are identified, upon request, by the NAHC. As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places." SB 18 refers to PRC Sections 5097.9 and 5097.995 to define cultural places as a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9) and Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the CRHR pursuant to PRC Section 5024.1, including any historic or prehistoric ruins, any burial ground, and any archaeological or historic site (PRC Section 5097.995).

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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?

The NAHC was contacted on February 13, 2023, to request a SLF search for the project site and provide a contact list of Native American groups and/or individuals culturally affiliated with the area. The NAHC emailed a response on February 28, 2023, which stated that the SLF search was positive and suggested contacting the San Manuel Band of Mission Indians for more information. The NAHC also provided a list of 23 Native American contacts, who may have knowledge of the tribal cultural resources at the project site and/or in the vicinity. Pursuant to AB 52 and SB 18 the City prepared and mailed notice letters to potentially interested Native American stakeholders for a 30-day consultation request period on July 19, 2023. The City has not received a request for tribal consultation under AB 52 and SB 18.

At the time of this reporting, no known sacred sites or tribal cultural resources have been specifically identified within the project site. However, project construction activities (such as excavation, grading, and site preparation) have the potential to impact previously unidentified tribal cultural resources. Potentially significant impacts would occur if the implementation of the project

would result in construction activities that would damage unidentified significant tribal cultural resources. The project would comply with the City's standard conditions pertaining to tribal cultural resources should such resources be discovered during project construction. Implementation of Mitigation Measure TCR-1, described below, and Mitigation Measure CR-1 outlined in Section 5, *Cultural Resources*, above would ensure that potential impacts to tribal cultural resources would be reduced to a less than significant level.

Mitigation Measure

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

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

Significance After Mitigation

Implementation of Mitigation Measure TCR-1 and CR-1 would reduce potential impacts to unanticipated TCRs to less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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19 Utilities and Service Systems

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

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The proposed project consists of the expansion and operation of the existing AMKO Facility. Since the project site is currently partially developed, the site is already served by utilities. Based on the presence of existing utility lines on and adjacent to the project site, the project would not require or result in the relocation or construction of new wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities which could cause significant environmental effects. The proposed project would connect to existing water conveyance facilities

and utilities within the project vicinity. Moreover, any new drainage features and improvements for the proposed project would be reviewed and approved by the City during the building plan check process. In this process, all project-related drainage features must meet the City's Public Works and Utility Services Department (PWUSD) and RWQCB standards. They would be designed, installed, and maintained according to PWUSD standards and the final water quality management plan (WQMP). Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The City of Colton Water Department is responsible for delivering safe and dependable water supply for drinking, residential, commercial, irrigation, and industrial purposes to the residents and businesses within the City of Colton. Colton's water supply is comprised entirely of groundwater extracted from the Bunker Hill Basin (part of the San Bernardino Basin Area) the Rialto-Colton Basin, and the Riverside-Arlington Basin (Riverside North Basin portion). Colton does not currently import water in order to meet the demands of its service area. Colton's existing potable water system facilities consist of 10 wells, four main booster pumping plants, six water storage reservoirs, two pressure reducing facilities, and over 120 miles of water transmission and distribution pipelines (Water Systems Consulting [WSC] 2020).

In June 2021 the Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP) was adopted. The IRUWMP combines two of the region's foundational documents, the Upper Santa Ana River Watershed Integrated Regional Water Management Plan (IRWM Plan) and the San Bernardino Valley Regional Urban Water Management Plan (Regional UWMP). The IRUWMP serves as a tool which provides a summary of anticipated supplies and demands for the years 2020 to 2045 for agencies within the San Bernardino Valley Municipal Water District and Upper Santa Ana River Watershed including the City of Colton. Table 26, *City of Colton Normal Year/Single Dry Year Water Supply and Demand*, below details the projected water use for the city based on population growth rates derived for each jurisdiction served by Colton. The Normal Year condition represents the water supplies a supplier considers available during normal conditions. This could be a single year or average range of years that most closely represents the average water supply available. The Single Dry Year is recommended to be the year that represents the lowest water supply available (WSC 2020).

