DRAFT

ENVIRONMENTAL IMPACT REPORT

RECHE CANYON PLAZA PROJECT

CITY OF COLTON, CALIFORNIA

LSA

September 2023

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Appendices Are Available On The City's Website At:
https://www.ci.colton.ca.us/779/environmental-documents

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°C	degrees Celsius
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AAQS	Ambient Air Quality Standards
AB 52	Assembly Bill 52
AB 337	Assembly Bill 337
AB 341	Assembly Bill 341
AB 939	Assembly Bill 939
AB 1327	Assembly Bill 1327
AB 1600	Assembly Bill 1600
AB 1739	Assembly Bill 1739
AB 2751	Assembly Bill 2751
AB 2926	Assembly Bill 2926
AB 3030	Assembly Bill 3030
ACMs	asbestos-containing materials
ADA	Americans with Disabilities Act
ADT	average daily traffic
AFY	acre-feet per year
amsl	above mean sea level
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
APN	Assessor's Parcel Number
APS	Alternative Planning Strategy
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
ASTM	American Society for Testing and Materials
BACMs	Best Available Control Measures
Basin	South Coast Air Basin
Basin Plan	Regional Water Quality Control Board Basin Plan
bgs	below ground surface

BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
BTUs	British thermal units
C-2	General Commercial
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CALGreen Code	California Green Building Standards Code
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAS	Climate Adaptation Strategy
CAT	Climate Action Team
CATTCH	*California Temporary Traffic Control Handbook*
CBC	California Building Code
CBSC	California Building Standards Commission
CCAA	California Clean Air Act
CCR	California Code of Regulations
CCWD	City of Colton Water Department
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CED	Colton Electric Department
CEQA	California Environmental Quality Act
CEQA Guidelines	*Guidelines for California Environmental Quality Act*
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act

CESA	California Endangered Species Act
CEU	Colton Electric Utility
CFC	California Fire Code
CFD	Colton Fire Department
CFR	Code of Federal Regulations
CGP	Construction General Permit
CGS	California Geological Survey
CH_4	methane
CHHSL	California Human Health Screening Levels
City	City of Colton
CIWMB	California Integrated Waste Management Board
CJUSD	Colton Joint Unified School District
CLCA	California Land Conservation Act of 1965
CMC	Colton Municipal Code
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon monoxide equivalent
Corps	United States Army Corps of Engineers
Cortese List	Hazardous Waste and Substances Site list
CPD	Colton Police Department
CPUC	California Public Utilities Commission
CTC	California Transportation Commission
CTR	California Toxics Rule
CUI	Culturally Unidentifiable Human Remains Inventories
CUPA	Certified Unified Program Agency
CWA	Federal Clean Water Act
CWRF	Colton Water Reclamation Facility
dB	decibels

dBA	A-weighted decibels
DCV	Design Capture Volume
DHS	California Department of Health Services
DIF	Development Impact Fee
DMA	Drainage Management Area
DOC	Department of Conservation
DOF	California Department of Finance
DPR	Department of Parks and Recreation
DTSC	California Department of Toxic Substances Control
DU	dwelling units
du/ac	dwelling units per acre
EDR	Environmental Data Resources
EIC	Eastern Information Center
EIR	Environmental Impact Report
EJ	Environmental Justice
EMFAC2021	California Emissions Factor Model, Version 2021
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
Forest Practice Act	Z'Berg-Nejedly Forest Practice Act
FPP	Fire Protection Plan
FRA	Federal Responsibility Area
FRAP	Fire and Resources Assessment Program
FSZ	Farmland Security Zone
ft	foot/feet

FTA	Federal Transit Administration
FUSD	Colton Unified School District
GC	General Commercial
GHG	greenhouse gas
GHGRP	San Bernardino County Greenhouse Gas Reduction Plan
GPA	General Plan Amendment
GPCD	gallons per capita per day
GPD	gallons per day
GPD/unit	gallons per day per unit
GPY	gallons per year
GSA	groundwater sustainability agency
GSP	Groundwater Sustainability Plan
GVWR	gross vehicle weight rating
GWh	gigawatt-hours
GWP	global warming potential
H_2S	hydrogen sulfide
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
HI	Hazard Index
HRA	health risk assessment
HSC	Health and Safety Code
HUD	U.S. Department of Housing and Urban Development
HVAC	heating, ventilation, and air conditioning
I-10	Interstate 10
I-215	Interstate 215
ICC	International Code Council
IEUA	Inland Empire Utilities Agency
in/sec	inches per second
IPaC	Information for Planning and Consultation
IPCC	United Nations Intergovernmental Panel on Climate Change
IRUWMP	Integrated Regional Urban Water Management Plan

ITE	Institute of Transportation Engineers
kWh	kilowatt-hours
LBP	lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average noise level
L_{eq}	equivalent continuous sound level
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
LIP	Local Implementation Plan
L_{max}	maximum instantaneous noise level
LOS	level of service
LRA	Local Responsibility Area
LST	Local Significance Threshold
MBTA	Migratory Bird Treaty Act
MEI	maximum exposed individual
mg/L	milligrams per liter
mg/m^3	milligrams per cubic meter
MGD	million gallons per day
MICR	maximum individual cancer risk
MMRP	Mitigation Monitoring and Reporting Program
MMT CO_2e	million metric tons of carbon dioxide equivalent
MPD	Multiple Product Dispenser
mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MRF	material recovery facility
MRZs	Mineral Resource Zones
MS4	Municipal Separate Storm Sewer System
MT CO_2e	metric tons of carbon dioxide equivalent
MW	megawatts

M_w	moment magnitude
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NCCP	Natural Community Conservation Plan
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NIMS	National Incident Management System
NO_2	nitrogen dioxide
NOA	Notice of Availability
NOC	Notice of Completion
NOI	Notice of Intent
NOP	Notice of Preparation
NOT	Notice of Termination
NO_X	nirogen oxides
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
O_3	ozone
OAL	Office of Administrative Law
OAL	State Office of Administrative Law
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHWM	ordinary high water mark
OPR	California Office of Planning and Research
PCC	Portland cement concrete
PFCs	perfluorocarbons
PM_{10}	particulate matter less than 10 microns in size

$PM_{2.5}$	particulate matter less than 2.5 microns in size
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
project	Reche Canyon Plaza Project
RCALUC	Riverside County Airport Land Use Commission
RCM	Regulatory Compliance Measure
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
RCSP	Reche Canyon Specific Plan
REC	Recognized Environmental Condition
RHNA	Regional Housing Needs Assessment
RIX facility	Rapid Infiltration and Extraction Facility
RMS	root-mean-square
RPS	Renewable Portfolio Standard
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RTS	Residential Transfer Site
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
SAFE Rule	Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks
San Bernardino P-C Region	San Bernardino Production-Consumption Region
SAR	Santa Ana River
SARA	Superfund Amendments and Reauthorization Act
SB 18	Senate Bill 18
SB 50	Senate Bill 50
SB 330	Senate Bill 330
SB 375	Senate Bill 375

SB 610	Senate Bill 610
SB 901	Senate Bill 901
SB 1000	Senate Bill 1000
SB 1016	Senate Bill 1016
SB 1168	Senate Bill 1168
SB 1319	Senate Bill 1319
SBCFPD	San Bernardino County Fire Protection District
SBCIWMP	San Bernardino Countywide Integrated Waste Management Plan
SBCOG	San Bernardino Council of Governments
SBCTA	San Bernardino County Transportation Authority
SBCTA Guidelines	SBCTA Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service
SBIA	San Bernardino International Airport
SBIAA	San Bernardino International Airport Authority
SBVMWD	San Bernardino Valley Municipal Water Department
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCLCP	South Colton Livable Corridor Plan
SDS	Safety Data Sheet
Second Update	2017 Climate Change Scoping Plan Update
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act of 2014
SHMA	Seismic Hazards Mapping Act
SHMP	State Hazard Mitigation Plan
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SO_2	sulfur dioxide

SoCalGas	Southern California Gas Company
SOI	Sphere of Influence
SP	Service Population
SPRW	Southern Pacific Railway
sq mi	square miles
SRA	Source Receptor Area
SRA	State Responsibility Area
SSC	Species of Special Concern
SSMP	Sewer System Management Plan
SSO	site-specific water quality objective
SSO	Sanitary Sewer Overflow
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCP	traditional cultural place
TCR	tribal cultural resources
TDS	Total Dissolved Solids
TIN	Total Inorganic Nitrogen
TIS	Traffic Impact Study
TMDL	Total Maximum Daily Load
TMP	Transportation Management Plan
TNWs	traditional navigable waters
TPZ	Timberland Production Zone
TRI	Toxics Release Inventory
TWLTL	Two Way Left Turn Lane
UBC	Uniform Building Code
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USDOT	U.S. Department of Transportation

USFWS	United States Fish and Wildlife Service
UST	underground storage tank
UWMP	Urban Water Management Plan
VdB	vibration velocity in decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VMT Guidelines	City of Colton VMT (Vehicle Miles Traveled) Guidelines
VOC	volatile organic compounds
Water Department	City of Colton Water Department
WDID	waste discharge identification number
WDR	Waste Discharge Requirement
Williamson Act	California Land Conservation Act of 1965
WOTUS	waters of the United States
WPMP	Wildfire Prevention and Mitigation Plan
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment
WUI	Wildland-Urban Interface
WVWD	West Valley Water District
ZEVs	zero emission vehicles
ZNE	zero net energy

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Environmental Impact Report (EIR) (State Clearinghouse No. 2019039115) for the Reche Canyon Plaza Project ("project" or "proposed project") has been prepared by LSA on behalf of the City of Colton (City) to identify and evaluate the potential environmental effects associated with the construction and operation of the proposed development.

This Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA)[1] and *Guidelines for California Environmental Quality Act*[2] *(CEQA Guidelines),* both of which regulate the preparation of EIRs. This section of the EIR summarizes the project; the environmental impacts and mitigation required to reduce or eliminate those impacts determined to be significant; areas of controversy known by the City, including those raised by other agencies and the public; the issues to be resolved; and alternatives to the project that could reduce the extent and/or severity of the project's environmental impacts[3]. While this Executive Summary provides an overview of these issues, more detail is provided in subsequent sections of this EIR as follows:

- Introduction (Chapter 2.0)
- Project Description (Chapter 3.0)
- Environmental Impacts (Chapter 4.0)
- Other CEQA Topics (Chapter 5.0)
- Project Alternatives (Chapter 6.0)

1.2 PROPOSED PROJECT

The proposed Reche Canyon Plaza Project and associated discretionary actions are, collectively, the "project" or "proposed project" assessed in this EIR. Unless otherwise noted, the terms "Reche Canyon Plaza Project", "project" and "proposed project" are used interchangeably. The project proposes the construction of approximately 18,124 square feet[4] of commercial uses on approximately 2.90 acres along the west side Reche Canyon Road south of Crystal Ridge Lane within Planning Area 9 of the Reche Canyon Specific Plan (RCSP).

The project consists of the development of approximately 18,124 commercial uses including a 1,750 square foot car wash, 3,000 square foot convenience store, 3,570 square foot fueling station consisting of six fueling dispensers (12 pumps), and approximately 9,800 square feet of divisible retail/retail space to accommodate neighborhood sales/services.

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1 California Environmental Quality Act, California Public Resources Code, Division 13. Environmental Quality, §§ 21000 – 21189.3, January 1, 2019.

2 California Code of Regulations, Chapter 3: Guidelines for the Implementation of the California Environmental Quality Act, §§ 15000 – 15387, January 1, 2019.

3 CEQA Guidelines, §15123

4 Generally, square footages have been rounded. Actual finished square footages would not vary significantly.

Access to the project site will be provided from driveways along the eastern boundary of the project site at Old Reche Canon Road. The project would also provide access to the project site via a fourth leg at the Reche Canyon Road/Shadid Drive intersection. This access driveway would be for emergency access only. The project proposes to amend the onsite RCSP designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center. Also, the project proposes to amend the City of Colton General Plan to designate APN 163-172-48, an off-site parcel at 635 S. 7th Street, from General Commercial to Mixed Use Downtown to transfer the residential capacity from the project site to this new location in order to prevent a net loss of residential capacity within the City in compliance with SB330 requirements.

A detailed description of the project and its objectives is included in Chapter 3.0 (Project Description) of this EIR.

1.3 ISSUES ADDRESSED AND AREAS OF CONTROVERSY TO BE RESOLVED

As permitted under CEQA[1], in cases where the City determines an EIR will clearly be prepared, an Initial Study is not required. Based on its review of the project, the City has determined the potential impacts resulting from the construction and/or operation of the project, including cumulative impacts, require an EIR; therefore, an Initial Study was not prepared for the project. In the absence of an Initial Study, this EIR analyzes the project's impact on the twenty environmental issues identified in Appendix G of the CEQA Guidelines.

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology /Water Quality
- Land Use /Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

The project's impact, the severity of any impact, and the mitigation required to reduce or eliminate the impacts relative to these environmental issues are addressed in Sections 4.1 through 4.20 and summarized in Table 1.D at the end of this section.

Issues of concern and/or controversy related to the project were further identified by the City through responses to the Notice of Preparation (NOP), Public Scoping Meetings, and Native American Consultation (Tables 1.A through 1.C below).

[1] CEQA Guidelines §15063(a).

1.3.1 Notice of Preparation

The objective of distributing an NOP is to solicit public comment, ensuring the full and appropriate examination of issues of concern in the EIR. The NOP was distributed to the State Clearinghouse, as well as to the agencies, organizations, persons considered likely to be interested in the project and its potential impacts and the owner/occupants of properties within 1,000 feet of the project site. Comments received regarding the NOP have been used to identify impacts that could result from implementation of the project.

The NOP was distributed for a 30-day public comment period from March 21 to April 19, 2019. The NOP, NOP distribution lists, and the NOP response letters are included in Appendix A-1 of this EIR. Table 1.A provides a general summary of the three comments received by the City during the NOP review period and identifies in which section of the EIR comment has been addressed.

Table 1.A: Notice of Preparation Comments

Agency/Organization/Individual	Date	Summary of Comments	Addressed in Section(s) of the EIR
San Bernardino County Fire Protection District, Andrew Bezdek, Hazardous Materials Specialist	April 1, 2019	Noted requirements for installation of underground fuel storage tanks.	Sections 4.9 and 4.20
San Bernardino County Department of Public Works, Michael R. Perry, Supervising Planner	April 15, 2019	Noted NPDES and WQMP requirements; identified an encroachment permit for any work affecting the Reche Channel; and requested future project notifications.	Section 4.10
South Coast Air Quality Management District, Lijin Sun, Program Supervisor CEQA/IGR	April 16, 2019	The SCAQMD provided recommendations regarding the analysis and mitigation of potential air quality and health risk impacts, including the identification of source material and guidance documents; noted project alternatives are required that reduce any identified significant impacts; and noted the gas station would require a SCAQMD permit.	Section 4.3

1.3.2 Public Scoping Meeting

The City conducted a public scoping meeting to explain the EIR process and to solicit public comment on the issues and level of analysis required in the EIR. The public scoping meeting was held to further determine the scope and content of the environmental analysis contained in the EIR. The public scoping meeting was held on April 3, 2019, at 6:00 p.m. at Reche Canyon Elementary School (3101 Canyon Vista Drive Colton, CA 92324.) Copies of the NOP (including a project description) and the project's conceptual site plan were available to the public for review.

Table 1.B provides a summary of comments received during and subsequent to the public scoping meeting. The public scoping meeting materials and comments received during and subsequent to the scoping meeting are provided in in Appendix A-2.

1.3.3 Native American Consultation (Senate Bill 18 and Assembly Bill 52)

Senate Bill 18 (SB 18) requires local governments to consult with Native American tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both General Plans and Specific Plans. Prior to the amendment or adoption of General or Specific Plans, local governments must notify the appropriate Native American representatives of the opportunity to conduct a consultation concerning the preservation and mitigation of impacts to sacred places located on land within the local governments' jurisdictions and affected by the adoption of amendment of General or Specific Plans. The Native American Heritage Commission (NAHC) stated on February 24, 2017, "A search of the SFL was completed for the USGS quadrangle information provided with negative results." The NAHC further provided contact information for 13 Native American Tribes.

Assembly Bill 52 (AB 52) mandates City consultation with California Native American tribes during the CEQA process. Recognizing that tribes may have expertise regarding their tribal history and practices, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a project if they have requested notice of projects proposed within that area. Consultation may include discussing the type of environmental review necessary, the significance of tribal cultural resources, the significance of the project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. Consultation must be conducted in good faith between the tribal government and the lead agency and is deemed concluded when either the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource (should a significant effect exists) or when a party concludes that mutual agreement cannot be reached. Four local tribes have requested notification from the City pursuant to AB 52.

The proposed development is a project under CEQA and includes a Specific Plan Amendment; therefore, consultation provision pursuant to both SB 18 and AB 52 is required. Table 1.C details the Native American governments contacted pursuant to these statutes.

1.4 ALTERNATIVES TO THE PROPOSED PROJECT

An EIR must describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the project objectives, and would avoid or substantially lessen its significant effects (*CEQA Guidelines,* Section 15126.3). The EIR need not consider every conceivable alternative; rather it must consider a reasonable range of potentially feasible alternatives that "… foster informed decision making and public participation." The City, as Lead Agency, is responsible for selection the range of project alternatives and must disclose its reasoning for disclosing those alternatives.

The City has identified the following alternatives to the project. Chapter 6.0 (Alternatives) of this EIR provides a detailed description of each project alternative, assesses the potential environmental impacts associated with its construction and operation of each alternative, and provides justification for the selection of the "environmentally superior" alternative.

Table 1.B: Public Scoping Meeting Comments

Agency/Organization/ Individual	Date	Summary of Comments	Addressed in Section(s) of the EIR
John Riesenman	04/03/2019	This individual commented on traffic congestion between the hours of 3 pm to 6:30 pm. Problem is Moreno Valley traffic using the canyon as a bypass to the freeway. Project would increase traffic in the area.	4.17
Ken and Linda Black	04/03/2019	This individual commented on transportation and traffic, specifically infrastructure upgrades.	4.17
Terri Riesenman	04/03/2019	This individual commented on transportation and traffic, specifically fire exit availability for emergency and endangered species.	4.4, 4.15, 4.17 and 4.20
Cindy Turner	04/03/2019	This individual commented on biological resources, public services, transportation and traffic and wildfire. Specifically showed concerns related to potential collisions and wildlife loss as a result.	4.4, 4.15, 4.17 and 4.20
Charles DeVere	04/03/2019	This individual commented on aesthetics, hydrology and water quality and transportation and traffic. Specifically, the impact on existing businesses.	4.1, 4.10 and 4.17
Geraldine F. Farris	04/03/2019	This individual commented on land use and planning, public services and transportation and traffic. Specifically, public safety from roadway traffic accident occurrences.	4.11, 4.15 and 4.17
Robert Goodrich	04/03/2019	This individual commented on biological resources. Specifically, impact on riparian species in the area.	4.4
Elizabeth Skates	04/03/2019	This individual commented on hydrology and water quality, noise and transportation and traffic. Specifically, canyon echoes during nighttime.	4.10, 4.13 and 4.17
Patricia Palacios	04/03/2019	This individual would like to see future noticing and chances to comment.	
Bill Gause	04/03/2019	This individual would like to see future noticing and chances to comment.	
Peter Tasaka	04/03/2019	This individual commented on aesthetics, cultural resources, hydrology and water quality, public services, transportation and traffic and utilities. Specifically, accidents and congestion on road, impact to existing business, rural character and water usage.	4.1, 4.5, 4.10, 4.15, 4.17 and 4.19
Amira K. Dandouch	04/03/2019	This individual commented on air quality, noise and transportation and traffic. Specifically, air quality concerns.	4.3, 4.13 and 4.17
Amira Kassab	04/03/2019	This individual commented on biological resources and transportation and traffic. Specifically, protection of burros at the site.	4.4 and 4.17
Ziad Dandouch	04/03/2019	This individual commented on air quality and transportation and traffic.	4.3 and 4.17
Faye Pribble	04/03/2019	This individual commented on aesthetics, hazards, hydrology and water quality, land use and planning, public services, transportation and traffic, utilities and wildfire. Specifically, impact to the rural character of the canyon, gasoline tanker hazard, waste, water quality, increased utility/service supplies, wildfire evacuation and public safety.	4.1, 4.9, 4.10, 4.11, 4.15, 4.17, 4.19 and 4.20
Susan Peterson	04/03/2019	This individual would like to be notified when the Draft EIR is available.	
William R. Gause	04/03/2019	This individual commented on biological resources, hazards, hydrology and water quality, land use and planning and transportation and traffic. Specifically, impact to ecology, public and traffic safety, unknown nature of future businesses and proper consultation with Corps and CDFW.	4.4, 4.9, 4.10, 4.11 and 4.17
Maria Loen	04/03/2019	This individual commented on public services however they support the project.	4.15
Marlene Mancha	04/03/2019	This individual supports the project.	

Table 1.B: Public Scoping Meeting Comments

Agency/Organization/ Individual	Date	Summary of Comments	Addressed in Section(s) of the EIR
Ismael Cisneros	04/03/2019	This individual supports the project.	
Glen Martin	04/03/2019	This individual supports the project. They recommend better site maintenance and security.	
Nancy Olan	04/03/2019	This individual supports the project.	
Kristelle Alvarez	04/03/2019	This individual supports the project.	
Samira Saad	04/03/2019	This individual supports the project.	
Davon Webb	04/03/2019	This individual supports the project.	
Jared Quiroz	04/03/2019	This individual supports the project.	
Harry Johnson	04/03/2019	This individual supports the project.	
Joshua Peterson	04/03/2019	This individual commented on, transportation and traffic. Specifically, walkability of the community and traffic light requirement.	4.17
Angel Madrid	04/03/2019	This individual supports the project.	
Suzanne Peterson	04/03/2019	This individual commented on aesthetics and transportation and traffic. They support the project but recommend design that is in conformance with the rural character and mixed use of the community.	4.1 and 4.17
Edie Friesen	04/03/2019	This individual supports the project.	
Antonio Hernandez	04/03/2019	This individual supports the project.	
Andrew Lima	04/03/2019	This individual supports the project.	
Harland Nalbaho	04/03/2019	This individual supports the project.	
Mr. and Mrs. Tyler	04/03/2019	This individual supports the project.	
Emelia Gonzales	04/03/2019	This individual supports the project.	
Candyce Johnson	04/03/2019	This individual commented on transportation and traffic and supports the project.	4.17
David M. Saad	04/03/2019	This individual supports the project.	
Gina Bosch Saad	04/03/2019	This individual supports the project.	
Austin Kent	04/03/2019	This individual supports the project.	
Dean Kent	04/03/2019	This individual commented on traffic in the canyon and the fact the road narrows to 2 lanes from 4 lanes which exacerbates the traffic problem, but he supports the project.	4.17
Norbert Kanag	04/03/2019	This individual supports the project.	
Beshoy Shehata	04/03/2019	This individual supports the project.	
Michael Flores	04/03/2019	This individual supports the project.	
Pierre Gomez	04/03/2019	This individual commented on transportation and traffic and supports the project.	4.17
Hannah Shehata	04/03/2019	This individual commented on transportation and traffic and supports the project.	4.17
Gary Avila	04/03/2019	This individual commented on transportation and traffic and support the project. They recommend signal light and less activity at the back of the project site, right turn signs, and closing of Reche Canyon Road.	4.17
Deborah Bonner	04/03/2019	This individual commented on transportation and traffic and support the project. They recommend traffic improvements.	4.17
Lilia Loredo	04/03/2019	This individual commented on aesthetics and transportation and traffic. Specifically, improving the look of the area and reducing traffic.	4.1 and 4.17
John Sutton	04/03/2019	This individual supports the project.	
David Swinson	04/03/2019	This individual supports the project.	
Jason Maynard Jr	04/03/2019	This individual commented on biological resources, noise, hydrology and water quality, transportation and traffic and utilities. Specifically, home value and peace reduction, effect to donkeys, traffic access to the site, flooding, and increased garbage and pollution.	4.4, 4.10, 4.13, and 4.17

Table 1.B: Public Scoping Meeting Comments

Agency/Organization/ Individual	Date	Summary of Comments	Addressed in Section(s) of the EIR
Jacob Maynard	04/03/2019	This individual commented on aesthetics, public services and transportation and traffic. Project will "kill my [his] vibe."	4.1, 4.15 and 4.17
John Stahler	04/03/2019	This individual commented on public services and transportation and traffic. Specifically, safety issues, accidents, traffic flows and increased police and fire services.	4.15 and 4.17
Majella van Aken	04/03/2019	This individual commented on aesthetics, air quality and noise. Specifically, presence of garbage, trash odors, increased noise, and allergies from emissions.	4.1, 4.3, and 4.13
Mr. & Mrs. Banasiak	04/03/2019	This individual commented on aesthetics, biological resources, hydrology and water quality, land use and planning, noise, and cumulative. Specifically, full time operation, increased criminal activity, effect to canyon aesthetic, underground spring, wildlife use of property and cumulative effects.	4.1, 4.4, 4.10, 4.11, 4.13, 4.15, 4.20, and cumulative
Lori Langford	04/03/2019	This individual commented on aesthetics, land use and planning, noise, public services, transportation and traffic, and utilities. Specifically, increase in crime, trash, illegal parking, zoning changes, and difficult commute.	4.1, 4.11, 4.13, 4.15, 4.17 and 4.19.
Arline King	04/03/2019	This individual commented on transportation and traffic, specifically the creation of more traffic and need for adequate roadway improvements.	4.17
Cathy Ludwig	04/03/2019	This individual commented on biological resources, hazards, hydrology and water quality, public services, and transportation and traffic. Specifically, traffic accidents, criminal activity, impact on existing businesses, effect on donkeys, and equestrian access.	4.4, 4.9, 4.10, 4.15, and 4.17

Table 1.C: Native American Consultation

Native American Government/Contact	Date of Contact	Consultation Summary
Senate Bill 18 Notification		
Agua Caliente Band of Cahuilla Indians	May 9, 2019	Responded that the project site is outside the Tribe's traditional use area, deferred to other tribes in the area, and declined further consultation.
Augustine Band of Cahuilla Mission Indians		Unaware of specific tribal resources that might be affected by the project and encouraged contact with other local Tribes for information. Recommended monitoring by a qualified cultural resources monitor occur during pre-construction and construction ground disturbance.
Cabazon Band of Mission Indians		No response
Cahuilla Band of Indians		No response
Los Coyotes Band of Mission Indians		No response
Morongo Band of Mission Indians		Requested continued consultation on the project regarding SB 18. The City responded to the request by providing a copy of the confidential Archaeological Site Survey Record (33-001067) to the Tribe on May 24, 2019. No additional requests from the Tribe have been made to date.
Ramona Band of Cahuilla Mission Indians		No response
San Fernando Band of Mission Indians		No response
San Manuel Band of Mission Indians		Declined further consultation at this time based on their assessment of the project location. They requested several Mitigation Measures to be added to the cultural and tribal cultural discussions of the environmental document, including the handling of unanticipated cultural finds and human remains.
Santa Rosa Band of Mission Indians		No response
Serrano Nation of Mission Indians		No response
Soboba Band of Luiseño Indians		No response
Torres-Martinez Desert Cahuilla Indians		No response
Assembly Bill 52 Consultation		
Agua Caliente Band of Cahuilla Indians	May 8, 2019	Responded that the project site is outside the Tribe's traditional use area, deferred to other tribes in the area, and declined further consultation.
Augustine Band of Cahuilla Mission Indians		Unaware of specific tribal resources that might be affected by the project and encouraged contact with other local Tribes for information. Recommended monitoring by a qualified cultural resources monitor occur during pre-construction and construction ground disturbance.
Cabazon Band of Mission Indians		No response
Cahuilla Band of Indians		No response
Los Coyotes Band of Mission Indians		No response
Morongo Band of Mission Indians		Requested continued consultation on the project regarding AB 52. The City responded to the request by providing a copy of the confidential Archaeological Site Survey Record (33-001067) to the Tribe on May 24, 2019. No additional requests from the Tribe have been made to date.
Ramona Band of Cahuilla Mission Indians		No response
San Fernando Band of Mission Indians		No response
San Manuel Band of Mission Indians		Declined further consultation at this time based on their assessment of the project location. They requested several Mitigation Measures to be added to the cultural and tribal cultural discussions of the environmental document, including the handling of unanticipated cultural finds and human remains.
Santa Rosa Band of Mission Indians		No response
Serrano Nation of Mission Indians		No response
Soboba Band of Luiseño Indians		No response
Torres-Martinez Desert Cahuilla Indians		Tribe declined further consultation.

1.4.1 Alternative 1: No Project Alternative Existing Reche Canyon Specific Plan Designation Alternative

Alternative 1 would build the site under the current General Plan and Zoning designation of Reche Canyon Specific Plan (RCSP). The RCSP designates the site (referred to as RCSP Planning Area 9) for Estate Density (residential) uses with a two single family units per acre as the maximum density. At two units per acre the project site would accommodate approximately 5 to 6 single family units (2.9 acres x 2 units per acre = 5.8 units). It is not certain that 5 or 6 residential units could be constructed on the site because of its triangular shape. Driveways for the units would access Old Reche Canyon Road to be consistent with the General Plan Circulation Element policy which discourages driveways accessing arterial roadways (Reche Canyon Road). Alternative 1 would incrementally reduce impacts associated with hazards and hazardous materials, hydrology and water quality, and noise, and would have similar impacts associated with wildfire when compared to the proposed project. Alternative 1 would meet the objectives of the RCSP; however, would not meet most of the project objectives.

1.4.2 Alternative 2: Reduced Project

Alternative 2 would construct the site as proposed but without the car wash and fueling station. Specific land uses would include a 3,000-square foot convenience store and 9,800 square feet of neighborhood commercial retail space. Alternative 2 would require an amendment to the RCSP from Estate Residential to General Commercial and would require a General Plan Amendment and Zone Change to an off-site parcel to accommodate a transfer or residential capacity from the project site to a new location to prevent a net loss of residential capacity within the City in compliance with SB 330 requirements. The configuration of the remaining land uses would be the same as what is proposed. Alternative 2 would incrementally reduce impacts associated with hazards and hazardous materials, hydrology and water quality, noise, and would have similar impacts associated with wildfire when compared to the proposed project. Alternative 2 would meet all of the project objectives but would not meet the objectives of the RCSP, which is to build estate single family housing o the project site.

1.4.3 Alternative 3: Project Without Car Wash and Fueling Station and Additional Retail Square Footage

Alternative 3 would eliminate the car wash and fueling station but replace those uses with additional retail services so that the proposed development would include 18,124 square feet of commercial retail uses, which is the same total development square footage as the project. The drive aisles, fueling dispensers and underground fuel storage tanks would be eliminated because of these changes. Under Alternative 3, the project site would be accessed off Old Reche Canyon Road with no driveways off Reche Canyon Road. Alternative 2 would require an amendment to the RCSP from Estate Residential to General Commercial and would require a General Plan Amendment and Zone Change to an off-site parcel to accommodate a transfer or residential capacity from the project site to a new location to prevent a net loss of residential capacity within the City in compliance with SB 330 requirements. Alternative 3 would incrementally reduce impacts on hazards and hazardous materials, hydrology and water quality, and wildfire, and potentially reduce impacts on noise when compared to the proposed project. Similar to Alternative 2, Alternative 3 meets all the objectives of

the proposed project but would not implement the objectives of the RCSP, which is to construct estate single family housing on the project site.

1.4.4 Environmentally Superior Alternative

The Environmentally Superior Alternative is the one that would result in the fewest or least significant impacts. Alternative 3 is the Environmentally Superior Alternative because it would result in incrementally less impacts associated with hazards and hazardous materials, hydrology and water quality, wildfire, and noise as compared to the other alternatives while still meeting the project objectives. Although project impacts associated with hazards and hazardous materials, hydrology and water quality, wildfire, and noise are already less than significant with mitigation incorporated. A full description of Alternative 3 and associated discussion of impacts as compared to the project, is provided in Chapter 6.0, Alternatives.

1.5 SUMMARY OF IMPACTS, MITIGATION, AND LEVEL OF IMPACTS

Table 1.D provides a summary of the project impacts, proposed mitigation measures, and the level of significance of each impact following the application of identified mitigation measures.

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
4.1 Aesthetics			
Threshold 4.1-1: Would the project have a substantial adverse effect on a scenic vista? ***Scenic Vista: Less Than Significant Impact.*** The project would not have significant adverse impacts on regional scenic vistas. Travelers on local roadways would experience changes in onsite scenery, but existing views are not considered to be of such high quality that the project would destroy a scenic vista. There is development on all side of the project site, which already obstructs views of the surrounding landscape and intervening topography, therefore, the proposed project would not appreciably alter views for motorists traveling along Reche Canyon Road or on the adjacent local roadways. Furthermore, the project itself would not obstruct views of nearby hillsides or the surrounding mountains.	No	No mitigation is required.	No
Threshold 4.1-2: Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway? ***Scenic Resources within State Scenic Highways: No Impact.*** The project will not have a significant impact on scenic resources within State scenic highways because the California Department of Transportation (Caltrans) does not identify any State-designated scenic highways in the project area.	No	No mitigation is required.	No
Threshold 4.1-3: In a non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point) If the project is in an urbanized area, would it conflict with applicable zoning and other regulations governing scenic quality? ***Existing Visual Character: Less than Significant Impact with Mitigation Incorporated.*** The visual quality of the project site could be degraded during construction. Construction related impacts to visual character would be addressed by the implementation of Mitigation Measure 4.1.1, which requires the installation of a 6-foot high, opaque fence around the perimeter of the site to shield view of the project site from passing motorists. The proposed project provides commercial uses, landscaping, and community amenities consistent with the applicable design criteria and project conditions established by the City. Therefore, with implementation of Mitigation 4.1.1, the project would not degrade the existing visual character or quality of public views of the project site or its surroundings during construction or operation.	Yes	**4.1.1 Construction Perimeter Fencing.** Prior to the start of construction, the construction contractor shall submit project plans to the City for review and approval that include specifications to: 1) install a 6-foot high, opaque fence around the perimeter of the project site; 2) lock the fence during non-construction hours; and 3) locate equipment staging areas outside of public viewsheds.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Threshold 4.1-4: Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area? ***Light and Glare: Less than Significant Impact.*** Development of the project site would introduce new sources of light in the project area. However, all lighting would be consistent with the City's Municipal Code, including ensuring the lighting design prevents off-site light or glare. The proposed structures would not contain large or expansive areas of glass, polished metal or other reflective surfaces. Therefore, light and glare associated with the proposed project would not negatively impact surrounding land uses or the daytime or nighttime views in the area.	No	No mitigation is required.	No
Cumulative Aesthetic Impacts: Less than Significant Impact. Development of the cumulative list of proposed projects would be subject to applicable standards, regulations, and design guidelines to create a visually consistent and cohesive pattern of development and prevent adverse impacts to aesthetics, scenic vistas and resources, and visual character. It is anticipated that other development in the City would be equally subject to these regulations. Therefore, the proposed project would not have a cumulatively considerable impact on aesthetic resources.	No	No mitigation is required.	No
4.2 Agriculture and Forestry Resources			
Threshold 4.2-1: Would the project result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural land use? ***Farmland Conversion: No impact.*** The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural uses. According to the State Farmland Mapping and Monitoring Program (FMMP), no land on or adjacent to the project site is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.	No	No mitigation is required.	No
Threshold 4.2-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? ***Existing Zoning and Williamson Act: No Impact.*** The project would not conflict with land zoned for an agricultural use or a Williamson Act contract. There is no land zoned for agricultural uses or under a Williamson Act contract either on the project site or on any adjacent properties.	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Threshold 4.2-3: 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))? **Threshold 4.2-4: Would the project result in the loss of forest land or conversion of forest land to non-forest use?** ***Forest Land Zoning: No Impact.*** The project would not conflict with existing zoning for forest land or result in the loss or conversion of forest land to non-forest uses. The site is zoned Planning Area Nine of the RCSP, with the predominant land use classified as Estate Density. According to the City's General Plan and Zoning map, no area of the project site is identified as forest land or designated for forest uses. The project would not result in the loss or conversion of forest land.	No	No mitigation is required.	No
Threshold 4.2-5 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? ***Involve Changes in the Environment That Would Result in the Conversion of Agricultural Land or Forest Land: No Impact.*** The project would not involve changes to the environment that would result in the conversion of agricultural land or forest land to nonagricultural or non-forest uses. No current agricultural use occurs on site, and neither the site nor nearby properties in the surrounding Reche Canyon has been used for agricultural purposes in the past. These areas do not constitute as forest or timberland, nor is the project zoned for forest or timberland production.	No	No mitigation is required.	No
Cumulative Agricultural and Forestry Resources: No Impact. The conversion of the project site from vacant land to commercial use represents a loss of 0.5 percent acre of grazing land, which is equivalent to less than 0.01 percent of the total grazing land countrywide. Grazing uses are generally not afforded protection pursuant to CEQA. Due to the onsite absence of any Prime Farmland, Unique Farmland or Farmland of Statewide Importance, minor loss to the total grazing land countrywide, and the absence of any current on-site agricultural use or forest use, the proposed project would not have a cumulatively considerable impact on agricultural or forest resources.	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
4.3 Air Quality			
Threshold 4.3-1: Would the project conflict with or obstruct implementation of the applicable air quality plan? ***Air Quality Management Plan Consistency: Less than Significant Impact.*** The project would not increase the frequency or severity of an air quality standard violation or cause a new violation and is consistent with the growth assumptions in the AQMP. Therefore, the project is not anticipated to conflict with or obstruct implementation of the AQMP.	No	No mitigation is required	No
Threshold 4.3-2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard? ***Increase in Criteria Air Pollutants (Regional Construction and Operation): Less than Significant Impact.*** Construction and operation of the project would not exceed air quality emissions thresholds. Therefore, the project would not result in a cumulatively considerable contribution to significant air quality impacts.	No	No mitigation is required	No
Threshold 4.3-3: Would the project expose sensitive receptors to substantial pollutant concentrations? ***Sensitive Receptors: Less than Significant Impact.*** Modeling outputs indicate the project would not exceed Local Significance Thresholds (LSTs) during project construction and operation. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations.	No	No mitigation Is required.	No
Threshold 4.3-4: Would the project result in emissions (such as those leading to odors) adversely affecting a substantial number of people? ***Odors: Less than Significant Impact.*** The project would generate construction-related odors that would be temporary and would not occur after completion of construction. Additionally, the project would be required to comply with SCAQMD Rule 1113 standards for paint applications and Rule 1108 standards regarding application of asphalt as a matter of regulatory policy. Potential sources of project-generated operational odors include disposal of commercial refuse. Project-generated refuse would be stored in covered containers and removed at regular intervals in accordance with City solid waste regulations. Additionally, the project would be required to comply with SCAQMD Rule 402, which regulates nuisance odors. With mandatory compliance of applicable regulations, the project would not create objectionable odors affecting a substantial number of people.	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Cumulative Air Quality Impacts: Less than Significant Impact. The cumulative area for the discussion of air quality impacts is the Basin. Due to the nonattainment status of the Basin, the primary air pollutants of concern would be NOx and VOCs, which are ozone precursors, and PM_{10} and $PM_{2.5}$. If a project does not exceed the SCAQMD recommended daily regional emission thresholds, then project-specific impacts would also not result in a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. The project's short-term construction and long-term operational emissions would not exceed SCAQMD's criteria pollutant and LST. Therefore, the proposed project would not have a cumulatively considerable impact on air emissions.	No	No mitigation is required.	No
4.4 Biological Resources			
Threshold 4.4-1: 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? ***Candidate, Non-listed Sensitive, or Special-Status Species: No Impact.*** There would be no impacts to listed species or any other special-status species. The biological survey found no evidence of listed, candidate, non-listed sensitive, or special-status plant or wildlife species on the project site. The project site is graded and regularly disked to reduce fire hazards, is surrounded by existing development, has low habitat quality for native plants and animals, and is relatively small (2.9 acres) compared to other areas. In addition, the project site contained no evidence of occupancy or suitable habitat for any listed, special status, or otherwise sensitive species or biological habitat.	No	No mitigation is required.	No
Threshold 4.4-2: 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? ***Riparian Habitat or Other Sensitive Natural Communities: No Impact.*** There are no impacts to riparian habitat or other sensitive natural communities. The biological survey indicated a small onsite man-made retention basin which is maintained to capture local storm water runoff. This basin will be filled and the street runoff will be redirected to the storm water drainage system. Any vegetation currently present in the basin does not constitute riparian vegetation under the definitions of the California Fish and Game Code. The project site does not contain any water-related resources subject to federal	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
jurisdiction and any federally protected wetlands. Due to the previous grading and regular disking on the project site, there are no sensitive natural communities that are present on the project site.			
Threshold 4.4-3: 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? ***Jurisdictional Waters/Wetlands: No Impact.*** The project will have no effects on jurisdictional waters, wetlands and streambeds. The project site does not include any federally protected wetlands or other non-wetland waters subject to federal or state regulatory authority.	No	No mitigation is required.	No
Threshold 4.4-4: 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? ***Wildlife Movement and Nesting/Migratory Birds: Less Than Significant Impact/No Impact.*** The project site is located within a mountain canyon area consisting of large areas of open space and areas of clustered residential development. The open space areas may provide for wildlife movement and/or serve as nursery sites. However, Reche Canyon Road, which separates the project site from open space areas, presents a significant hazard to local wildlife, The project site is within an area of clustered development and is relatively small in size (2.9 acres), and heavily disturbed from regular disking activities. Therefore, it is unlikely that the project site itself is used as a wildlife movement corridor and/or nursery site. Furthermore, because the project site is located within a cluster of existing residential development, the proposed project has a low potential to indirectly affect wildlife movement through edge effects (e.g., indirect effects associated with artificial lighting, increased noise, unnatural predators, competitors, unauthorized recreational use). Additionally, the project site does not contain suitable habitat for nesting/migratory birds. Therefore, development of the proposed project would not interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors.	No	No mitigation is required.	No
Threshold 4.4-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Adopted Policies and/or Ordinances: No Impact. The City's Open Space and Conservation Element and Chapter 18 of Municipal Code establish regulations for the preservation and protection of biological resources in the City. The project is consistent with these goals and policies.			
Threshold 4.4-6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan? ***Adopted Habitat Conservation Plans: No Impact.*** The project will not conflict with Habitat Conservation Plans (HCPs), Natural Community Conservation Plans (NCCP), or other approved, local, regional, or state biological resource protection plans in place to protect biological resources as there are no such plans in place to protect biological resources within Reche Canyon at this time. The City of Colton does have a Habitat Conservation Plan (HCP) established for the Delhi Sands flower-loving fly but that HCP is in the western portion of the City and does not affect Reche Canyon.	No	No mitigation is required.	No
Cumulative Biological Resources Impacts: No Impact. Development of the cumulative list of proposed projects would be subject to Federal, State, Regional and local applicable policies, standards, and regulations pertaining to the protection of biological resources. Furthermore, potential project-related impacts would be addressed by implementing appropriate mitigation measures to reduce impacts to less-than-significant levels. Therefore, the proposed project would not have a cumulatively considerable impact on biological resources.	No	No mitigation is required.	No
4.5 Cultural Resources			
Threshold 4.5-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? **Threshold 4.5-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?** ***Historical and Archaeological Resources: Less than Significant Impact with Mitigation Incorporated.*** The project site does not contain any known historical or archaeological resources; however, construction of the project has the potential to inadvertently discover subsurface historical or archaeological resources. Implementation of Mitigation Measures 4.5.1 through 4.5.3 would reduce potential impacts to subsurface historical or archaeological resources to less-than-significant levels.	Yes	**4.5.1 Cultural Resources Treatment Plan.** Prior to the issuance of grading permits, the applicant shall retain a qualified professional archaeologist to prepare a Cultural Resources Treatment Plan to be submitted to the City for review and approval for its implementation during ground-disturbing activities (e.g., vegetation removal, grading, excavation, and/or trenching) occurring onsite for the purposes of cultural resources monitoring (i.e., archaeological or historical resources). The Cultural Resources Treatment Plan shall specify (but not be limited to) the following: ● The professional qualification(s) and/or approval of cultural resources monitor(s);	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
		• The professional standards and procedures to be following during archaeological excavation and/or monitoring; • The construction schedule, term/schedule of onsite archaeological monitor(s) and the extent of areas and activities to be monitored; • The authority of archaeological monitor(s) to redirect construction activity in the vicinity of any inadvertent discovery; • The treatment, including recordation, testing and evaluation, and/or retrieval, of any inadvertent discovery; • Curation of any cultural resources recovered, excluding items covered by the provisions of applicable Treatment Plans or Agreements pursuant to Mitigation Measure 4.18.1; • The responsibilities of the archaeological monitor(s) including any requirement for the completion of daily monitoring logs and end-of-monitoring reporting; • Any insurance, specialized training or safety requirement necessary for archaeological monitor(s) working within the proposed construction area. Should the City (i.e., Lead Agency) determine through consultation with the project archaeologist and Native American tribes that any inadvertent discovery is a potential Tribal Cultural Resource as defined in AB 52, treatment of such resources shall occur in accordance with Mitigation Measures 4.18.1 through 4.18.3 (see EIR Section 4.18, *Tribal Resources*). This mitigation measure, including the contact information of the project archaeologist, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City. **4.5.2 Cultural Resources Treatment Plan Final Monitoring Report. A** final monitoring compliance report detailing the implementation of the Cultural Resources Treatment Plan, including, but not limited to, the significance and treatment of discovered cultural resources and associated DPR 523 forms, shall be prepared by the project archaeologist and submitted to the City and the South Central Coastal Information Center at California State University Fullerton. This mitigation measure shall be incorporated in all construction contract documentation and implemented to the satisfaction of the City. **4.5.3 Inadvertent Discovery of Cultural Resources.** If any suspected cultural resources are discovered during ground-disturbing activities and the cultural	