Table 26 City of Colton Normal Year/Single Dry Year Water Supply and Demand

Totals	2025	2030	2035	2040	2045
Normal Year (acre-feet)					
Supply Totals	11,222	11,825	12,427	12,762	13,096
Demand Totals	9,759	10,283	10,806	11,097	11,388
Difference	**1,463**	**1,542**	**1,621**	**1,665**	**1,708**
Single Dry Year (acre-feet)					
Supply Totals	12,345	13,007	13,670	14,038	14,405
Demand Totals	10,734	11,311	11,887	12,207	12,526
Difference	**1,610**	**1,697**	**1,783**	**1,831**	**1,879**

The City of Colton's per capita consumption in 2020 was 177 gallons per person per day (WSC 2020). Water consumed by the proposed project would be distributed through the City's existing potable water system and currently serves the existing AMKO Facility.

It is not anticipated that the proposed project would increase the number of employees beyond the existing workforce, nor would implementation of the proposed project increase the level of demand on the City's current water facilities. As a result, there is no need for the construction of new or expanded facilities. The project would have a less than significant impact on current and future water supplies.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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?

The City of Colton owns and operates the City of Colton Water Reclamation Facility (WRF). The wastewater collection system includes 110 miles of gravity sewer mains, four miles of force mains, and eight sewer lift stations. In addition, the Colton WRF accepts domestic, commercial, and industrial wastewater generated within the City of Colton, City of Grand Terrace, and some unincorporated areas of San Bernardino County. The total population discharging to the Colton WRF is estimated at 65,867. Average daily flows at the Colton WRF are 5.6 million gallons per day (MGD).

The WRF utilizes a conventional and extended aeration secondary treatment process to produce treated effluent in compliance with RWQCB regulations. In addition, a regional tertiary treatment plant treats the effluent from the WRF and returns the water to the Santa Ana River (Colton 2015b).

CalEEMod (included as Appendix C) was used to estimate water and wastewater demand for the project, as shown below in Table 27, *Operational Water and Wastewater Consumption*. The project would generate an estimated 14,569 gallons of water and wastewater consumption per day. Conservatively assuming 100 percent of this water consumption would be treated as wastewater, the project would consist of approximately 0.3 percent of the 5.6 MGD that Colton WRF treats. The project would result in an intensified use of the project site as compared to the current conditions; however, wastewater generation due to project implementation would not increase wastewater demand at the site to a level that would exceed existing wastewater capacity. The wastewater treatment facility serving the project site would continue to accommodate the wastewater generated by the proposed project. Therefore, impacts would be less than significant.

Table 27 Operational Water and Wastewater Consumption

Land Use	Generation Rate[1]	Total (gallons/day)
Indoor	5,239,894 gallons/year	14,356
Outdoor	77,582 gallons/year	213
Total		**14,569**

[1] Rates from CalEEMod (Appendix C).

LESS THAN SIGNIFICANT IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The City of Colton has an exclusive franchise agreement with CR&R Incorporated (CR&R) for the collection and handling of solid waste, green waste, and recycling (collectively referred to as solid waste) to homes and businesses throughout the City. The nearest active landfill is the Mid-Valley Landfill in Rialto, located approximately 14.5 miles from the project site. 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 (CalRecycle 2019). According to the CalEEMod outputs, the project would generate an estimated 21.3 tons of waste per year or 0.06 tons per day, which is less than 0.001 percent of the daily total capacity of the existing Mid-Valley Landfill serving the project site. Therefore, solid waste generation due to project implementation would not increase solid waste demand at the site to a level that would exceed existing capacity at receiving landfills. As adequate daily surplus capacity exists at the receiving landfill, development of the proposed project would not significantly affect current operation or the expected lifetime of the landfill serving the project site. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project would be required to comply with applicable local, State, and federal provisions pursuant to the reduction and/or recycling of construction waste including the applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991). As discussed under impact discussion *d.*, solid waste generated by the proposed project during construction activities would be collected and transported to an active and permitted landfill. The nearest active landfill is the Mid-Valley Landfill in Rialto, California, located approximately 14.5 miles from the project site, which would have adequate capacity to accommodate project-generated solid waste. No impact would occur.