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
		resources monitor is not present, the construction supervisor is obligated to halt work within a 50-foot radius around the find and call the project archaeologist to the site to assess the significance of the find. This mitigation measure, including the contact information of the project archaeologist, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City.	
Thresholds 4.5-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries? ***Human Remains: Less than Significant Impact with Mitigation Incorporated.*** The project site contains no evidence it has been utilized in the past for human burials. If human remains are discovered during grading, the project will comply with State law (Health and Safety Code § 7050.5) (HSC § 7050.5) and Public Resources Code § 5097.98 (PRC § 5097.98). Additionally, implementation of Mitigation Measure 4.5.4 would reduce potential impacts to Native American burials to less-than-significant levels.	Yes	**4.5.4 Inadvertent Discovery of Human Remains.** In the event that human remains (or remains that may be human) are discovered within the construction areas, all activity within 50 feet of the find shall be immediately halted. Any discovery of human remains shall be immediately reported by the Native American monitor(s) to the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), who shall appoint a Most Likely Descendant in accordance with California Public Resources Code 5097.98. Further required actions, as determined necessary by the Most Likely Descendant, shall include but shall not be limited to: ● Funerary objects and burned ceremonial remains (cremations) shall be treated in the same manner as bone fragments. ● The discovery of any Native American human remains and/or funerary objects shall be kept confidential and secure to prevent any further disturbance. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains and associated funerary objects, sacred objects and/or objects of cultural patrimony shall be covered with an opaque material or placed in opaque cloth bags. A physical barrier (e.g., metal plate, concrete slab that can be moved by heavy equipment) shall be placed over the excavation opening to protect the remains until examination by the Most Likely Descendant can occur. If this type of protective barrier is not available, a 24-hour guard shall be posted outside of working hours. ● The Most Likely Descendant shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Most Likely Descendant shall identify and direct the most appropriate means of treating the human remains and any associated funerary object(s). As determined through consultation with the City, the Most Likely Descendant shall make recommendations that allow the burial to remain in situ and protected.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
		• In the event the burial must be removed, the Most Likely Descendant shall work closely with the Qualified Archaeologist to ensure the removal of human remains and associated funerary object(s) is conducted carefully, ethically and respectfully. Cremations shall either be removed in bulk or by a means to ensure completely recovery of all material. As approved by the Most Likely Descendant, data recovery documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. As approved by the Most Likely Descendant, additional types of documentation shall be permitted for data recovery purposes. • Human remains and associated funerary objects shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site at a location at a site to be protected in perpetuity identified by the Most Likely Descendant and the City. • In the event the discovery includes six or more burials, the location shall be considered a cemetery pursuant to California Health and Safety Code (§ 7003) and a treatment plan shall be prepared. The construction contractor shall consult with the Most Likely Descendant regarding avoidance of all such cemetery sites. • Once complete, a final report of all activities associated with or resulting from the discovery of human remains shall be submitted to the Native American Heritage Commission. This mitigation measure, including the contact information of the qualified Native American monitor(s), shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City.	
Cumulative Cultural Resources Impacts: Less than Significant Impact with Mitigation Incorporated. The cumulative area for cultural resources is the Reche Canyon portion of the City of Colton. Past, present, and reasonably foreseeable future projects in the City would similarly include ground-disturbing activities with the potential to destroy, damage, or displace surface or previously undiscovered subsurface archaeological and historical resources. Implementation of Mitigation Measures 4.5.1 through 4.5.4 and Mitigation Measures 4.18.1 through 4.18.3 would reduce potential project-related impacts to such impact to less-than-significant levels. Other cumulative development projects would have similar measures applied during their respective CEQA processes if potential impacts to such resources were identified for those projects. Therefore, the proposed project would not have a cumulatively considerable impact on archeological and historic resources.	Yes	Refer to Mitigation Measures 4.5.1 through 4.5.4. Refer to Mitigation Measures 4.18.1 through 4.18.3.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
4.6 Energy			
Threshold 4.6-1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy during project construction or operation? ***Energy Consumption: Less than Significant Impact.*** The project would comply with applicable provisions of the California Building Code (CBC) and CALGreen Code as part of Chapter 15.04 of the City Municipal Code (RCM 4.6.1). Therefore, project construction and operation would not result in wasteful, inefficient, and unnecessary energy consumption.	No	**4.6.1 Compliance with Title 13-Section 2449 of the California Code of Regulations and the California Green Building Standards.** Prior to issuance of grading and building permits, the City of Colton shall verify that the Project Applicant and his/her contractor(s) submit plans to the City indicating incorporation of Best Available Control Measures during construction of the Project. Best Available Control Measures include, but are not limited to, requirements that the Project Applicant ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; and register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor must recycle/reuse at least 65 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CALGreen regulations. This condition shall be implemented to the satisfaction of the City of Colton Development Services Director or designee, and/or Building Official, or designee.	No
Threshold 4.6-2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ***Conflict with a State or Local Plan: No Impact.*** The project would comply with the CBC and CALGreen Code pertaining to energy conservation standards in effect at the time of construction and the project would be consistent with applicable plans related to renewable energy and energy efficiency.	No	No mitigation is required.	No
Cumulative Energy Impacts: Less than Significant Impact. The geographic area for electricity service is the SCE boundaries and for natural gas service is the SoCalGas boundaries. Compliance with existing regulatory requirements would ensure that the project would not result in an inefficient, wasteful and unnecessary consumption of energy. Therefore, the project's contribution to impacts related to the inefficient, wasteful and unnecessary consumption of energy would not be cumulatively considerable.	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
4.7 Geology and Soils			
Threshold 4.7-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the following: ● **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.** ***Fault Rupture: Less than Significant Impact.*** The project site is not within or adjacent to any State of California [Alquist-Priolo] Earthquake Fault Zone. Therefore, impacts related to fault rupture would be less than significant.	No	No mitigation is required	No
Threshold 4.7-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the following: ● **Strong seismic ground shaking.** ● **Seismic-related ground failure, including liquefaction.** ● **Landslides.** Ground Shaking, Liquefication, and Landslides: Less than Significant Impact with Mitigation Incorporated. The geotechnical investigation concluded the main seismic hazard potentially affecting the project site is from ground shaking and hydrocompaction. State law requires the design and construction of new structures comply with current California Building Code (CBC) requirements which addresses general geologic, seismic, and soil constraints for new buildings. Compliance with the CBC and site-specific recommendations presented in the geotechnical investigation pursuant to Mitigation Measures 4.7.1 through 4.7.2 would reduce impacts related to ground shaking, ground failure/liquefication, and/or landslides to less-than-significant levels.	Yes	**4.7.1 California Building Code.** Prior to the issuance of grading or building permits, the applicant shall provide evidence the following note is included on grading and building plans. Project contractor(s) shall comply with provisions of the note: *Construction activities shall occur in accordance with all applicable requirements of the California Code of Regulations (CCR), Title 24 (also known as the California Building Standards Code or the California Building Code) in effect at the time of construction.* This note also shall be included in bid documents issued to prospective construction contractors. Failure to comply with the California Building Code shall result in the immediate stoppage of earthwork and/or building construction and withholding of occupancy permit until compliance with the California Building Code is demonstrated to the City Engineering Division and/or City Building and Safety Division. **4.7.2 Implementation of Final Site-Specific Geotechnical Measures.** Prior to the issuance of grading and building permits, the applicant shall provide to the City Engineer for review and approval detailed grading and construction plans that demonstrate the recommendations specified in project- and site-specific geotechnical investigation(s) previously approved by the City have been incorporated into the onsite earthworks and structures. The developer and all contractors shall follow the recommendations of the geotechnical investigation, which include but are not limited to 1) a 40-scale geotechnical grading plan review by the project geotechnical engineer prior to construction of the proposed project, 2) preparation of the project site via removal of surface obstructions, vegetation, and debris, 3) removal of	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
		unsuitable or unconsolidated fill materials, 4) overexcavation of surficial units, including artificial fill, colluvium, and topsoil up to five feet below existing grade or four feet below proposed footing bottom, whichever is deeper, to ensure all unsuitable fill is removed prior to replacing it with properly compacted fill, 5) maintenance of properly compacted fill to near optimum moisture content, 6) immediate landscaping, irrigation, and maintenance of any engineered slopes, 7) consultation with a qualified corrosion engineer regarding protection of buried steel or ductile iron piping and conduit or, at a minimum, applicable manufacturer's recommendations for corrosion protection of buried metal pipe be closely followed, 8) caisson foundation to have a minimum depth of ten feet below the lowest adjacent grade, 9) maintaining appropriate drainage and infiltration throughout the project site in accordance with regulatory requirements, 10) review by the project geotechnical engineer of any updated rough or precise grading or conventional retaining wall or foundation plans to ensure implementation of the recommendations in the geotechnical investigation, and 11) geotechnical observation and/or testing at the following stages of construction: ● During rough grading (removal/over-excavation bottoms, fill placement, etc.); ● Geologic mapping of temporary backcuts; ● During retaining wall backfill and compaction; ● During utility trench backfill and compaction; ● During precise grading; ● After presoaking building pads and other concrete-flatwork subgrades, and prior to placement of aggregate base or concrete; ● Preparation of pavement subgrade and placement of aggregate base; ● After building and wall footing excavation and prior to placement of steel reinforcement and/or concrete; and ● When any unusual soil conditions are encountered during any construction operation.	
Threshold 4.7-2: Would the project result in substantial soil erosion or the loss of topsoil? ***Soil Erosion or Loss of Topsoil: Less than Significant Impact with Mitigation Incorporated.*** Disturbance of surface soils by site preparation and construction could result in loss of soil through wind and water erosion. In accordance with	Yes	Refer to Mitigation Measure 4.7.2 and Regulatory Compliance Measures 4.10.1 and 4.10.3	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Mitigation Measure 4.7.2, the project applicant will be required to prepare and submit detailed grading plans prepared in conformance with applicable standards of the City prior to issuance of grading permits. Additionally, development of the project site would involve the disturbance of more than one acre. Therefore, the project is required to obtain coverage under the Construction General Permit (CGP) pursuant to Regulatory Compliance Measure 4.10.1 (as detailed in Section 4.10, *Hydrology and Water Quality)*, including the preparation of a Storm Water Pollution Prevention Plan (SWPPP) to identify and implement the Best Management Practices (BMPs) required to address impacts associated with erosion from on-site grading. Finally, as required by Regulatory Compliance Measure 4.10.3 (as detailed in Section 4.10, Hydrology and Water Quality), the project will prepare and implement a project-specific Water Quality Management Plan (WQMP), which will prescribe post-construction measures to address impacts associated with soil erosion or loss of topsoil during project operation.			
Threshold 4.7-3: 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-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? ***Seismic-Related Ground Failure: Less than Significant Impact with Mitigation Incorporated.*** The project site consists of granitic alluvium. The geotechnical investigation indicated soils on the project site have a low potential for liquefication and lateral spreading under seismic conditions. Additionally, the geotechnical investigation indicated near-surface soils on the project site are moderately compressible (collapsible soil) under saturated conditions. Implementation of Mitigation Measures 4.7.1 and 4.7.2 would ensure the project is constructed in accordance with current CBC requirements and would comply with recommendations contained in the project-specific geotechnical investigation. Therefore, impacts resulting from landslides, lateral spreading, subsidence, liquefication, or soil collapse would be reduced to less-than-significant levels.	Yes	Refer to Mitigation Measures 4.7.1 and 4.7.2.	No
Threshold 4.7-4: 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? ***Expansive Soils: Less than Significant Impact with Mitigation Incorporated.*** All soils observed on the project site are relatively granular with an expansion index between 0 and 20 per American Society for Testing and Materials (ASTM)	Yes	Refer to Mitigation Measure 4.7.2.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Test Method D4829 and therefore considered to be non-critically expansive. Out of an abundance of caution, the project-specific geotechnical investigation identified recommendations to minimize the project site soils' shrink/swell potential. These recommendations are prescribed in Mitigation Measure 4.7.2 and would ensure the project's impacts related to expansive soils would be reduced to less-than-significant levels.			
Threshold 4.7-5: 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? ***Septic Tanks: No Impact.*** The project would connect to the existing wastewater collection system, and no septic systems are proposed.	No	No mitigation is required.	No
Threshold 4.7-6: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ***Paleontological Resources: Less than Significant Impact with Mitigation Incorporated.*** The project site is underlain by alluvial sand, gravel, and clay of valley areas (Qa) covered in soil. Based on the geology of the site, construction of the project would not affect, either directly or indirectly, any known unique paleontological resource or site of unique geologic features. Given the site's history of disturbance, the potential for undiscovered paleontological or geological resources is considered low. However, ground-disturbing activities at the project site still have the potential to disturb previously unknown resources. Therefore, Mitigation Measure 4.7.3 is required in the event that unanticipated paleontological resources are unearthed during project construction. With implementation of Mitigation Measure 4.7.3, impacts related to paleontological resources would be reduced to less-than-significant levels.	Yes	**4.7.3 Inadvertent Discovery of Paleontological Resources.** Prior to issuance of grading permits, the City of Colton shall verify that the following note is included on the construction plans: "If paleontological resources are encountered during the course of ground disturbance, work within 60 feet of the find shall be halted and an exclusionary buffer shall be established. A qualified paleontologist shall be contacted to assess the find for scientific significance. No ground-disturbing activity within the 60-foot exclusionary buffer may occur without the consent of the paleontologist and the City of Colton. If determined to be significant, the fossil(s) shall be collected from the field. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the collection."	No
Cumulative Geology and Soil Impacts: Less than Significant Impact. The cumulative area for geologic and soils issues is the City of Colton and the San Bernardino Valley, and due to the larger context of seismicity, this portion of Southern California. The presence of regional faults and potential for seismic shaking create the potential for damage to structures or injury to persons during seismic events. However, City and State regulations provide guidelines for development in areas with geologic constraints and ensure that the design of buildings is in accordance with applicable CBC standards and other applicable standards, which reduces potential property damage and human safety risks to	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
less-than-significant levels. All development projects, including the project, would be required to adhere to applicable State regulations, CBC standards, and the design and siting standards required by local agencies. Therefore, the proposed project would not have a cumulatively considerable impact on geology and soils.			
4.8 Greenhouse Gas Emissions			
Threshold 4.8-1: Would the project generate GHG emissions either directly or indirectly that may have a significant impact on the environment? ***Greenhouse Gas Emissions: Less than Significant Impact.*** Greenhouse gas emissions generated from project construction and operation would not exceed the SCAQMD Tier 3 Threshold of 3,000 CO_2e. Therefore, the project would not result in a significant impact on the environment from greenhouse gas emissions.	No	No mitigation is required.	No
Threshold 4.8-2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ***Greenhouse Gas Plan, Policy, and Regulation Consistency: Less than Significant Impact.*** The project is consistent with the City's General Plan air quality policies and SCAG RTP/SCS performance measures. Therefore, the project would not be inconsistent with a plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	No	No mitigation is required	No
Cumulative Greenhouse Gas Emissions Impacts: Less than Significant Impact. The assessment of project generated GHG emissions can only analyzed from a cumulative context. Therefore, the analysis focuses on the project's incremental contribution of GHG emission to cumulative climate change impacts. The project would not conflict with any local or State plans, policies, or regulations adopted for the purpose of reducing GHG emissions and because GHG impacts are cumulative by nature the proposed project would not have a cumulatively considerable impact on greenhouse gas emissions.	No	No mitigation is required	No
4.9 Hazards and Hazardous Materials			
Threshold 4.9-1: Would the project create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials? ***Routine Transport, Use, or Disposal of Hazardous Materials: Less than Significant Impact.*** During the construction and operation of the project, hazardous and potentially hazardous materials commonly used at construction sites would likely be routinely transported, used, and disposed of at the project	No	No mitigation is required	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
site. The project includes a gas station which would require the installation of underground storage tanks (USTs) containing gasoline. Accordingly, the project would develop a Hazardous Materials Business Emergency Plan administered by the San Bernardino County Fire Protection District, as applicable, in accordance with California Health and Safety Code Section 25507 and other local, state, and federal standards, ordinances, and regulations. The project also would comply with applicable federal, state, and local laws that inherently safeguard life and property from potential hazards related to the transport, use, and disposal of hazardous materials. Therefore, project impacts would be less than significant.			
Threshold 4.9-2: 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? ***Reasonably Foreseeable Upset and Accidental Release of Hazardous Materials: Less Than Significant Impact with Mitigation Incorporated.*** The project site is currently vacant and does not appear to have supported improved structures. The Phase I ESA did not identify any documented storage or usage of hazardous materials on site. The proposed gas station use would be required to comply with all applicable federal, state, and local laws and regulations regarding hazardous materials and would also require permitting and monitoring by San Bernardino County Fire Protection District as the Certified Unified Program Agency (CUPA) for San Bernardino County. Due to the variety of human activities that occurred in the canyon in the past, it is possible that waste materials or remnants of former improvements may be found during grading. Impacts in this regard are potentially significant and Mitigation Measure 4.9.1 is prescribed to reduce impacts to less than significant levels.	Yes	**4.9.1 Inadvertent Discovery of Buried Hazardous Materials.** In the event any subsurface feature, material, former improvement, etc. is found during grading or construction that cannot be clearly identified as non-hazardous, work shall be halted in that area until a qualified environmental professional is retained to identify the material and determine if it is hazardous as defined by the California Code of Regulations Title 22 Section 66262.11. In the event the material is determined to be non-hazardous, no further action is required. If the material is found to be hazardous, the qualified environmental professional shall determine the nature and extent of the material, the potential risk of removal, and other appropriate steps to effectively remediate and dispose of any hazard materials found during grading and construction. An Excavation, Disposal and Restoration Plan shall be prepared by a certified professional for the site on behalf of the owner of the site to address remediation of contaminated soils at the site. The workplan shall describe the logistical procedures and field work that will be carried out to excavate and dispose of the soil contaminated with hazardous materials and restoration of the site. Excavation and removal shall be performed by a California-licensed hazardous substances removal contractor. The environmental professional shall direct and coordinate any disposal of hazardous materials according to applicable state and federal laws and regulations (Title 22 of the California Code of Regulations and Title 40 of the Code of Federal Regulations), including disposal at a landfill approved for such material. Written results of any testing, remediation, or removal shall be provided to the City Development Services Department within 30 days of such action.	No
Threshold 4.9-3: Would the project emit hazardous emissions or handle acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ***Existing or Proposed Schools: No Impact.*** The nearest school is approximately 0.8 mile northeast of the project site. Therefore, the project would have no	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
impact related to hazardous materials on existing or proposed schools located within one-quarter mile of the project site.			
Threshold 4.9-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would create a significant hazard to the public or the environment? ***Located on a List of Hazardous Materials Sites: No Impact.*** The project site is not listed in any of the searched regulatory databases provided by Environmental Data Resources (EDR) or the State Cortese List (California Government Code Section 65962.5). Therefore, no impact would occur.	No	No mitigation is required	No
Threshold 4.9-5: Would the project be 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, resulting in a safety hazard for people residing or working in the project area? ***Airport Land Use Plan or Within Two Miles of a Public Airport: No Impact.*** The nearest airport to the project is the San Bernardino International Airport (SBIA), located approximately 4.5 miles northeast of the project site. The project is located outside of any safety zones associated with the SBIA. Therefore, the project is not located within two miles of a public airport or within an airport land use plan and no impact would occur.	No	No mitigation is required	No
Threshold 4.9-6: Would the project impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ***Conflict with Emergency Response Plans: Less than Significant Impact with Mitigation Incorporated.*** Construction activities may temporarily restrict vehicular traffic due to partial lane closures along Reche Canyon Road, which is identified as an evacuation route in the City. Mitigation Measure 4.17.1 requires the Construction Contractor to prepare and implement a Transportation Management Plan (TMP), which would include provisions to maintain traffic flow along Reche Canyon Road, safe access into and out of the project site, and emergency access to the project site and adjacent areas during construction. The proposed project includes improvements to Reche Canyon Road and at project area intersections that would improve traffic flow through Reche Canyon. Therefore, the proposed project would not negatively impact the capacity of City roadways or the ability to evacuate the project site and/or community in a safe and timely manner during a wildfire emergency.	Yes	Refer to Mitigation Measure 4.17.1.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Additionally, the proposed site design would facilitate site access, including constructing a fourth leg at the Reche Canyon Road/Shadid Drive intersection to provide an emergency access only driveway to the project site, and internal movement of emergency apparatus and personnel to the sides of every building. The proposed project would also comply will all applicable policies related to emergency access. Therefore, the proposed project's site design would provide adequate emergency vehicle and personnel access to, from, and within the site. Finally, because the proposed project would not impact emergency evacuation and access in, out and around the project site, the project would not negatively impact evacuation timing. With implementation of Mitigation Measure 4.17.1, construction and operation of the proposed project would not physically interfere or impair an adopted emergency response or evacuation plan.			
Threshold 4.9-7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ***Wildland Fire Risks: Less than Significant Impact.*** All development within the City is required to comply with Chapter 15.16 (Fire Code) of the City Municipal Code. Additionally, the project is located in a Very High Fire Hazard Severity Zone (VHFHSZ) and would be required to comply with Section 2.28.100 of the City Municipal Code, which requires the project to abate any condition identified by the City fire code official as a fire hazard. The project also would be constructed in accordance with Chapter 7A of the CBC and would incorporate construction techniques and materials such as roofs, eaves, exterior walls, vents, appendages, windows, and doors hardened to protect people and structures from wildland fires. Compliance with these mandatory regulations ensure the project would have a less than significant impact on wildland fire risks.	No	No mitigation is required.	No
Cumulative Hazards and Hazardous Materials Impact: Less than Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure 4.9.1 and adherence to policies mandated by the City, including the enforcement of existing local, State, and federal practices applicable to businesses that transport, sell, or use hazardous materials, would ensure that no cumulative impact would result from the construction and operation of the project. Additionally, development of other planned projects within the City of Colton also would be required to adhere to the existing laws and regulations regarding the use, storage, transport, or disposal of hazardous materials and	Yes	Refer to Mitigation Measure 4.9.1.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
waste. Therefore, the proposed project would not have a cumulatively considerable impact associated with hazards or hazardous materials.			
4.10 Hydrology and Water Quality			
Threshold 4.10-1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? ***Violate Water Quality Standards: Less than Significant Impact.*** Construction of the project would disturb surface soils, potentially resulting in erosion and sedimentation, which could affect water quality. To ensure project construction would not degrade water quality, the project would be required to obtain coverage under the current Construction General Permit (CGP) and Groundwater Discharge Permit, if applicable, as required by RCMs 4.10.1 and 4.10.2, respectively. In accordance with the MS4 permit, the project would prepare a Water Quality Management Plan (WQMP) and incorporate onsite drainage control structures and Best Management Practices (BMPs) to comply with applicable federal, State, and local water quality requirements during project operation, as required in RCM 4.10.3. Therefore, the project would not violate any water quality standard during construction or operation.	No	**4.10.1 Construction General Permit.** Prior to the issuance of grading permits, the project applicant shall submit evidence to the City that coverage under the current State Water Resources Control Board (SWRCB) General Permit for Discharges of Storm Water Associated with Construction Activity (Order No. 2022-0057-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) has been obtained. As required by the Construction General Permit, the project applicant shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the City of Colton, San Bernardino County Flood Control District, and Santa Ana Regional Water Quality Control Board (RWQCB) for review and approval. The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) to prevent the release of sediment and pollutants into downstream waterways and the compliance with all applicable General Permit requirements. BMPs to be implemented may include (but shall not be limited to) the following: ● Sediment discharges from the project site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs are to be periodically inspected by the RWQCB during construction, and repairs would be made as required. ● Materials that have the potential to contribute non-visible pollutants to storm water must not be placed in drainage ways and must be placed in temporary storage containment areas. ● All loose soil, silt, clay, sand, debris, and other earthen material shall be controlled to eliminate discharge from the site. Temporary soil stabilization measures to be considered include covering disturbed areas with mulch, temporary seeding, soil stabilizing binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Stockpiles shall be surrounded by silt fences and covered with plastic tarps. ● The SWPPP shall include inspection forms for routine monitoring of the site during the construction phase. ● Additional required BMPs and erosion control measures shall be documented in the SWPPP.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
		● The SWPPP must be kept on site for the duration of project construction and shall be available to the local RWQCB for inspection at any time. **4.10.2 Dewatering Permit.** At least 45 days prior to groundwater dewatering activities, the Construction Contractor shall submit an NOI to the Santa Ana RWQCB to obtain coverage under the General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality (Groundwater Discharge Permit), Order No. R8-2020-0006, NPDES No. CAG998001. Groundwater dewatering activities shall comply with all applicable provisions in the Groundwater Discharge Permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a NOT shall be submitted to the Santa Ana RWQCB. **4.10.3 Final Water Quality Management Plan.** Prior to the issuance of grading permits, the Project Applicant shall submit to the City for review and approval, a final Water Quality Management Plan (WQMP), as required by RWQCB Order No. R8-2010-0036, NPDES NO. CAS618036 (MS4 permit). The final Water Quality Management Plan shall identify necessary site design BMPs, source control BMPs, LID BMPs, and treatment control BMPs (if applicable). Prior to the issuance of grading permits, the applicant shall submit to the City for review and approval evidence that project plans incorporate the facilities, features and/or BMPs identified in the Water Quality Management Plan (WQMP). This measure shall be implemented to the satisfaction of the City Public Works Department and Planning Division as appropriate.	
Threshold 4.10-2: 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? ***Groundwater: Less than Significant Impact.*** The project would include an infiltration basin designed to retain and infiltrate 100 percent of the design capture volume in accordance with the MS4 Permit (RCM 4.10.3). The City's water supply, including the project site, is comprised of groundwater extracted from three adjudicated basins: the Bunker Hill Basin (part of the San Bernadino Basin Area), the Rialto-Colton Basin, and the Riverside-Arlington Basin (Riverside North Basin Portion). The City of Colton Water Department's Urban Water Management Plan indicates there is ample groundwater to support the operation of the project. Additionally, these basins are designated by the Department of Water Resources as very low priority basins. Therefore, the	No	Refer to Regulatory Compliance Measures 4.10.3.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
project would not decrease groundwater supplies or interfere with groundwater recharge.			
Threshold 4.10-3: 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 a substantial erosion or siltation on- or off-site; ● Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; ● 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 ● Impede or Redirect Flood Flows? ***Drainage Patterns: Less than Significant Impact.*** The project would increase the impervious area on the project site, which could result in erosion and flooding. However, as prescribed in RCMs 4.10.1 and 4.10.3, the project would be required to comply with the CGP and MS4 Permit requirements and would incorporate an infiltration basin that would be used for stormwater control, treatment, and infiltration. Therefore, impacts related to adding impervious surfaces would be less than significant during project construction and operation.	No	Refer to Regulatory Compliance Measures 4.10.1 and 4.10.3.	No
Threshold 4.10-4: Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? ***Flood, Tsunami, and Seiche Zones: Less than Significant Impact.*** The project site is in a canyon area along the west side of Reche Canyon Road and south of Crystal Ridge Lane in the City of Colton. According to FEMA Flood Insurance Rate Map (FIRM) Map No. 06071C8694H, the portions of the project site are located in Zones AE and X of the Reche Canyon Creek 100-year floodplain. During construction, BMPs would be implemented to ensure storm water runoff pollutants would be retained on site and be prevented from reaching downstream receiving waters (RCM 4.10.1). During operations, an infiltration basin would provide storm water treatment and would be designed to retain and infiltrate 100 percent of the required design capture volume in accordance with the MS4 Permit (RCM 4.10.3). Additionally, the project site is not located near any large bodies of water, water tanks, or dams. Therefore, the project	No	Refer to Regulatory Compliance Measures 4.10.1 and 4.10.3.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
would not result in a risk of the release of pollutants from a flood, tsunami, seiche, or dam inundation.			
Threshold 4.10-5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ***Conflict with a Water Quality Control Plan or Groundwater Management Plan: Less than Significant Impact.*** The project site is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana RWQCB adopted a Basin Plan that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. The project would comply with the CGP (RCM 4.10.1), Groundwater Discharge Permit requirements (RCM 4.10.2), and the MS4 Permit (RCM 4.10.3) by implementing construction and operational BMPs to reduce pollutants of concern in storm water runoff during project construction and operation. Therefore, the project would not conflict with a water quality control plan. The City's water supply is comprised from groundwater extracted from 3 basins (e.g., Bunker Hill Basin [part of the San Bernadino Basin Area], the Rialto-Colton Basin, and the Riverside-Arlington Basin [Riverside North Basin Portion]), all of which are designated as very low priority basins. Therefore, the development of Groundwater Sustainability Plans (GSPs) for these basins is not required pursuant to the Sustainable Groundwater Management Act (SGMA). Therefore, the proposed project would not conflict with a sustainable groundwater management plan.	No	Refer to Regulatory Compliance Measures 4.10.1, 4.10.2, and 4.10.3.	No
Cumulative Hydrology and Water Quality Impacts: Less than Significant Impact. Cumulative development in the Upper Santa Ana Watershed is a continuation of the existing urban pattern of development that has already resulted in extensive modifications to watercourses in the area. The area's watercourses have been either channelized or left in natural conditions and drainage systems have been put into place to respond to the past urbanization that has occurred in this area. The project and related projects could potentially increase the volume of storm water runoff and contribute to pollutant loading in storm water runoff reaching the City's storm drain system, the Santa Ana River, and Santa Ana Watershed, thereby resulting in cumulative impacts to hydrology and surface water quality. However, because the project and other cumulative projects would be required to comply with applicable NPDES requirements and would include BMPs to reduce the volume of storm water runoff and pollutants of concern in storm water runoff as specified by Regulatory Compliance Measures 4.10.1, 4.10.2, and 4.10.3, the proposed	No	Refer to Regulatory Compliance Measures 4.10.1, 4.10.2, and 4.10.3.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
project would not have cumulatively considerable impacts on hydrology and water quality.			
4.11 Land Use and Planning			
Threshold 4.11-1: Would the project physically divide an established community? ***Physically Divide an Established Community: No Impact.*** The project site is part of the existing RCSP, the very idea of which is to create and develop a cohesive community. While the project site is currently designated for residential uses, developing the site as neighborhood serving commercial would provide neighborhood commercial services to the existing residences. Therefore, the proposed project would retain the intended connectivity of the uses within the RCSP and would not physically divide the established community.	No	No mitigation is required.	No
Threshold 4.11-2: 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? ***Conflict with Applicable Land Use Plans, Policies, or Regulations Adopted for The Purpose of Avoiding or Mitigating an Environmental Effect: Less than Significant Impact.*** The project is consistent with the overall goals of the RCSP, the City of Colton General Plan, and other relevant plans such as the Southern California Area of Governments Regional Transportation Plan/Sustainable Communities Plan. By providing neighborhood commercial services, the project would provide additional employment opportunities in the local area, reduce regional traffic, help finance the Reche Canyon Road realignment project, and make improvements to the pedestrian facilities along Reche Canyon Road at the location of the project site. Although the project does not require a General Plan Amendment in order to develop the proposed uses on the project site, the project does require a General Plan Amendment to change the land use on a parcel outside of the Reche Canyon Specific Plan (APN 163-172-48, which is located at 635 S. 7th Street) to allow for the development of up to 9 dwelling units on the subject site to compensate for the loss in residential capacity (6 dwelling units) on the project site in compliance with SB 330.	No	No mitigation is required	No
Cumulative Land Use and Planning Impacts. Less than Significant Impact. The project would be consistent with applicable plans, goals, policies, and regulations of the City of Colton's General Plan and Reche Canyon Specific Plan, and consistent with the Southern California Area of Governments Regional Transportation Plan/Sustainable Communities Strategy. Cumulative development projects must also comply with relevant land use plans, goals and	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
policies as part of the project-specific CEQA reviews. Therefore, the proposed project would not have cumulatively considerable impacts associated with land use and planning.			
4.12 Mineral Resources			
Threshold 4.12-1: Would the project result in the loss of availability of a locally known mineral resource that would be of value to the region and the residents of the state? ***Loss of Availability of a Known Mineral Resource: No Impact.*** Development of the project site would not result in the loss of identified regional or local mineral resources that would be of value to the region. There are no local or regional mineral resources in the project area.	No	No mitigation is required.	No
Threshold 4.12-2: 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? ***Loss of Locally Designated Mineral Resource Site: No Impact.*** The project would have no impact related to the loss of availability of a locally important mineral resource recovery site. No locally important mineral resources are identified in Colton according to the City and County General Plan documents. Additionally, there are no identified or proposed mineral resource extraction uses within Reche Canyon.	No	No mitigation is required	No
Cumulative Mineral Resources Impacts: No Impact. Due to the absence of mineral resources both locally and in the region, the proposed project would not have a cumulatively significant impact on mineral resources.	No	No mitigation is required.	No
4.13 Noise			
Threshold 4.13-1: Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ***Noise Levels in Excess of Established Standards: Less than Significant Impact with Mitigation Incorporated.*** The project would not result in short-term construction-related impacts associated with worker commutes and transport of construction equipment and material to the project site. The closest residential property line is located approximately 50 ft from the project construction boundary, and residences may be subject to short-term construction noise reaching up to 88 dBA L_{max} (84 dBA L_{eq}) in this location. Since	Yes	**4.13.1 Hours of Construction.** The construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. Construction shall be prohibited outside these hours and on Sundays and federal holidays. **4.13.2 Construction Equipment Noise BMPs.** Prior to issuance of grading permits, the applicant shall submit evidence to the City for review and approval, that the following measures are included on the grading plan cover sheet: The construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers (e.g., are not old, broken or loose) consistent with manufacturers' standards.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
noise generated by project construction activities would temporarily be higher than ambient noise levels, noise impacts from the project construction activities would be potentially significant. Therefore, the implementation of Mitigation Measures 4.13.1 and 4.13.2, that limit project construction activities to the allowable daytime hours and limiting noise from construction equipment as much as possible, is required. The project-related traffic noise would increase noise along Reche Canyon Road by up to 0.1 dBA. Noise level increases less than 3 dBA are not perceptible to the human ear in an outdoor environment. Therefore, traffic noise impacts from project-related traffic on off-site sensitive receptors would be less than significant. Stationary noise generating activities associated with the project would include the car wash, fueling activities, parking activities, truck delivery and truck-unloading activities, and heating, ventilation, and air conditioning (HVAC) equipment. The noise levels generated from the car wash would be 67.7 dBA L_{eq}, which exceeds the City's noise standard of 65 dBA Leq, and the cumulative increase in noise levels from all stationary sources would increase by approximately 11.3 dBA. This increase in noise would be perceptible to the human ear in an outdoor environment. Therefore, the project is required to implement Mitigation Measure 4.13.3, which requires development of a minimum 9-foot-high wall along the project's western property line between the commercial/retail building and the car wash/convenience store building, to reduce project-related noise levels to 63.9 dBA L_{eq} (refer to Table 4.13.P in Section 4.13, *Noise and Vibration*).		The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and the noise-sensitive receptors nearest the project site during all project construction. The construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the project site. **4.13.3 Noise Wall.** Prior to City approval of the final site plan, the site plan shall be revised to include a minimum 9 ft high wall located along the project's western property line between the commercial/retail building and the car wash/convenience store building as part of the project design. The noise wall shall be designed and constructed to be continuous with no gaps or holes and have a minimum density of 4 pounds per square foot.	
Threshold 4.13-2: Would the project generate excessive groundborne vibration or groundborne noise levels? ***Groundborne Vibration/Groundborne Noise Impacts: Less Than Significant Impact.*** Construction-related vibration impacts discusses the level of human annoyance and the potential for building damage. Construction of the proposed project would not cause vibration levels that could be experienced by neighboring residential or commercial buildings. Vibration levels would also not result in building damage because vibration levels would not exceed the FTA vibration damage threshold. Project operations would not generate vibration. In addition, vibration levels generated from project-related traffic on the adjacent roadway (Reche Canyon Road) would be unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore,	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
vibration generated from the project or project-related traffic would be less than significant.			
Threshold 4.13-3: If the project is 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? ***Public/Private Airport Noise: No Impact.*** The project would not expose people working in the project area to excessive noise levels because the project site is not located near a private airstrip and is located outside the airport noise contour for San Bernardino International Airport, Flabob Airport, Redlands Municipal Airport, and March Air Reserve Base.	No	No mitigation is required.	No
Cumulative Noise Impacts: Less than Significant Impact. Adherence to the City's Municipal Code provisions and other development standards that regulate nuisance noise from land uses along with project-specific mitigation would reduce contributions of the project to potential cumulative noise impacts. Furthermore, it is reasonable to conclude that each project on the cumulative project list will be required to identify and mitigate noise such that exterior and interior noise levels do not exceed established City standards at any noise-sensitive use. Therefore, the proposed project would not have a cumulatively considerable noise impact.	No	No mitigation is required.	No
4.14 Population and Housing			
Threshold 4.14-1: 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)? ***Population Growth: Less Than Significant Impact.*** The project includes an amendment to the RCSP land use designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center. To comply with SB 330, the project requires a General Plan Amendment for a parcel outside of the Reche Canyon Specific Plan (APN 163-172-48, which is located at 635 S. 7th Street) to compensate for the loss in residential capacity imposed by the project's action. However, the General Plan Amendment required as part of the project would not increase the City's population beyond what is anticipated in the City's General Plan. The development of commercial uses on the project site would not induce a substantial population because the project is anticipated to generate a small number of jobs (27 to 29 employment	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
positions) which would be filled by existing Colton residents. The project would not indirectly induce population growth because it does not propose new or expansion of existing infrastructure. Therefore, the proposed project would not induce a substantial increase in population over that which was envisioned in the RCSP build out or build out of the City's General Plan.			
Threshold 4.14-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ***Displace Substantial Numbers of Existing People or Housing: No Impact.*** No displacement of housing or residents would occur with implementation of the project. The project site is currently undeveloped. No residential uses currently exist onsite.	No	No mitigation is required.	No
Cumulative Population and Housing Impacts: No Impact. The project would include an amendment to the RCSP land use designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center. The project site is vacant and would not remove existing housing nor would the project add new housing; rather by developing neighborhood serving commercial uses, the project would add up to 29 new jobs in lieu of up to 20 new residents in a city currently considered "jobs poor." Therefore, the proposed project would not have a cumulatively considerable impact on population and housing.	No	No mitigation is required.	No
4.15 Public Services and Facilities			
Threshold 4.15-1: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services? ***Police Services: Less than Significant Impact with Mitigation Incorporated.*** Construction activities on the project site have the potential to affect police services, such as increasing emergency vehicle response times along Reche Canyon Road due to potential lane closures/detours and increasing service calls to the site due to potential criminal activity (e.g., theft of construction materials) during non-construction hours. Implementation of a Traffic Management Plan (Mitigation Measure 4.17.1) would ensure that project construction would not substantially affect emergency vehicle response times. Additionally, implementation of Mitigation Measure 4.1.1, would ensure that construction materials on the project site would be protected from theft	Yes	Refer to Mitigation Measures 4.1.1 and 4.17.1.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
through the installation of a 6-foot-high fence enclosing the project site, which would be locked during non-construction hours. The project site is undeveloped. Development of the proposed commercial uses would generate between approximately 22 and 29 new employment positions, which are anticipated to be filled by City residents. Therefore, the project would not increase the City's population, which could place a higher demand for police protection services. Placing development of any kind at a currently undeveloped site could result in an incremental increase in police services calls. However, the project site is designated for development as part of the RCSPs and therefore, the proposed project would not result in a higher demand for police protection services beyond what was anticipated and planned for at this location.			
Threshold 4.15-2: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered fire-fighting facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire services? ***Fire Protection: Less than Significant Impact with Mitigation Incorporated.*** Construction activities on the project site have the potential to affect fire protection services, such as increasing emergency vehicle response times along Reche Canyon Road due to potential lane closures/detours. Implementation of a Traffic Management Plan (Mitigation Measure 4.17.1) would ensure that project construction would not substantially affect emergency vehicle response times. The project site is undeveloped. Development of the proposed commercial uses would generate between approximately 22 and 29 new employment positions, which are anticipated to be filled by City residents. Therefore, the project would not increase the City's population, which could result in a higher demand for fire protection services. Placing development of any kind at a currently undeveloped site could result in an incremental increase in the demand for fire protection services. However, the project site is designated for development as part of the RCSPs and therefore, the proposed project would not result in a higher demand for fire protection services beyond what was anticipated and planned for at this location. Additionally, the project would incorporate project design features in accordance with applicable City and Fire Code requirements designed to reduce fire risk on the project site.	Yes	Refer to Mitigation Measure 4.17.1.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Threshold 4.15-3: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives? ***Schools: Less than Significant Impact.*** The project is a commercial use facility that is anticipated to employ existing residents within the City and Reche Canyon. Therefore, the project would not generate any school-aged children. Additionally, the project would be required to pay development fees in accordance with Government Code 65995 and Education Code 17620. Impacts on existing or future schools would be less than significant.	No	No mitigation is required	No
Threshold 4.15-4: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives? ***Other Public Facilities: Less than Significant Impact.*** The proposed project is not expected to increase the City's population; therefore, the project would not result a demand for more services at City-owned facilities, including City Hall and libraries, beyond what was anticipated and planned for at the project site. Therefore, the construction of new or expansion of existing library or other governmental facilities would not be required.	No	No mitigation is required.	No
Cumulative Public Services and Facilities Impacts. Less than Significant Impact. All cumulative development within the service areas of the City of Colton's Police and Fire Departments would be required to adhere to conditions established by these agencies and would be subject to applicable fees that will contribute to the maintenance of their facilities. The project would result in the development of uses that are typical of those currently present in the service area for the City of Colton's Police and Fire Departments and does not include any use or structure anticipated to disproportionally increase service demand beyond that which currently exists. The Colton Unified School District (FUSD) requires the payment of development fees to provide for maintenance of existing and the expansion or construction of new facilities. Additionally, all new development is required to provide school impact fees at the level identified by the FUSD. Since the projected increase in population generated by the proposed project would not result in the need for a physical expansion,	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
modification, or off-site construction of public facilities when considered in conjunction with other cumulative development, the proposed project would not have a cumulatively considerable impact on public services and facilities.			
4.16 Recreation			
Threshold 4.16-1: Would the project result in increased use of existing neighborhood and regional parks or other recreational facilities where substantial physical deterioration would occur or be accelerated? **Threshold 4.15-2: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?** ***Increased Use of Existing Recreational Facilities or Require Construction or Expansion of Recreational Facilities: Less than Significant Impact.*** The project proposes the development of commercial uses that would generate up to 29 employees on a site which is currently vacant. The nearest public park in proximity to the project site is Prado Park located at 3000 East Prado Lane approximately 1.25 miles north of the project site. Given the distance to the nearest public park from the project site, it is unlikely employees of the proposed project would increase the use of Prado Park when compared to existing conditions. The project is located adjacent to a bicycle trail along Reche Canyon Road. Due to the project site's proximity to the bicycle trail, project generated employees may increase the use of this trail. However, given the relatively low number of employees on the project site, the increased use of the trail would not result in substantial physical deterioration of the trail. The proposed project does not include the construction of recreation facilities. Project employment positions are anticipated to be filled by existing City residents and therefore would not increase the City's population or affect the City's parkland standard. Therefore, the proposed project would not require the construction of new or expanded recreational facilities in the City.	No	No mitigation is required.	No
Cumulative Recreation Impacts: Less than Significant Impact. Implementation of the proposed project in combination with other projects in the City would increase use of existing parks and recreation facilities. However, as future residential development is proposed, the City would require developers to provide the appropriate amount of parkland or pay the in-lieu fees, which will contribute to future recreational facilities. Therefore, the proposed project would not have a cumulatively considerable impact on park and recreational facilities.	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
4.17 Transportation			
Threshold 4.17-1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ***Conflict with a Transportation Program, Plan or Ordinance: Less than Significant Impact.*** *Trip Generation.* The proposed project is estimated to generate 1,246 daily trips, with 66 trips occurring during the a.m. peak hour and 98 trips occurring during the p.m. peak hour after accounting for pass-by trips. According to the City's General Plan Mobility Element Policy M-3.5, the City uses LOS D as its minimum level of service criteria for intersections. The proposed project would implement improvements at five study area intersections, which would result in an acceptable LOS at all but one intersection (Reche Canyon Road/Shahid Drive). However, the proposed improvements at this intersection would improve the level of service at this intersection when compared to baseline conditions. Therefore, the proposed project would be partially consistent with Policy M-3.5. Additionally, automobile delay on City roadways does not constitute a significant environmental impact pursuant to CEQA Guidelines Section 15064.3(a). *Pedestrians.* Generally, pedestrian facilities in proximity to the project site are fragmented and to not facilitate adequate pedestrian access from the site to neighboring commercial and residential uses. The project includes frontage improvements along Reche Canyon Road to include curb and gutter, sidewalks, street trees, and lighting. *Bicycle Facilities.* There are no designated bikeways along roadways adjacent to the project site or within the project vicinity. However, the City's General Plan Mobility Element designates Reche Canyon Road as a Bicycle Street and planned Class II bikeway from Washington Street to the southern City limit. Ultimate buildout of Reche Canyon Road will occur at the discretion of the City and will include the addition of Class II bikeways in accordance with the City General Plan. Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the City's bicycle facilities system. *Transit Services.* There are no bus service routes along Reche Canyon Road. The proposed project would be site specific and would not require new transit stops or the significant relocation of existing transit stops. Implementation of the	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
proposed project would not conflict with a program, plan, ordinance, or policy addressing the transit services system.			
Threshold 4.17-2: Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)? ***Vehicle Miles Traveled (VMT): No Impact.*** *CEQA Guidelines* Section 15064.3, subdivision (b) establishes "vehicle miles traveled" (VMT) criteria in lieu of LOS for analyzing transportation impacts and was signed into law as Senate Bill (SB) 743 in 2013. The City's VMT Guidelines provides multiple screening criteria for land use projects within Section 2.1, Screening Analysis of the VMT Guidelines. As recommended under the subsection 'Land Use Type' of the project screening criteria, local-serving retail projects with an area of less than 50,000 square feet are assumed to have a negligible impact upon the City's VMT profile. Since the project is a local-serving retail project and has an area of less than 50,000 square feet (18,124 square feet), the project would have a negligible impact on the City's VMT and can be screened out from further VMT analysis.	No	No mitigation is required.	No
Threshold 4.17-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ***Hazardous Roadway Design Features or Incompatible Uses: Less than Significant Impact.*** The design of the proposed project does not include any geometric design features or incompatible uses that could substantially increase circulation/traffic hazards. The project site is infill adjacent to existing single family residential uses and commercial uses to the south. Development of the site as proposed would improve pedestrian facilities along the project site frontage and facilitate walkable access to the site from commercial uses to the south and surrounding residential uses. The proposed project would not increase roadway hazards due to a geometric design feature or be incompatible or obstruct the use of farm equipment.	No	No mitigation is required.	No
Threshold 4.17-4: Would the project result in inadequate emergency access? ***Inadequate Emergency Access: Less than Significant Impact with Mitigation Incorporated.*** The proposed project includes construction of improvements along Reche Canyon Road, which may require temporary lane closures and interfere with emergency access. Mitigation Measure 4.17.1 requires the Construction Contractor to prepare and implement a Traffic Management Plan (TMP) during project construction. The TMP includes provisions to maintain traffic flow along Reche Canyon, safe access into and out of the project site, and emergency access to the site and adjacent areas during construction activities.	Yes	**4.17.1 Traffic Management Plan.** Prior to the commencement of grading activities, the Construction Contractor shall prepare a Traffic Management Plan (TMP) to the satisfaction of the City of Colton and shall ensure that the plan is implemented during construction with the goal of maintaining safety and adequate traffic operations to roadways affected by construction traffic. The TMP shall be consistent with the *California Temporary Traffic Control Handbook* (CATTCH) (previously known as the California Joint Utility Traffic Control Manual). At a minimum, the TMP shall include, but not be limited to, the following:	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Implementation of Mitigation Measure 4.17.1 would ensure that adequate emergency access to, from, and within the site is maintained during project construction. The proposed project's site design includes two project driveways and one emergency access only driveway, project frontage improvements along Reche Canyon Road, emergency access around the entire perimeter of the site, and emergency access within the site, including access to the sides of every building on the project site. The project's site design plans would be subject to review and approval by the SBCFPD, City Police Department, City Traffic Engineer, and Public Works Department during the City's plan review process. Therefore, the proposed project would be designed and developed to provide adequate emergency access during project operation.		• Provisions for temporary traffic control to improve traffic flow on public roadways and ensure the safe access into and out of the site (e.g., warning signs, lights and devices, and flag personnel); • Prohibiting construction-related vehicles from parking on public streets; • Providing safety precautions for pedestrians, equestrians, and bicyclists through such measures as alternate routing and protection barriers; • Obtaining the required permits for truck haul routes from the City of Colton and/or the California Department of Transportation (Caltrans); and • Maintaining unobstructed emergency access to the project site and adjacent areas during all phases of construction. Flag personnel shall be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access.	
Cumulative Traffic Impacts: Less than Significant Impact. The proposed project would result in less than significant impacts relating to conflicts with the circulation system, vehicle miles traveled, roadway design hazards, and emergency access. Other past, present, and reasonably foreseeable projects in the region would be required to meet standard requirements to provide transportation facilities that accommodate both pedestrian, bicycle, and vehicle travel. Therefore, the proposed project would not have a cumulatively considerable impact on transportation.	No	No mitigation is required.	No
4.18 Tribal Cultural Resources			
Threshold 4.18-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: • **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 § 5020.1(k), OR** • **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.**	Yes	**4.18.1 Native American Monitoring Agreement.** At least 30 days prior to the commencement of ground-disturbing activity, the construction contractor shall provide a Native American Monitoring Agreement with interested tribes to the City for review and approval. The Native American monitoring agreement shall be developed in consultation with the appropriate Native American tribal contact(s) of the interested tribes and shall identify (but not be limited to) the following: • The professional qualification(s) and/or approval of Native American monitor(s); • The professional standards and procedures to be following during archaeological excavation and/or monitoring; • The construction schedule, term/schedule of onsite Native American monitor(s) and the extent of areas and activities to be monitored;	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Tribal Cultural Resources: Less than Significant Impact with Mitigation Incorporated. According to project-specific Cultural Resources Assessment, there are no historic-era resources located within the project site. The City conducted Tribal consultation consistent with AB 32 and SB 18. During the consultation process the Augustine Band of Cahuilla Mission Indians suggested monitoring by a qualified cultural resources monitor occur during pre-construction and construction ground disturbance. The San Manuel Band of Mission Indians also declined further consultation at this time based on their assessment of the project location. However, the San Manuel Band of Mission Indians did request several Mitigation Measures to be added to the cultural and tribal cultural discussions of the environmental document, including the handling of unanticipated cultural finds and human remains. The City did receive a response from the Morongo Band of Mission Indians requesting continued consultation on the project regarding SB 18. The City responded to the request by providing a copy of the confidential Archaeological Site Survey Record (33-001067) to the Tribe on May 24, 2019. No additional requests from the Tribe have been made to date. No further comments were received. Ground disturbance activities" may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, weed abatement, boring, grading, excavation, and trenching within the project area. Development of the project requires extensive ground-disturbing activity. Due to the depth and extent of onsite grading, this activity may unearth previously unrecorded tribal cultural resources, the discovery of which would be a potentially significant impact. As part of the consultation process, the Augustine Band of Cahuilla Mission and the San Manuel Band of Mission Indians tribes have each provided the City with measures to mitigate for any potential impact to tribal cultural resources.		• The responsibilities of Native American monitor(s) including any requirement for the completion of daily monitoring logs and end-of-monitoring reporting; • The authority of Native American monitor(s) to redirect construction activity in the vicinity of any inadvertent discovery; • The method and/or terms of compensation (if any) for Native American monitor(s); and • Any insurance, specialized training or safety requirement necessary for Native American monitor(s) working within the proposed construction area. This mitigation measure shall be incorporated in all construction contract documentation and implemented to the satisfaction of the City. **4.18.2 Inadvertent Discovery of Native American Cultural Resources.** Any archaeological resource unearthed by construction activities shall be evaluated by the Qualified Archaeologist outlined in Mitigation Measure 4.5.1 and the Native Monitor(s). If the resources are Native American in origin, the interested tribe or tribes shall coordinate with the landowner regarding treatment and curation of these resources. • If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or has a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. • Preservation in place by accommodating onsite reburial of the discovered items with the interested tribes. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and recordation efforts have been completed. • A curation agreement with an appropriate qualified repository within San Bernardino County that meets federal standards per 36 CFR Part 79. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Bernardino, to be accompanied by payment of the fees necessary for permanent curation.	

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
		This mitigation measure shall be incorporated in all construction contract documentation and implemented to the satisfaction of the City. **4.18.3 Native American Monitor.** If any suspected Native American cultural resource is discovered during ground-disturbing activities and the Native American monitor is not present, construction activities within 50 feet of the suspected resource supervisor shall be halted. The Native American monitor shall be notified of the suspected discovery immediately. This mitigation measure, including the contact information of the qualified Native American monitor(s), shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City. Refer to Mitigation Measures 4.5.1 through 4.5.4.	
Cumulative Tribal Cultural Resources Impacts: Less than Significant Impact. With implementation of all applicable provisions of SB 18 and AB 52, Native Americans would be able to identify appropriate mitigation to reduce and/or avoid impacts prior to the development of the proposed project and other projects in the City. Therefore, the proposed project would not have cumulatively considerable impacts on Tribal Cultural Resources.	No	No mitigation is required.	No
4.19 Utilities and Service Systems			
Threshold 4.19-1: Would the project require or result in the relocation or construction of new or expanded wastewater treatment, the construction or relocation of which could cause significant environmental effects? **Threshold 4.19-3: 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?** ***Wastewater: Less than Significant Impact.*** Based on a generation rate of 1,080 gallons of wastewater per day, the project would contribute up to approximately 0.02 percent of the current surplus treatment capacity of the Colton Water Reclamation Facility (CWRF). Therefore, the CWRF has the capacity treat wastewater generated by the project.	No	No mitigation is required.	No
Threshold 4.19-1: Would the project require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Threshold 4.19-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? ***Water Supply: Less than Significant Impact.*** The project site is located within the service area of The City of Colton Water Department. The City of Colton Water Department service area encompasses approximately 14.8 square miles, providing over 10,200 municipal water service connections in 2020, providing water to approximately 46,500 people. The City of Colton obtains its water supply solely from groundwater. The proposed project's water demand is estimated to be 1,408 gallons per day (GPD) or 513,920 gallons or 1.58 acre-feet per year. In the 2015 San Bernardino Valley Regional Urban Water Management Plan, total water demand for the City of Colton is 9,008 acre-feet for the year 2020, and of that total, according to the Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan, 3,555 acre-feet are reserved for commercial uses. Water use estimates for the City of Colton indicate that the City would not experience any shortage in available water supply under single dry or consecutive dry year conditions. Therefore, there is water available for the project during normal, single dry, and multiple dry years over the next 25 years and impacts associated with water supply would be less than significant.			
Threshold 4.19-1: Would the project require or result in the relocation or construction of new or expanded storm water drainage facilities, the construction or relocation of which could cause significant environmental effects? ***Storm Water Drainage Facilities: Less than Significant Impact.*** The City requires all storm water facilities of the proposed project to interconnect with existing municipal storm water conveyance facilities. The precise interconnection locations are determined at the precise plan stage, but they are expected to occur either on site or within the Reche Canyon Road right-of-way in areas already disturbed and developed with infrastructure. The City requires all line size modifications or interconnections to be designed in accordance with applicable provisions of the City Municipal Code and to the satisfaction of the City Engineer.	No	Refer to Regulatory Compliance Measures 4.10.1 and 4.10.3.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
The necessary on-site and off-site storm water facilities are included as design features of the project and are analyzed within the footprint of the site and buildout of Reche Canyon Road width along the site frontage. Furthermore, compliance with construction- and operation-phase storm water requirements, as set forth in RCM 4.10.1 and 4.10.3, would ensure post-development storm water runoff volume would not exceed the existing, pre-developed condition. Therefore, the project would not result in the need to upgrade storm water drainage facilities in addition to those already analyzed in this environmental document.			
Threshold 4.19-1: Would the project require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ***Electricity, Natural Gas, and Telecommunications: Less than Significant Impact.*** The proposed project would tie into existing electrical, natural gas, and telecommunications infrastructure that exists along Reche Canyon Road adjacent to the site. Such connections may require trenching within the Reche Canyon Road right-of-way; however, construction to connect to existing electrical, natural gas, and telecommunications infrastructure would occur in previously disturbed areas and within the analytical footprint of the proposed project. Implementation of the proposed project would not require or result in the relocation or construction of new electric power, natural gas, or telecommunications infrastructure that would cause significant environmental effects.	No	No mitigation is required.	No
Threshold 4.19-4: 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? **Threshold 4.19-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?** ***Solid Waste: Less than Significant Impact.*** Solid waste collection is a "demand-responsive" service and current service levels can be expanded and funded through user fees without difficulty. Solid waste from the proposed project would be hauled by CR&R Environmental Services, Inc. to their Inland Regional Material Recovery Facility where waste would be sorted into recyclable and non-recyclable materials and disposed of. Solid waste that is collected and not recycled would be disposed of at several landfills – El Sobrante Landfill, San Timoteo Landfill, and Mid Valley Landfill.	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Construction activities occurring on the project site would generate solid waste, of which at least 65 percent of non-hazardous material would be diverted to a material recycling facility. Operational waste for commercial uses is calculated using the generation rate of 5 pounds per 1,000 square feet of commercial land use per day, generating 93.85 pounds (0.05 ton) of operational waste per day. The 0.05 ton of solid waste per day is below the maximum permitted daily tonnage accepted by the El Sobrante, San Timoteo, and Mid Valley Landfills; as such, existing landfills would adequately serve the project site. Per the California Green Building Code (CALGreen), a minimum of 65 percent of debris would be diverted to a material recycling facility, thus reducing the input of solid waste to the receiving landfills. The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. ***Cumulative Impacts to Utility Services and Systems. Less than Significant Impact.*** *Wastewater.* Cumulative development would not exceed the capacity of the wastewater treatment system because the CWRF currently has the carrying capacity for the wastewater that would be generated from this development project. *Water Supply.* Increases in population, square footage, and intensity of uses would contribute to increases in the overall regional water demand. Based on the water consumption rates provided for recent residential and non-residential projects in the City of Colton and the current and projected water supply for the City, the City has sufficient water supplies available for the proposed project and the cumulative projects. *Storm Drain Facilities*. Increased impervious surfaces are likely to alter existing hydrology and increase potential pollutant loads. However, all future development in the City of Colton and throughout the Santa Ana RWQCB will be required to comply with the requirements of the NPDES permit program. Continued growth is anticipated to occur in the City and surrounding areas and all new development and significant redevelopment will be required to minimize its individual impacts to storm water drainage and pollutant transport through implementation of BMPs.	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
Electricity, Natural Gas, and Telecommunications. Cumulative projects identified in Table 2.A and the proposed project would also be required tie into existing electrical, natural gas, and telecommunications infrastructure. None of the cumulative projects listed in Table 2.A are large enough to have significant impacts on electricity, natural gas and/or telecommunications facilities. The proposed project when combined with the cumulative projects would not make a significant contribution to any cumulatively considerable impacts on electric, natural gas, and telecommunications infrastructure. *Solid Waste.* AB 341 mandates the reduction of solid waste disposal in landfills. Solid waste from the proposed project and cumulative projects would be hauled by CR&R Environmental Services, Inc. to their Inland Regional Material Recovery Facility where waste would be sorted into recyclable and non-recyclable materials and disposed of. In addition, the proposed project and cumulative projects would be required to coordinate with the waste hauler to develop collection of recyclable materials for the project on a common schedule as set forth in applicable local, regional, and State programs. The proposed project would not have a cumulatively considerable impact on utilities and service systems.			
4.20 Wildfire			
Threshold 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan. ***Impair an Emergency Plan: Less than Significant Impact with Mitigation Incorporated.*** The project site is in a Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone designated area. The proposed project's impacts on an adopted emergency response or emergency evacuation plans during project construction and operation have been evaluated in accordance with the State's 2022 Wildfire Guidance. The City designates Reche Canyon Road as an evacuation route. Therefore, construction of improvements along Reche Canyon Road could require partial lane closures, which could impact traffic flows and/or emergency access during a community evacuation. However, the Construction Contractor would be required to prepare and implement a Transportation Management Plan (TMP) (Mitigation Measure 4.17.1), to be reviewed and approved by City staff, that would include provisions to maintain traffic flow along Reche Canyon Road, safe access into and out of the project site, and emergency access to the project site and adjacent areas during construction. Additionally, Mitigation Measure 4.20.1, which requires the preparation of a project-specific Fire Protection Plan	Yes	Refer to Mitigation Measure 4.17.1. **4.20.1 Fire Protection Plan.** Prior to commencement of grading activities, the project owner shall prepare a Fire Protection Plan (FPP) for City review and approval. At a minimum, the FPP shall include the following: ● A list of all major fire hazards, proper handling and storage procedures for hazardous materials, potential ignition sources and their control, and the type of fire protection equipment necessary to control each major hazard; ● Procedures to control accumulations of flammable and combustible waste materials; ● Procedures for regular maintenance of safeguards installed on heat-producing equipment to prevent the accidental ignition of combustible materials; ● The name or job title of employees responsible for maintaining equipment to prevent or control sources of ignition or fires; ● The name or job title of employees responsible for the control of fuel source hazards;	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
(FPP), would ensure that people on the project site during construction would know when and how to evacuate the project site during a wildfire emergency, thereby reducing the project's impacts on evacuation timing, need for alternative evacuation plans and impacts on existing evacuation plans. With implementation of Mitigation Measure 4.17.1 and Mitigation Measure 4.20.1, construction-related impacts associated with impairments to an adopted emergency response or evacuation plan would be less than significant. Due to the small size and types of uses proposed on the site, the project is not anticipated to generate a substantial number of customers or employees at any one time during project operations. Therefore, the project is not anticipated to generate a substantial number of vehicles needing to evacuate the site during a wildfire emergency and/or contribute a substantial amount of traffic along Reche Canyon Road during an emergency. Additionally, the proposed project includes roadway improvements along Reche Canyon Road and intersection improvements at five study area intersections within the vicinity of the project site to improve traffic flows under normal and emergency traffic conditions when compared to existing conditions. The project also includes three project driveways, one of which would be used for emergency access only and could also be used as an additional exit driveway for passenger vehicles during an evacuation. Finally, the proposed project would be required to prepare a FPP (Mitigation Measure 4.20.1), which would include a project-specific evacuation plan, thereby reducing the project's impacts on evacuation timing, the need for alternative evacuation plans, and impacts to existing evacuation plans. The FPP would also require the project to implement fire reducing measures, including the use of fire-resistant materials and a fuel modification plan. With implementation of Mitigation Measure 4.20.1, the proposed project would have a less than significant impact to an adopted emergency response or evacuation plan.		• Fire protection infrastructure and equipment to be provided on site, including fire hydrant placement; • Information regarding water supply and available flows during a wildfire; • Information regarding evacuation routes, alternative evacuation routes; and • Information regarding allowable building materials and defensible space, building ignition and fire resistance, and building fire protection systems.	
Threshold 4.20-2: 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. ***Exacerbate Wildfire Risks Due to Slope, Prevailing Winds, and Other Factors: Less than Significant Impact.*** Under existing conditions, wildfires may potentially occur within the project area due to fire-prone vegetation, wind conditions, and steep hillsides. However, the project site is relatively flat and is	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
not immediately adjacent to the neighboring hills, canyons, or densely vegetated areas. The proposed project would convert fuel-prone surface area (e.g., weedy vegetation) to paved surfaces, thereby limiting ignition potential. Additionally, the proposed project would be developed in accordance with applicable CBC, California Fire Code, and City Municipal Code regulations, including ignition-resistant materials and incorporation of fire sprinklers, to reduce the risk of wildfires in the project vicinity. The project would introduce new potential ignition sources in the form of building materials (e.g., wood), vegetation for landscaping, vehicles, small machinery (e.g., for typical commercial and landscape maintenance), and gasoline, but would also result in a large area separating ignition sources from native fuels. Therefore, the project would function as a fuel reduction area by helping create context-sensitive development and a new first-fuel break line of defensible space. Therefore, project impacts related to exacerbating wildfire risks due to slope, prevailing winds, or other factors would be less than significant.			
Threshold 4.20-3: 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? ***Exacerbate Wildfire Risks Due to the Installation or Maintenance of Infrastructure: Less than Significant Impact.*** Potable, recycled water, and wastewater infrastructure would be installed on the project site and improvements to existing infrastructure would be modified and/or extended throughout the site. Project design and implementation of utility improvements would be reviewed and approved by the City's Public Works Department as part of the project's approval process to ensure the proposed project is compliant with all applicable fire codes, design standards, and regulations. The project site plan includes very little vegetation that could be a source of fire. The internal roads and parking areas would reduce fire risk. Furthermore, the project site would be developed in accordance with applicable CBC, California Fire Code, and City Municipal Code regulations that require "fire-hardened" structures, which would also reduce the fire risk at the project site.	No	No mitigation is required.	No