NO IMPACT

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

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

As discussed under Section 9, *Hazards and Hazardous Materials*, the project site is not located in an SRA or within a high or VFHSZ (CALFIRE 2023). The project does not involve any changes to offsite roads and would not affect the City's evacuation routes or emergency response plan. Moreover, the proposed project would be designed, constructed, and maintained in accordance with the City's Local Hazard Mitigation Plan (LHMP) and Safety Element. The LHMP serves three primary purposes: provides a comprehensive analysis of the natural and man-made hazards that threaten the city, with a focus on mitigation; keeps the City of Colton eligible to receive additional federal and State funding to assist with emergency response and recovery, as permitted by the federal Disaster Mitigation Act of 2000 and California Government Code Sections 8685.9 and 65302.6; and complements the efforts undertaken by the City's General Plan Safety Element, which centers upon identifying safety risks and identifying policies, goals, and implementation programs to address and

prepare for these risks (Colton 2018). Consistency with the LHMP and the City's General Plan Safety Element would provide further guidance for adequate vehicular and emergency access to and from the site, as well as evacuation from all areas of the site. Therefore, a less than significant impact would occur.

LESS THAN SIGNIFICANT IMPACT

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

As stated under impact discussion *a.*, the project site is not located in an SRA or VHFHSZ. The site is topographically flat and, based on weather patterns for the site area, is occasionally exposed to offshore (Santa Ana winds) or onshore winds, similar to other urbanized portions of the city. If wildfires occur nearby, there is potential for smoke to drift into the city and increase pollutant concentrations for the future project employees. However, these conditions would most likely be temporary as fires that produce the smoke are typically controlled and extinguished as part of an emergency response from the CFD. Due to the location of the project site in a heavily urbanized area outside of a VHFHSZ, the exposure of future employees on the site to uncontrolled spread of a wildfire is low. As described in the LHMP, the City of Colton has systems in place to protect employees and residents in the event that wildfires are burning outside of the city limits and are spreading toward the city. Therefore, implementation of the proposed project would not exacerbate wildfire risks, exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

NO IMPACT

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

The project site is not located in or near an SRA or VHFHSZ. The project site plan does not involve the installation of infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities. Utilities which serve the project site already exist and the project site is currently being served by local utilities. The project involves the expansion and operation of the existing AMKO Facility. Prior to the issuance of the final building permits for the expansion, the City would review final site plans for the proposed project to ensure that design features would not exacerbate fire risk. Therefore, the proposed project would not result in temporary or ongoing impacts related to the installation or maintenance or infrastructure that would exacerbate fire risk. No impact would occur.

NO IMPACT

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

The project site is not located in or near an SRA or VHFHSZ. Project construction would not involve the grading of slopes or creation of slopes. Additionally, the project site is partially developed, topographically flat, and in an urban area that is heavily developed. Future employees would not be exposed to significant risks from downslope flooding, landslides, or drainage changes due to wildfires. No impact would occur.

NO IMPACT

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21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b. Have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.	☐	☐	■	☐
c. 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)?	☐	■	☐	☐
d. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

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

As discussed under Section 4, *Biological Resources*, the project site does not include any mapped essential habitat connectivity areas in the immediate vicinity of the project site. Regional wildlife movement is restricted due to the urbanized nature of the project site. As such, no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or

native wildlife nursery sites exist on the project site. Furthermore, there is no suitable habitat for special-status species on the site. As noted under Section 4, *Biological Resources,* the project may affect nesting birds. However, implementation of Mitigation Measure BIO-1 would reduce impacts to a less-than-significant level by requiring nesting bird surveys. As noted under Section 5, *Cultural Resources*, no archaeological resources were identified, additionally, none of the properties are eligible for listing under NRHP, CRHR, and/or City of Colton significance criteria. Therefore, there would be no impact related to the elimination of important examples of California history. Nonetheless, with implementation of Mitigation Measures CR-1, CR-2, and CR-3 would mitigate potential impacts to cultural and archaeological resources to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