Table 1.D: Summary of Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant Before Mitigation?	Mitigation Measure(s)	Significant After Mitigation?
In addition, the project applicant would prepare a Fire Protection Plan (FPP) to address water supply/availability, fire water flow, and hydrant placement, defensible space, building ignition and fire resistance, and fire protection systems, among other pertinent fire protection criteria. The FPP would be reviewed and verified by the City to ensure compliance with local and State codes. Therefore, the proposed project would not require the installation or maintenance of infrastructure that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.			
Threshold 4.10-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, postfire slope instability, or drainage changes? ***Expose People or Structures Significant Risks: Less than Significant Impact.*** If a wildfire should spread to the project site, the proposed project would contribute any additional runoff or sedimentation to the on-site natural drainages or other downstream drainages. This is due to the lack of steep slopes prone to landslides or erosion on the project site and the fact that the proposed project's drainage improvements would remain intact after a major wildfire, allowing them to continue to reduce the potential for flooding conditions in downstream storm drain facilities. Therefore, downslope or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes would not expose occupants or structures to significant risks.	No	No mitigation is required.	No
Cumulative Impacts to Wildfire. Less than Significant Impact. Potential impacts of the proposed project regarding wildfire, when combined with the impacts of past, present, and reasonably foreseeable projects in the City of Colton, could contribute to a cumulatively significant impact due to the increased risk of wildfire and impacts to resources and human life because of wildfire. However, the proposed project and all related projects are required to adhere to City, County, State, and federal regulations designed to reduce and/or avoid impacts related to wildfire including flooding hazards and landslides after a wildfire event. With compliance with these regulations, the proposed project would not have cumulatively considerable impacts related to wildfire.	No	No mitigation is required.	No

2.0 INTRODUCTION

This Environmental Impact Report (EIR) has been prepared utilizing information from City of Colton (City) planning and environmental documents, site- and project-specific technical studies, and other publicly available data. An EIR is an informational document intended to provide decision-makers and the public with information regarding the environmental effects associated with the project; identify methods to reduce or eliminate significant direct, indirect and cumulative project impacts; and to detail reasonable project alternatives that would reduce any identified significant impacts[1]. The City will use and consider information in this EIR (and supporting studies) and other relevant information during the CEQA process, to render a decision to approve, disapprove, or modify the project.

2.1 LEAD AGENCY

CEQA requires the preparation of an EIR for any project that has the potential to significantly affect the environment.[2] Through its preliminary review, the City has determined the project may have a significant impact on the environment and, therefore, has required the preparation of this EIR. The City is the "… public agency which has the principal responsibility for carrying out or approving the project." As such, it is the "Lead Agency" pursuant to CEQA.[3] CEQA requires the Lead Agency to prepare, process, and consider the information contained in the EIR prior to taking any discretionary[4] action on the project.

The EIR must be prepared directly by or under contract to the Lead Agency. LSA has prepared this EIR under the direction of City staff. When prepared by a party other than the Lead Agency, the EIR must be subjected to Lead Agency review and reflect the City's independent judgment.[5]

1 CEQA Guidelines §15121.

2 CEQA Guidelines §15360. "Environment" is defined as the physical conditions which exist within the areas that will be affected by a proposed project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. The area involved shall be that in which significant effects would occur either directly or indirectly as a result of the project. The "environment" includes both natural and man-made conditions.

3 CEQA Guidelines §15367.

4 CEQA Guidelines §15357. "Discretionary Project" is defined as a project that requires the exercise of judgment or deliberation when a public agency decides to approve or disapprove a particular activity, as distinguished from situations where the public agency merely has to determine where there has been conformity with applicable statutes, ordinances, regulations or other fixed standards. The key question is whether the public agency can use its subjective judgement to decide whether and how to carry out or approve a project.

5 CEQA Guidelines §15084(e).

2.2 OVERVIEW OF THE EIR PROCESS

The basic purposes[1] of CEQA are to:

- Inform government decision-makers and the public about the potential significant environmental effects of proposed activities;
- Identify ways that environmental damage can be avoided or significantly reduced;
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when Lead Agency finds the changes to be feasible; and
- If significant environmental effects are involved, disclose to the public the reasons why a Lead Agency approved the project in the manner the agency chose.

An EIR is an informational document used to inform public agency decision-makers and the public of the significant environmental effects of a project. The EIR contains a detailed description of the project under consideration; establishes the existing environmental conditions of the project site and adjacent areas; identifies the standards and thresholds against which environmental impacts are measured; assesses the environmental effects that would result from the project; identifies measures to reduce or eliminate significant environmental impacts; and evaluates alternatives that may reduce the impacts associated with project development.

The EIR addresses the environmental effects of the project to the degree of specificity appropriate to the underlying action(s)[2]. The recognized standard[3] is that an EIR analysis presents an adequate, complete, and good faith effort to provide decision-makers with the information to intelligently consider the environmental consequences of the project under consideration. While not requiring exhaustive evaluation, the EIR must include a "reasonably feasible" assessment of project impacts. Where disagreement amongst experts occurs, the EIR must detail the main points of disagreement.

The Draft EIR is distributed to public agencies and made available to the general public for review and comment. Upon completion of the public comment period, the Lead Agency prepares responses to comments received and, as appropriate, revises the EIR to accommodate minor corrections or modifications to the Draft EIR. The revised document, the Final EIR, must be certified by the Lead Agency prior to or in conjunction with the decision to approve the project.

1 CEQA Guidelines §15002.

2 CEQA Guidelines §15146.

3 CEQA Guidelines §15151. An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

The City and other agencies with the authority or responsibility to issue permits related to the project "responsible agencies"[1] will consider the information contained in this EIR in their evaluation of the project. The information presented in the EIR does not serve to control the decision(s) related to the project; rather, it is provided to foster informed decision-making and appropriate public participation.

2.3 EIR CONTENT AND FORMAT

This EIR focuses[2] on the areas of concern identified by the City and in responses to the Notice of Preparation (NOP) and Public Scoping meeting. As permitted under CEQA[3], in cases where the City determines an EIR will clearly be required, an Initial Study is not required. Based on its review of the project, the City has determined the potential impacts resulting from the construction and/or operation of the project, required preparation of an EIR; therefore, an Initial Study was not prepared for the project. In the absence of an Initial Study, this EIR analyzes the project's environmental impacts in an EIR related to the following issues:

4.1	Aesthetics	4.11	Land Use and Planning
4.2	Agriculture and Forestry Resources	4.12	Mineral Resources
4.3	Air Quality	4.13	Noise
4.4	Biological Resources	4.14	Population and Housing
4.5	Cultural Resources	4.15	Public Services
4.6	Energy	4.16	Recreation
4.7	Geology and Soils	4.17	Transportation
4.8	Greenhouse Gas Emissions	4.18	Tribal Cultural Resources
4.9	Hazards and Hazardous Materials	4.19	Utilities and Service Systems
4.10	Hydrology and Water Quality	4.20	Wildfire

The EIR is organized as follows:

Chapter 1.0 *Executive Summary* provides a summary of the project; identifies potentially significant impacts, mitigation measures, and the level of significance of each impact following mitigation; and project alternatives.

Chapter 2.0 *Introduction* outlines the EIR document's format including technical appendices; describes the purpose of the EIR including the legal purpose of CEQA, the intended use of EIR, and the EIR's incorporated documents and referenced technical reports;

1 CEQA Guidelines §15381. "Responsible Agency" is defined as a public agency which proposes to carry out or approve a project for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration and includes all public agencies other than the Lead Agency that have discretionary approval power over the project. Examples include the Regional Water Quality Control Board(s), South Coast Air Quality Management District, and the California Department of Fish and Wildlife.

2 CEQA Guidelines §15128. Allows an EIR to contain a statement supporting the Lead Agency's determination that some of the possible effects of a project are not significant and, therefore, are not discussed in detail in the EIR. For this project, the City has determined that each of the issues identified in the Appendix G of the CEQA Guidelines (2019) be addressed.

3 CEQA Guidelines §15063(a).

identifies environmental issues that are discussed; and defines the cumulative analysis provided in the EIR.

Chapter 3.0 *Project Description* details the geographical setting, project location, project setting, applicable land use and zoning designations, project characteristics, project objectives, and discretionary actions required to implement the proposed project.

Chapter 4.0 *Environmental Impact Evaluation* provides the detailed analysis of each environmental issue. Each evaluation of each issue follows the following format:

- *Summary.* Provides an introduction to the issue to be discussed, summarizing the content of the analysis to follow. This section will identify the specific reference material utilized in the environmental analysis.
- *Existing Setting.* Identifies the baseline conditions (natural and built) in existence at the time the NOP was issues. The Existing setting information provides the reader with the baseline from which future impacts are analyzed, and provides a standard against which to measure these impacts.
- *Methodology.* A brief summary of the methods and resources utilized in the preparation of the environmental analysis.
- *Existing Policies and Regulations.* Details the local, State, and Federal regulations, ordinances, and policies applicable to the issue area under discussion.
- *Thresholds of Significance.* Provides the criteria against which the relative significance of impacts resulting from project implementation are measured.
- *Impacts and Mitigation.* This discussion focuses on the potential short-term, long-term and cumulative impacts of the project. For these issues where no impact or a less than significant impact would occur, either, 1) no mitigation would be required or, 2) adherence to established regulations, standards, and policies would reduce sufficiently mitigate project impacts to below the established significance threshold.
- In instances when the implementation of measure(s) cannot eliminate or reduce a project impact to below established significance thresholds, the impact will be identified as “significant.”
- *Programmatic Analysis*. This discussion provides a programmatic analysis, consistent with CEQA Guidelines §15168(a), of the potential environmental impacts of developing 9 residential units at the residential transfer site (RTS) sometime in the future.

- *Cumulative Impacts.* This discussion focuses on the potential environmental effect of the proposed project combined with the effects of reasonably foreseeable cumulative projects within the project study area.

Chapter 5.0 *Other CEQA Topics* contains discussions of additional topics required by CEQA, including effects found to be significant and unavoidable, irreversible environmental changes caused by the project, potential secondary effects caused by the implementation of mitigation measures, and growth inducing impacts.

Chapter 6.0 *Alternatives* contains discussion of alternatives to development of the proposed project. As allowed by CEQA, the impacts of these alternatives are evaluated at a more general level than the project analyses contained in Chapter 4.0. This section also evaluates the proposed effects of the No Project Alternative and identifies the environmentally superior alternative.

Chapter 7.0 This section identifies the references used in the preparation of the EIR, the persons contacted, and the other source material.

Chapter 8.0 This section identifies City and Consultant staff who participated in the preparation and review of the EIR.

Appendices The Appendices contain the NOP, NOP mailing list, NOP comments letters, public scoping meeting information; scoping meeting comments; the various technical studies that support the EIR analysis; referenced materials; and other relevant material utilized during the preparation of the EIR.

2.4 BASELINE CONDITION

CEQA mandates that an EIR includes a description of the physical environmental conditions in the vicinity of a project. This environmental setting will normally constitute the baseline condition (baseline) by which the City will determine whether an impact is significant or not. From both a local and regional perspective, the baseline should be the physical environment conditions that existed at the time the NOP is published, or if no NOP is published, at the time environmental analysis is commenced. The NOP for the project was published on March 19, 2019; therefore, the environmental evaluations provided in Sections 4.1 through 4.20 identify the issue-specific baseline conditions that existed on that date.