As discussed under in the Project Description, the project would achieve short-term environmental goals by addressing the recycling needs of the community, while remaining consistent with the City of Colton's long-term goals for the project site. Furthermore, as discussed under environmental checklist section 6, the project would be subject to State requirements for energy efficiency, including the mandatory measures for nonresidential development contained in the 2022 CALGreen and Title 24 Building Energy Efficiency Standards. As such, the proposed project would comply with Title 24 Building Energy Efficiency Standards by including energy and water-efficient appliances and fixtures in the new recycling center, as well as water efficient irrigation systems, in accordance with the CALGreen standards, which would reduce the project's water use and energy needed to provide water to the project. Compliance with existing rules and regulations would ensure that the project has the potential to achieve short-term environmental goals. However, the expansion of the project would lead to increased VMT compared to existing conditions to the disadvantage of long-term environmental goals. Nonetheless, as discussed in section 17, *Transportation*, the project would still have a less than significant impact related to VMT. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. 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)?

As discussed under environmental checklist Sections 1 through 20, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues.

Aesthetics

The project would not cause any substantial changes from the views at and around the project site and therefore would not cause a substantial adverse effect on existing scenic vista, viewshed, state-scenic highway, or designated scenic resource. Accordingly, the project's aesthetic impacts would not be cumulatively considerable.

Agriculture and Forestry Resources

The project would have no impact on agricultural resources. Therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic.

Air Quality

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in the preceding analysis, the project would not exceed SCAQMD's regional threshold for criteria pollutants during construction or operation of the project with implementation of Mitigation Measures AQ-1 and AQ-2. Therefore, with implementation of Mitigation Measures AQ-1 and AQ-2, project-related construction and operation emissions would not be cumulatively considerable.

Biological Resources

If the proposed project and other planned industrial projects in nearby neighborhoods are constructed during the bird nesting season, these projects could result in cumulative impacts to special status bird species and nesting birds within the vicinity of project site. Mitigation Measure BIO-1 would require nesting bird avoidance and protective measures to ensure the proposed project would not impact nesting birds. With implementation of Mitigation Measure BIO-1, potential cumulative impacts to special status bird species and nesting birds would be reduced to less-than-significant levels. In addition, all projects would be required to comply with the biological resources policies and standards of the City's Municipal Code which would minimize the potential for these projects to result in cumulative impacts to special status species, wetlands, wildlife movement, and biological resources protected by local policies and ordinances. Furthermore, the proposed project was found to have less than significant impacts related to sensitive natural communities, riparian habitat, and adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plan and therefore would not combine with other projects to result in cumulative impacts to these resources.

Cultural Resources

Implementation of the project has the potential to impact unknown archaeological resources on the project site and, therefore, would result in a significant cumulative impact in the event any of such resources were found on-site during construction. Mitigation Measure CR-1 would require the project applicant to implement a workers environmental awareness program to reduce potential disturbances to cultural resources. Mitigation Measure CR-2 would require implementation of protocol to ensure that unanticipated cultural resources are properly evaluated and treated. Mitigation Measure CR-3 would require the presence of an on-call archaeologist during ground disturbing activities. With implementation of Mitigation Measure CR-1, CR-2, and CCR-3, potential cumulative impacts would be reduced to less-than-significant levels.

Energy

The project's construction and operation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and would not obstruct a State or local plan for renewable energy or energy efficiency. In addition, all cumulative projects would be required to comply with

Title 24, which establishes standards for energy efficiency and "green" construction. Therefore, implementation of the project would not result in a cumulatively considerable impact on energy.

Geology and Soils

Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic. In addition, the project would be designed to reduce the risk for seismic-related ground failure. Furthermore, all development proposals would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides).

There is remote potential that paleontological resources are buried beneath the surface of the project site and could be impacted during construction. Other projects within region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. However, geologic units underlain the project site have low paleontological sensitivity and potential effects related to paleontological resources are inherently site-specific; therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic.