The description of the environmental setting must be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts[1]. Any use of historic or future conditions to develop the baseline must be supported by substantial evidence in

[1] *CEQA Guidelines* §15125.

the project record[1]. The City has elected not to include historic or future conditions in its identification of project baselines.

2.5 AREA-WIDE, REGIONALLY, OR STATEWIDE SIGNIFICANT PROJECT

CEQA establishes the criteria[2] for identifying projects of statewide, regional, or area-wide significance. These criteria include:

- The adoption or amendment of a local general plan or general plan element;
- The project **caused** significant impacts beyond the boundary of the jurisdiction in which the project is located are representative conditions that would be considered of area-wide, regional, or statewide significance. Such projects may include: development of more than 500 dwelling units; A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space; a proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space; a proposed hotel/motel development of more than 500 rooms; or an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area;
- Cancellation of a Williamson Act open space contract;
- A project within identified areas of critical environmental sensitivity;
- A project that which would substantially affect sensitive wildlife habitats including but not limited to riparian lands, wetlands, bays, estuaries, marshes, and habitats for endangered, rare and threatened species[3].
- A project which would interfere with attainment of regional water quality standards as stated in the approved areawide waste treatment management plan; or
- A project which would provide housing, jobs, or occupancy for 500 or more people within ten miles of a nuclear power plant.

The project proposes an amendment to the Reche Canyon Specific Plan which encompasses areas within the City, the City of Loma Linda, and unincorporated San Bernardino County. The project does not require a General Plan Amendment for development at the project site. However, in order to

1 *CEQA Guidelines* §15125(a)(1). Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record.

2 *CEQA Guidelines* §15206.

3 As defined by *CEQA Guidelines* §15380.

satisfy the requirements of State law (Government Code Section 66300 et seq.), the project does require a General Plan Amendment for a parcel outside of the Reche Canyon Specific Plan. Government Code Section 66300 et seq. requires that any net loss of residential capacity that results from a project's action be concurrently rectified by changing the development standards, policies or conditions applicable to another parcel within the same jurisdiction to compensate for the loss of residential capacity imposed by the project's action. The project is proposing commercial development on a 2.9-acre project site, which is currently designated for Estate Density and allows for a maximum of 2 residential units per acre, or a total of up to six residential units. Therefore, development of the project would effectively reduce the City's residential capacity by up to six units. To avoid a net loss of residential capacity, the City has identified a parcel located at 635 S. 7th Street (APN 163-172-48) as capable of accepting the residential capacity (six units) that would be lost if the project is developed. The existing GP and Zoning for the parcel at 635 S. 7th Street does not currently allow for any residential development. Therefore, to ensure no net loss of residential capacity within the City from development of the project, the project would require a General Plan Amendment (GPA) from General Commercial to Mixed-Use Downtown and a zone change from General Commercial to Mixed-Use Downtown on 635 S. 7th Street (APN 163-172-48) to allow residential development.

The project does not exceed the stated commercial development thresholds; does not include the cancellation of Williamson Act contract; and does not substantially affect the habitat of any endangered or threatened species. The project does not interfere with the attainment of water quality standards and is not located within ten miles of a nuclear power plant.

Because the project would require a General Plan Amendment, the City has determined the project is considered an area-wide, regional or Statewide significant project.

2.6 DOCUMENTS INCORPORATED BY REFERENCE

The CEQA Guidelines permit[1] the incorporation by reference of portions or all of other documents that provide information relevant to the project and the environmental analysis. Documents incorporated by reference must be available to the public for inspection at a public place or public building. The documents identified below are incorporated by reference, and where relevant, the information therein has been summarized throughout the EIR. These documents are available for review at: City of Colton, Planning Division, located at 659 N. La Cadena Drive, Colton, CA 92324.

2.6.1 City of Colton

2.6.1.1 City of Colton General Plan and General Plan EIR

Each county and city in the State is required to adopt a comprehensive General Plan[2]. The General Plan may be adopted either as a single document or as a group of related documents organized either by subject matter or by geographic section within the planning area. The General Plan is considered to the City's long-range blueprint for its physical development and details the community's vision by identifying goals and objectives over the next 10 to 20 years and is the

1 *CEQA Guidelines* §15150.
2 Government Code Section 65300.

foundations upon which land use decisions should be based. A General Plan identifies community development goals and establishes policy relative to future public and private land use[1]. The general plan must be periodically updated to assure its relevance and usefulness and must include the following mandated elements[2].

- Land Use
- Circulation
- Housing
- Conservation
- Noise
- Open Space
- Safety
- Environmental Justice (required January 1, 2019)

State law[3] permits the inclusion of optional elements which address needs, objectives, or requirements particular to that city or county. The status of the City's required and optional General Plan[4] elements follows:

- Land Use (2013)
- Housing (2013)
- Mobility (2013)
- Noise (1987)
- Safety (1987)
- Open Space and Conservation (1987)
- Cultural Resources (2000)
- Model Air Quality (1991)

In addition, the City of Colton General Plan EIR, (State Clearinghouse No. 2012031037 certified) evaluated the potential environmental impacts associated with implementation of the City's update of its Land Use, Housing and Mobility Elements. Data, analysis and mitigation identified in the 2013 General Plan Update EIR has been incorporated into this EIR as appropriate.

2.6.1.2 Reche Canyon Specific Plan

The Reche Canyon Specific Plan[5] (RCSP) encompasses approximately 2,900 acres of the southeastern portion of the City. It covers some area in the City of Loma Linda and unincorporated San Bernardino County, and is bounded to the west by the City of Grand Terrace. Adopted in 1991, the RCSP manages the orderly transformation of the largely rural area into a low-density suburban

1 Government Code Section 65301(b).
2 Government Code Section 65302.
3 Government Code Section 65303.
4 City of Colton, Planning Documents: http://www.ci.colton.ca.us/index.aspx?nid=778
5 Reche Canyon Specific Plan: http://ca-colton.civicplus.com/DocumentCenter/View/276

development. The plan targets the construction of 4,957 units, of which 1,941 are in the City of Loma Linda.

2.6.1.3 City of Colton Zoning Code (Municipal Code Title 18)

The Zoning Code[1] of the City of Colton is that portion of the Municipal Code that prescribes the type, size and location of development; permitted uses within various zoning districts; the guidelines and standards related to architectural, landscape and other development features; and applicable performance standards.

2.6.1.4 City of Colton Climate Action Plan (2015)

The City developed its Climate Action Plan[2] (CAP) as a response to State mandates and regional guidance on reducing greenhouse gas (GHG) emissions. The CAP builds on and refines regional work to provide City-specific information and to develop the local implementation plan for City-selected GHG reduction measures. This CAP identifies how the GHG reduction measures will be implemented and monitored by the City going forward to ensure that progress is being made toward the GHG reduction target. The objectives of the CAP are to: provide a framework for incorporation of sustainability policies into the City's General Plan; streamline the environmental review process for development projects consistent with the CAP; achieve GHG reduction targets set by The Global Warming Solutions Act (AB 32); demonstrate the City of Colton's commitment to reducing GHG emissions in order to provide a healthier community for its residents.

2.6.2 Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and EIR

The RTP/SCS[3] is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals and is updated every four years. The 2020-2045 RTP/SCS adopted by SCAG on November 4, 2021 analyzed the region's transportation system, future growth projections, and potential funding sources in order in order to develop a long-term framework for transportation improvements and maintenance. The RTP/SCS provides for rational and sustainable regional growth by integrating and use and transportation. Preparation of the RTP/SCS was collaboratively and comprehensively completed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

The core vision for the 2020–2045 RTP/SCS is to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal includes new initiatives at the intersection of land use, transportation and technology to close the gap and reach greenhouse gas reduction goals. The plan also includes robust financial analysis that considers operations and maintenance costs to ensure the existing transportation system's reliability, longevity, resilience and cost effectiveness. In

1 City of Colton, Zoning Code: http://ca-colton.civicplus.com/DocumentCenter/View/3213
2 City of Colton, Climate Action Plan: http://ca-colton.civicplus.com/DocumentCenter/View/2774
3 Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx

addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's greenhouse gas emission reduction goals and federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources.

2.6.3 Technical Studies

The assessment of the project's environmental effects is supported by site- and project-specific technical studies. The EIR incorporates appropriate and relevant data and/or findings contained in the following technical studies, which have been included in their entirety as appendices to this EIR.

- *Air Quality and Greenhouse Gas Analysis Memorandum, Reche Canyon Plaza Project, City of Colton, San Bernardino County, California*, LSA, December 9, 2021 (Appendix B-1);
- *Energy Calculations,* LSA, n.d.(Appendix B-2);
- *Biological Assessment Memorandum, Reche Canyon Plaza Project, City of Colton, San Bernardino County, California*, LSA, September 14, 2021 (Appendix C);
- *Cultural Resources Assessment: Reche Canyon Plaza Project, City of Colton, San Bernardino County, California*, LSA, July 2019 (Appendix D);
- *Geotechnical Engineering Investigation, Proposed Commercial Development, Reche Canyon Road & Crystal Ridge Lane, Colton California*, Salem Engineering Group, Inc. (Appendix E);
- *Phase I Environmental Site Assessment, Proposed Commercial Development, Reche Canyon Road & Crystal Ridge Lane, Colton California*, Salem Engineering Group, Inc., October 4, 2021 (Appendix F);
- *Water Quality Management Plan (WQMP), Reche Canyon Commercial Retail Project*, Transtech Engineering, September 14, 2018 (Appendix G);
- *Noise and Vibration Impact Analysis, Reche Canyon Plaza Project, Colton, California*, LSA, February 2022 (Appendix H); and
- *Traffic Impact Study, Reche Canyon Retail, City of Colton, San Bernardino County, California,* LSA, June 2023 (Appendix I).

2.7 PUBLIC REVIEW PROCESS

2.7.1 Notice of Preparation

Due to the public interest in the project, an Initial Study was not prepared for the project. The EIR work effort commenced with the circulation of the NOP. The NOP was distributed to the State Clearinghouse, adjacent jurisdictions, agencies and organizations with regulatory oversight of potential on-site features or resources, and residents within 1,000 feet of the project site.

Additionally, the NOP was posted at the City Planning Division and at the Clerk of San Bernardino County Board of Supervisors.

The NOP was distributed for a thirty (30) day public comment period extending from March 21 to April 19, 2019. Comments received during the public review of the NOP have been previously identified in Table 1.A and were utilized to identify potential impacts addressed in Chapter 4.0 of this EIR. The NOP and all comments received are provided in Appendix A-1.

2.7.2 Public Scoping Meeting

The Public Scoping meeting was noticed on the NOP distributed for the project. This meeting was held on 6:00 pm on April 3, 2019 at Reche Canyon Elementary School, 3101 Canyon Vista Drive in the City of Colton. Large illustrative plans depicting the site plan and conceptual building elevations were provided for public review. Copies of the NOP and handouts explaining the EIR process were distributed to attendees.

At this meeting, City staff and the project representative[1] introduced the project and presented a summary of the proposed development. The City's environmental consultant[2]:

- Defined the purpose of the meeting;
- Provided a summary of the environmental conditions;
- Defined the concept of baseline condition;
- Explained the purpose of the environmental analysis;
- Outlined the environmental issues to be provided in the EIR;
- Identified the EIR process and where in the process the project currently stood;
- Stated the EIR would objectively evaluate project impacts and would be subject to the City's independent review and judgment;
- Identified the process for comment during the NOP period and scoping meeting and identified future opportunities for public comment during the EIR process; and
- Addressed specific questions from the public.

Table 1.B provides a general summary of public scoping comments received on the project. The scoping meeting materials and all comments received are provided in Appendix A-2.

2.7.3 Native American Consultation

The proposed development is a project under CEQA and includes a Specific Plan Amendment; therefore, consultation provision pursuant to both SB 18 and AB 52 are required. Table 1.C details the Native American governments contacted pursuant to this legislation.

2.7.4 Draft Environmental Impact Report

The Draft EIR is subject to a 45-day review period by responsible and trustee agencies and other interested parties. The Notice of Completion (NOC) and Notice of Availability (NOA) of the Draft EIR

1 Steve Weiss, Previous Planning Manager, City of Colton; Dave Mlynarski, Principal, TRANSTECH.
2 Carl Winter, Associate/Senior Environmental Planner, LSA.

have been distributed as required by CEQA[1]. As permitted by CEQA, copies of the Draft EIR were provided electronically to the State Clearinghouse, responsible and trustee agencies, other affected agencies, NOP/Scoping Meeting commenters, and other parties who have previously requested copies.[2] A complete hard copy of the Draft EIR and supporting appendices is available for review at City of Colton, Planning Division (address below). Any public agency or member of the public desiring to comment on the Draft EIR must submit their comment in writing to the individual identified below prior to the close of the public review period.

Mario Suarez, AICP
Planning Manager
City of Colton, Planning Division
659 North La Cadena Drive, Colton, CA 92324
(909) 370-5523
mtomich@coltonca.gov
Office Hours: Monday – Thursday, 7:30 am – 5:00 pm
Phone Hours: Monday – Thursday, 7:30 am – 6:00pm

The Draft EIR, including technical appendices, will also be available for review on the City's website at the following location: https://coltonca.gov/782/Planning-Division

After the 45-day public review period, written responses to all comments on the Draft EIR raised will be prepared. These responses will be available for review for a minimum of 10 days prior to the public hearings before the City's Planning Commission and City Council, at which time the certification of the Final EIR will be considered. The City will respond as appropriate to comments made at public hearings on the project and the Final EIR. The Final EIR (which will include the Draft EIR, the public comments and responses to the Draft EIR, and findings) will be included as part of the environmental record used during the consideration of the project by the City decision-makers.

2.8 MITIGATION MONITORING AND REPORTING PROGRAM

An MMRP will be prepared for this EIR to comply with the requirements of State law.[3] When mitigation measures are required to avoid or reduce the severity of significant impacts, State law requires the adoption of an MMRP. The monitoring program is intended to ensure compliance during implementation of the program. An MMRP will be adopted by the City Council concurrent with certification of the Final EIR for the proposed project.

2.9 CUMULATIVE IMPACTS

2.9.1 Definition of Cumulative Impact

This EIR includes a discussion of the potential cumulative impacts of a proposed project. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past,

1 *CEQA Guidelines* §§15085(a) and 15087(a)
2 Public Resources Code §21092(b)(3).
3 Public Resources Code §21081.6.

present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period of time. With respect to the analysis of cumulative impacts, CEQA[1] generally requires the following:

a. Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

b. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

CEQA defines cumulative impacts as "… two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." Under CEQA, the assessment of cumulative impacts contained in EIRs is typically based on either: a list of past, present, and probable future projects, which are either approved or being considered for approval by the City or other municipalities (or anticipated to be submitted for consideration, including projects in the design phase or under construction); or a summary of growth projections set forth in regional plans, including regional modeling plans.[2]

Table 2.A summarizes data provided by the City Planning Division pertaining to potential development projects that could contribute to cumulative environmental impacts. Figure 2.1 identifies the location of projects used in the cumulative analysis.

Because effects of multiple projects occurring at the same time may be additive, the significance of a cumulative impact may be greater than the effects resulting from the individual actions. It is expected that the cumulative impact analysis set forth in this EIR will be conservative and would tend to overstate cumulative impacts.

Because of the nature of individual environmental factors, the cumulative area for each issue addressed in this EIR may not be identical. For example, the cumulative area for air quality impacts is reasonably assumed to be the entire South Coast Air Basin, which is much larger than the cumulative area for public service impacts (i.e., the service area of the various service providers). Criteria for evaluating the significance of adverse effects are identified for each environmental issue in Chapter 4.0. These criteria, which are based on resource sensitivity, quality, and quantity, are also instructive when evaluating whether the environmental effect resulting from implementation of a particular project is cumulatively considerable. The timing and duration of each activity is also an important consideration for evaluating the potential cumulative effects of activities that may occur only for a limited period. In such cases, a cumulative effect may occur only when two or more of the activities are occurring simultaneously.

1 *CEQA Guidelines* §§15130(a) & (b)
2 *CEQA Guidelines* §15130(b)(1)(A) & (B).

LSA

LEGEND

Project Location

Cumulative Projects (with ID)

FIGURE 2.1

N

0 1125 2250

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SOURCE: Google Imagery (2022)

I:\CLT1802.06\GIS\MXD\CumulativeProjects.mxd (9/29/2022)

Reche Canyon Plaza Project

Cumulative Projects

Table 2.A: Cumulative Projects List

Map #/Address	Description	Status
1. 789 E. Cooley Drive	DAP-001-647- Architectural & Site Plan Review to allow the construction of five separate carports with solar photovoltaic panels located on the roof totaling 16,845 square feet within an existing parking lot of the Kaiser Permanente medical office on a site measuring approximately 3.41 acres and zoned M-1 (Light Industrial).	Approved 7/28/2020 R-09-20
2. 1020 S. Mt. Vernon Avenue	DAP-001-707 Conditional Use Permit to allow an RV sales and Architectural and Site Plan Review for a 25,287 square foot service center for "Giant RV" on two vacant parcels totaling 6.5 gross acres and Zoned C-2/R-O (General Commercial/Residential Overlay) Zone and located on a lot identified by the City's Current Housing Element Vacant Lot survey.	In Process
3. 2059 Steel Road	DAP-01-575 - time and place fixed to consider a public hearing to introduce by title only ordinance no. O-05-20, an ordinance of the City Council of the City of Colton to amend Section 18.06.020 (official Zoning Map) changing assessor parcel no. 0164-311-29-0-000 from M-1 (Light Industrial) to M-2 (Heavy Industrial) & a time and place fixed to consider a public hearing to approve and adopt a resolution of the Planning Commission of the City of Colton approving Architectural and Site Plan Review to allow the modernization of the existing CR&R Colton facility's new office/maintenance building and material recovery facility (MRF) addition project and adopt a Negative Declaration located on a 6.15 acre lot in the M-2 (Heavy Industrial) Zone at 2059 East Steel Road (File Index No. DAP 001-575),	Approved 8/04/2020 Ordinance No. O-05-20 & Resolution No. R-37-2020.
4. 1030 S. Mt. Vernon Ave.	DAP-001-713 - MCUP File Index No. DAP-001-410- to allow an urgent care use occupying 2,814 square feet located within the C-2 (General Commercial) Zone.	In Process
5. 1116 Santo Antonio Drive	DAP-001-649 - Architectural & Site Plan Review of a multi-family residential project and Tentative Tract Map No. 20340 to allow a 49 unit (net density of 20 du/acre), 3-story single lot condominium development within 8 buildings on approximately 2.74 gross acres located within the C-2/R-O (General Commercial/Residential Overlay) zone.	Approved R-17-20
6. 1035 S. Mt. Vernon Ave.	DAP -001-696 - Minor Conditional Use Permit to add a Type 41 (On-Sale Beer and Wine- Eating Place) Alcohol Beverage Control License and a Determination of Public Convenience and Necessity (PCN) for the on-sale alcohol license and add an enclosed 175 square-foot outdoor seating area for an existing restaurant with located within the C-2 (General Commercial) Zone.	Approved R-22-21
7. 1140 S. Mt. Vernon Avenue	DAP-001-700 - A Modification of Conditional Use Permit (DAP-001-190) and Architectural & Site Plan Review to allow for improvements to an existing gas station/full service car wash that includes demolition of existing 4,225 square foot gas station canopy and replace with new 2,548 square foot canopy, remodel existing 5,353 square foot building elevations, replace carwash equipment, install 14 new self-serve vacuum stations, and provide new landscaping on a lot measuring 38,970 square feet (0.89 acres) and Zoned C-2 (General Commercial) Zone.	Approved R-23-21
8. 1395 E. Washington Avenue	DAP-001-667 Conditional Use Permit and Architectural and Site Plan Review to allow a new four story, 73 room hotel, 42,331 square foot limited service hotel with a fitness center, meeting room, and pool and Variance to allow the building height to be 4-stories/61.5 feet in height instead of 3-stories/40 feet in height as allowed by the Zoning Code on a lot measuring 1.209 acres and located within the C-2 (General Commercial) Zone.	Approved R-17-21
9. 1600 Ridge View Drive	DAP-001-695 Subdivision of 20 residential lots, four (4) basin lots, and approximately 14.5 acres of undisturbed area within the Reche Canyon Specific Plan with a land use designation of Low Density and Open Space.	In Process
10. 1300 Barton Rd.	DAP-001-643 - Project includes an amendment to existing TTM No. 16798 to allow a reduction in single family lots from 186 lots to 184 single family detached residential lots on approximately 119.6 acres in the City of Colton. The project also includes additional right-of-way surrounding "Street A" between Barton Road (the western project boundary) and Westwood Street (the eastern project boundary). The additional right-of-way would support	In Process

Table 2.A: Cumulative Projects List

Map #/Address	Description	Status
	landscaping and pedestrian infrastructure and is assumed to serve the Iron Horse Hills development only.	
11. Rancho Del Prado east of Reche Canyon Specific Plan	DAP-001-585 - Currently in the City of Loma Linda and within the Colton Sphere of Influence, to provide and concurrently process a General Plan Amendment, Specific Plan and Vesting Tentative Tract Map to develop 350 single family homes for 203 gross acres of cluster residential development also depicted as Planning Area 10 within the Reche Canyon Specific Plan. Assessor's Parcel Numbers: 0284-591-45 & 46; 0284-601-08, 09 &15; 0284-161-50; 084-671-49; 0284-672-12, 13, 14 & 15; 0284-351-01, 08, 10, 28, 29, 32, 35, 52, 70 & 73; 0284-231-01; 0284-181-26; 0284-161-40; 0284- 221-16; 0284-181-27	In Process
12. 2621 Reche Canyon Rd.	DAP-001-453 - : Specific Plan Amendment to change the existing Reche Canyon Specific Plan (RCSP) Land Use Designation from "Estate Density Land Use" to "Commercial Land Use" and add "automobile fueling" as a conditional use; Architectural and Site Plan Review to allow development of a small neighborhood center for multiple commercial uses including automobile fueling; Conditional Use Permit for "food and beverage sales" and "automobile fueling", 24-hour operation, and alcohol sales; on a ~2.88-acre site consisting of three vacant properties located at 2621 Reche Canyon Rd between Reche Canyon Road and Old Reche Canyon Road, south of Shadid Drive. CEQA: an Environmental Impact Report (EIR) is being prepared.	In Process
13. 3003 Shadid Ln.	DAP-001-642 - Architectural and Site Plan Review to allow the construction a new 3,179 SF two-story SFR on a vacant 1.16 acre hillside lot measuring within the Estate Density Land Use Designation of the Reche Canyon Specific Plan.	Approved R-15-20
14. 2165 Westwood	DAP-001-639 - Architectural and Site Plan Review to allow the construction a new 2,413 square foot two-story single-family home on a vacant hillside lot measuring 0.2 acres within the Estate Density Land Use Designation of the Reche Canyon Specific Plan.	Approved R-07-20

Source: *Traffic Impact Study*, LSA, 2022.