Greenhouse Gas Emissions

Global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The *CEQA Guidelines* also emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (see *CEQA Guidelines* Section 15130[f]). Accordingly, the analysis in Section 8, *Greenhouse Gas Emissions*, reflects a cumulative impact analysis of the GHG emissions related to the project. As concluded under Responses 8(a) and 8(b), the project would not result in a cumulatively considerable impact related to GHG emissions.

Hazards and Hazardous Materials

Potential effects related to hazards and hazardous materials are inherently site-specific; therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic.

Hydrology and Water Quality

Construction and operation of the project and other projects in the Valley District would have the potential to result in a cumulative water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g., SWPPP and WQMP) to minimize adverse effects to water quality, which would avoid a cumulatively considerable impact.

The project and other projects in the Valley District would be required to comply with federal, state, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, state, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and that proposed development

would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively considerable effect related to flooding would not occur.

Land Use and Planning

The project would not physically divide an established community, or conflict with applicable land use or planning documents; therefore, there is no potential for the project to contribute to a cumulatively considerable impact related to land use and planning.

Mineral Resources

The project would have no impact on mineral resources. Therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic.

Noise

A Noise and Vibration Study (Appendix J) conducted as part of this analysis considered cumulative increases in noise and concluded that cumulative impacts to this issue area would be less than significant. Therefore, no cumulative construction noise impact would occur.

Population and Housing

The project would generate an estimated 11 residents, which would not be considered substantial population growth. Therefore, the project would not implement a land use that generates unplanned new residents and would not require the construction of replacement housing. Accordingly, there is no potential for the project to result in an adverse, cumulatively considerable environmental effect related to population and housing.

Public Services

All development projects in Colton, including the proposed project, would require compliance with applicable policies and ordinances for fire prevention, protection, and safety. The project would also incrementally increase demand for police protections services and would be required to pay the state-mandated school impact fees to offset the incremental increase in demand for new school facilities. Based on the foregoing, the project would not result in cumulatively considerable impacts to resident-serving public facilities such as schools, parks, libraries, and other public facilities or services.

Recreation

The project would not increase the usage of or demand for neighborhood and regional parks or other recreational facilities. Therefore, the project would not result in a cumulatively considerable impact.

Transportation

Appendix D, Trip Generation Memorandum and Appendix K, VMT Screening Analysis were prepared for the project and include that the project would not conflict with a plan, policy, or ordinance addressing circulation nor would the project conflict with CEQA Guidelines Section 15064.3, subdivision (b). Therefore, the project would not contribute to any cumulatively considerable adverse transportation effects.

Tribal Cultural Resources

Development activities on the project site would not impact any known tribal cultural resources. However, there is the remote potential that such resources are buried beneath the surface of the project site and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface tribal cultural resources during ground-disturbing activities. Therefore, the potential for development on the project site to impact subsurface tribal cultural resources deposits is a cumulatively considerable impact. However, application of Mitigation Measures CR-1 and TCR-1 would reduce the project's cumulative impacts to less-than-significant levels.

Utilities and Service Systems

The project would require water and wastewater infrastructure, as well as solid waste disposal for building operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the project and other developments. The project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, cumulatively considerable impacts to utilities and service systems would not occur.

Wildfire

The project site is not within an SRA or VHFHSZ according to CALFIRE. In accordance with applicable State and local regulations, all development projects would be required to be constructed to meet the current building code fire safety requirements, including the 2022 CBC and the California Fire Code to minimize adverse effects to wildfire risk, which would avoid a cumulatively considerable impact. Therefore, implementation of the project would not result in adverse cumulative impacts associated with wildfire.

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in Section 3, *Air Quality*, and Section 9, *Hazards and Hazardous Material,* the project would not result, either directly or indirectly, in adverse hazards related to air quality or hazardous materials. As discussed in Section 13, *Noise,* Mitigation Measures N-1 and N-2 would be required to reduce noise impacts from project construction and operational activities. Compliance with applicable rules and regulations and recommended mitigation measures would reduce potential impacts on human beings to a less-than-significant level.

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Appendix A

Historical Resources Assessment

Appendix B

Proposed Building Elevations

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