In many cases, the mitigation measures result in reducing the project's cumulative impact to a less than significant level. The analyses indicate to what degree the project makes a significant contribution to cumulatively considerable impacts for each environmental issue (air quality, noise, traffic, etc.).

It should be noted that the project Traffic VMT Analysis used this same list of cumulative projects to estimate potential traffic impacts on local roadways and intersections (see Section 4.17, *Transportation and Traffi*c). The traffic data in turn were used as a basis for modeling air quality and greenhouse gas emissions (see Sections 4.3, *Air Quality* and 4.8 *Greenhouse Gas and Global Climate Change* and Section 4.13, *Noise and Vibration*).

3.0 PROJECT DESCRIPTION

This chapter provides the required description of the proposed project including its geographic setting, project location, project setting, General Plan and zoning designations, project characteristics, project objectives and benefits, and required discretionary actions.[1] As detailed in Chapter 4.0, the project description is used as the basis for addressing the project's environmental impacts.

3.1 SITE LOCATION AND CHARACTERISTICS

The project site is located in the southeast corner of the City, on the west side of Reche Canyon Road just south of Crystal Ridge Lane. The approximately 2.90 site includes four parcels, (Assessor's Parcel Numbers [APNs] 0284-211-70, 71, 72, and 1178-371-27.) The triangular shaped site was created as a result of the realignment of Reche Canyon Road. Old Reche Canyon Road forms the west and south boundaries of the site. Other site boundaries include Crystal Ridge Lane to the north and Reche Canyon Road to the east. Single-family residences are located to the south and west.

The site is currently vacant and undeveloped. Ruderal (weedy) vegetation occupies a majority of the site. Onsite elevations range from 1,253 feet above mean sea level (amsl) at the southeast corner down to 1,229 feet amsl at the north corner. The site is relatively flat with no major changes in grade, with some natural water retention and pooling from nearby street run-off.

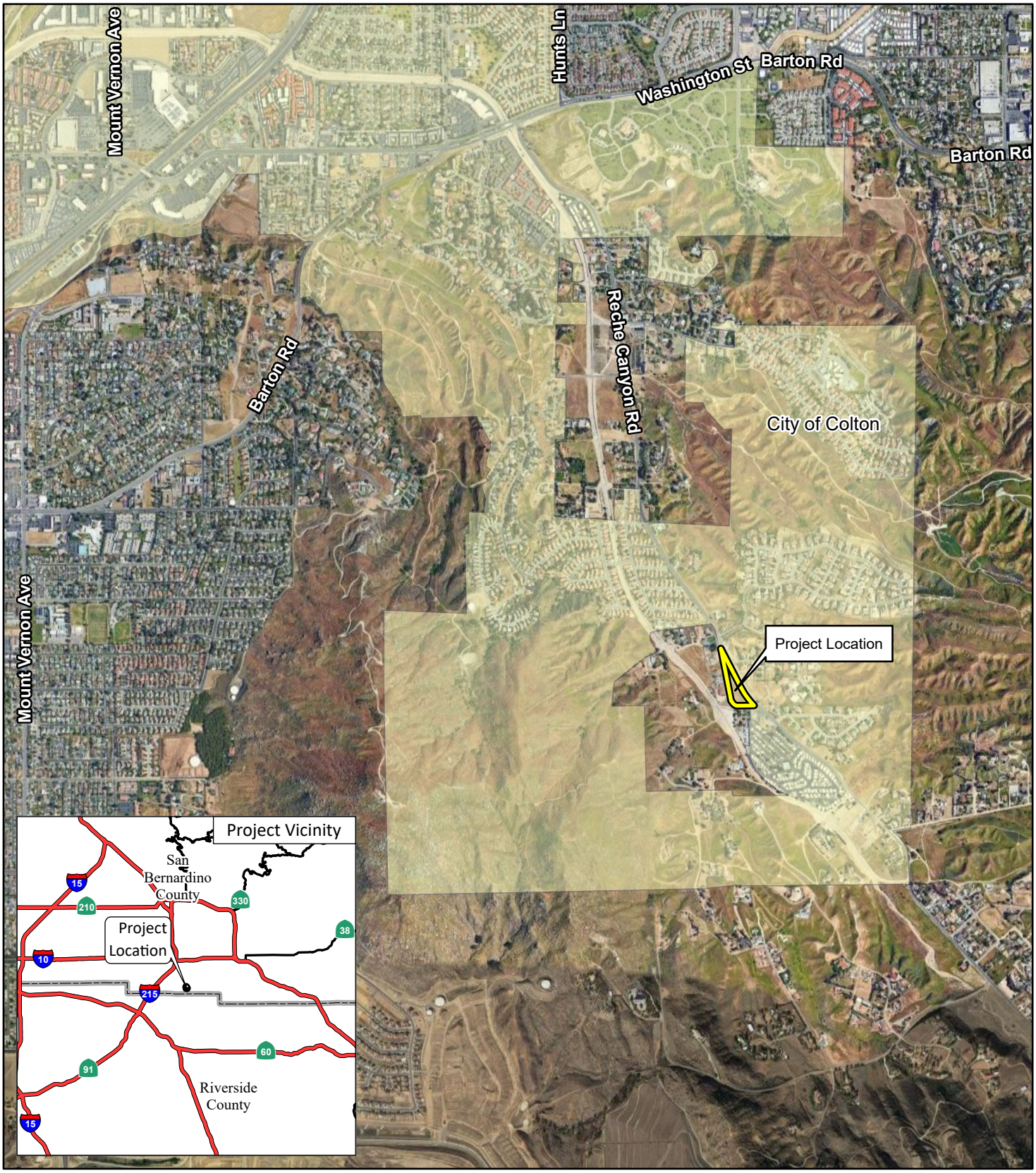
3.2 LAND USE

The following discussion summarizes existing and adjacent land uses onsite and in the project area and identifies the existing General Plan and zoning designations in the project area.

3.2.1 Existing Land Uses

The project site is currently vacant but is surrounded to the south, north, east and west by single-family residential uses and scattered vacant parcels. Reche Canyon Road divides the project area and is a major regional connector for Moreno Valley and Colton, as shown in Figure 3.1. Surrounding land uses include single-family properties on larger lots of moderate to low density. The character of the surrounding homes could be characterized as rural in nature. The existing onsite and adjacent land uses are shown in Figure 3.2.

[1] *CEQA Guidelines* §15124



LSA

Project Location

City of Colton

FIGURE 3.1

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Source: Google Maps (2020)

Reche Canyon Plaza Project

Regional Location

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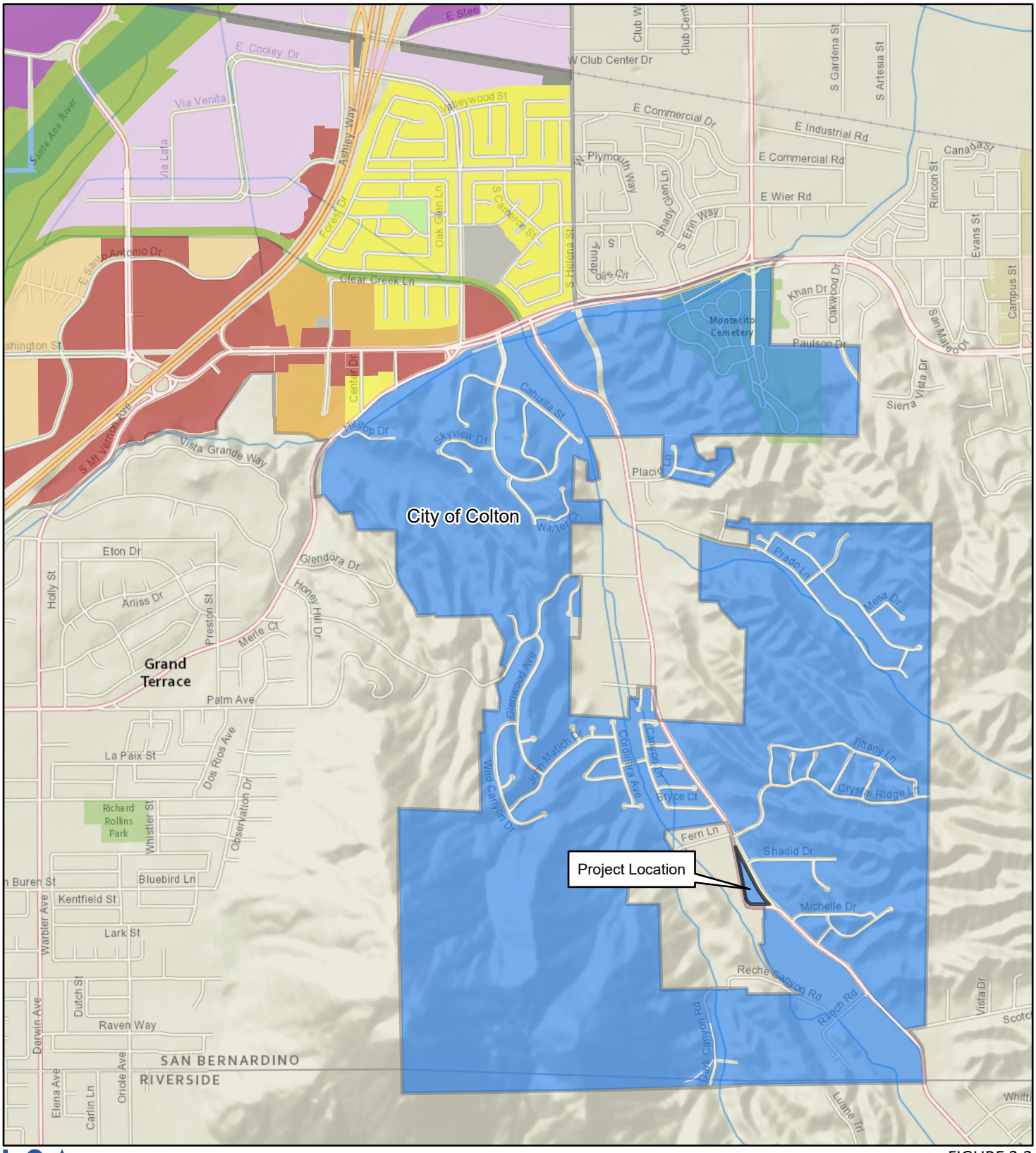

LSA

FIGURE 3.2

City of Colton General Plan Land Uses

- Light Industrial
- Industrial Park
- Heavy Industrial
- Low Density Residential
- Medium Density Residential
- Multiple Family Residential
- General Commercial
- Open Space - Recreation
- Open Space - Resource
- Public/Institution
- Railroad/Utility Corridor
- Reche Canyon Specific Plan

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0 1000 2000
Feet

Reche Canyon Plaza Project

SOURCE: Esri National Geographic Basemap (2021); City of Colton (2021)

Site Location and Surrounding Land Uses

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3.2.2 General Plan and Zoning Designations

The Colton General Plan[1] is City's blueprint for future growth and development. The General Plan identifies the City's goals with respect to both built and natural environments and establishes the policies and implementation measures to achieve the stated goals. The City most recently updated the General Plan Land Use Map[2] in 2019. Similarly, the City's Zoning Code[3] is consistent with the City's General Plan and is intended to encourage the most appropriate use of land and ensure compatibility between uses. The City's General Plan and zoning designations for the project site and surrounding areas are all within the Reche Canyon Specific Plan (RCSP). One area immediately west of the site and one area further north of the site consist of unincorporated land within San Bernardino County but are within the City's Sphere of Influence (SOI).

3.2.3 Reche Canyon Specific Plan (RCSP)

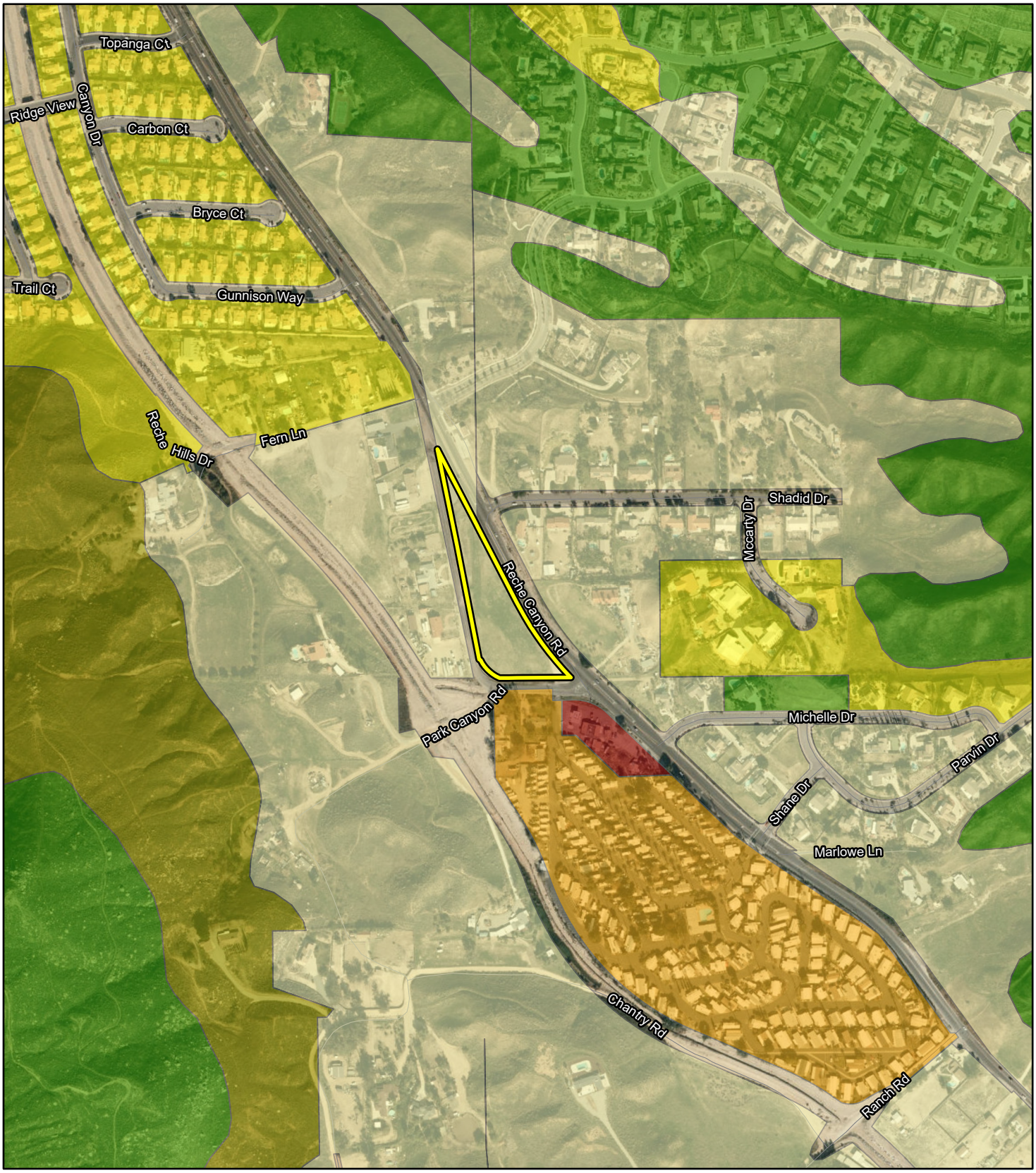
The project site and surrounding areas are within the RCSP which designates the site (referred to as RCSP Planning Area 9) for Estate Density (residential) uses with a 2 units per acre as the maximum density. Adjacent land to the west and land just east of the site and Reche Canyon Road are also designated for Estate Density. The land to the southeast, also along the west side of Reche Canyon Road and including the non-conforming commercial center immediately south of the project site, is designated for Intermediate Density residential uses (4-10 units per acre with a target of 8 units per acre). The land to the northwest and further to the northeast of the site is designated for Low Density residential uses (2-4 units per acre with a target of 2 units per acre). Table 3.A summarizes the various RCSP land use designations on and around the project site. The land use plan for the RCSP is shown in Figure 3.3.

Table 3.A: Existing RCSP Land Use Characteristics

Location	Current Land Uses	Land Use Designations	Density Allowance
Onsite	Undeveloped	Estate Density	2 units per acre maximum
North	Single-Family Residential	Low Density	2-4 units per acre (2 units per acre target)
South	Multi-Family Residential Commercial	Intermediate Density NA	4-10 units per acre (8 units per acre target) NA
East	Single-Family Residential	Estate Density Low Density	2 units per acre maximum 2-4 units per acre (2 units per acre target)
West	Single-Family Residential	Estate Density Rural Density	2 units per acre maximum 1 unit per acre maximum

Sources: GoogleEarth, City of Colton General Plan Land Use Element, City Zoning Map, and Reche Canyon Specific Plan Land Use Map

1 General Plan Land Use Element last updated August 20, 2013 (Resolution 61-13)
2 General Plan Land Use Plan Map, https://www.ci.colton.ca.us/778/Planning-Documents
3 Colton Municipal Code, Title 18, Zoning Map last updated October 10, 2019



LSA

Project Location

Reche Canyon Specific Plan Categories

- Commercial
- Intermediate Density
- Low Density
- Estate Density
- Rural Density
- Open Space

FIGURE 3.3

N

0 250 500
Feet

Reche Canyon Plaza Project

SOURCE: Google Imagery (2020), City of Colton (2021)

Reche Canyon Specific Plan Land Use Map

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3.3 PROJECT CHARACTERISTICS

The project consists of the development of approximately 18,124 square feet of neighborhood retail commercial uses on 2.9 acres in the lower end of Reche Canyon. Specific uses include a 3,574-square foot fueling station with 6 fueling dispensers, a 3,000-square foot convenience store, 9,800 square feet of neighborhood commercial retail space, and a 1,750-square foot drive through car wash (see Figure 3.4). Retail space will be divided between approximately six different businesses. Adequate parking would be provided for the retail space and gas station; approximately 42 spaces for the retail and 25 spaces for the gas station. Access to the site will be provided from Reche Canyon Road, which is located along the eastern boundary of the project site and from the previous alignment of Reche Canyon Road (from here on out referred to as Old Reche Canyon Road), which is located on the south end of the project site (refer to Figure 3.3), and now "wraps around" the west side of the site.

3.3.1 Architecture

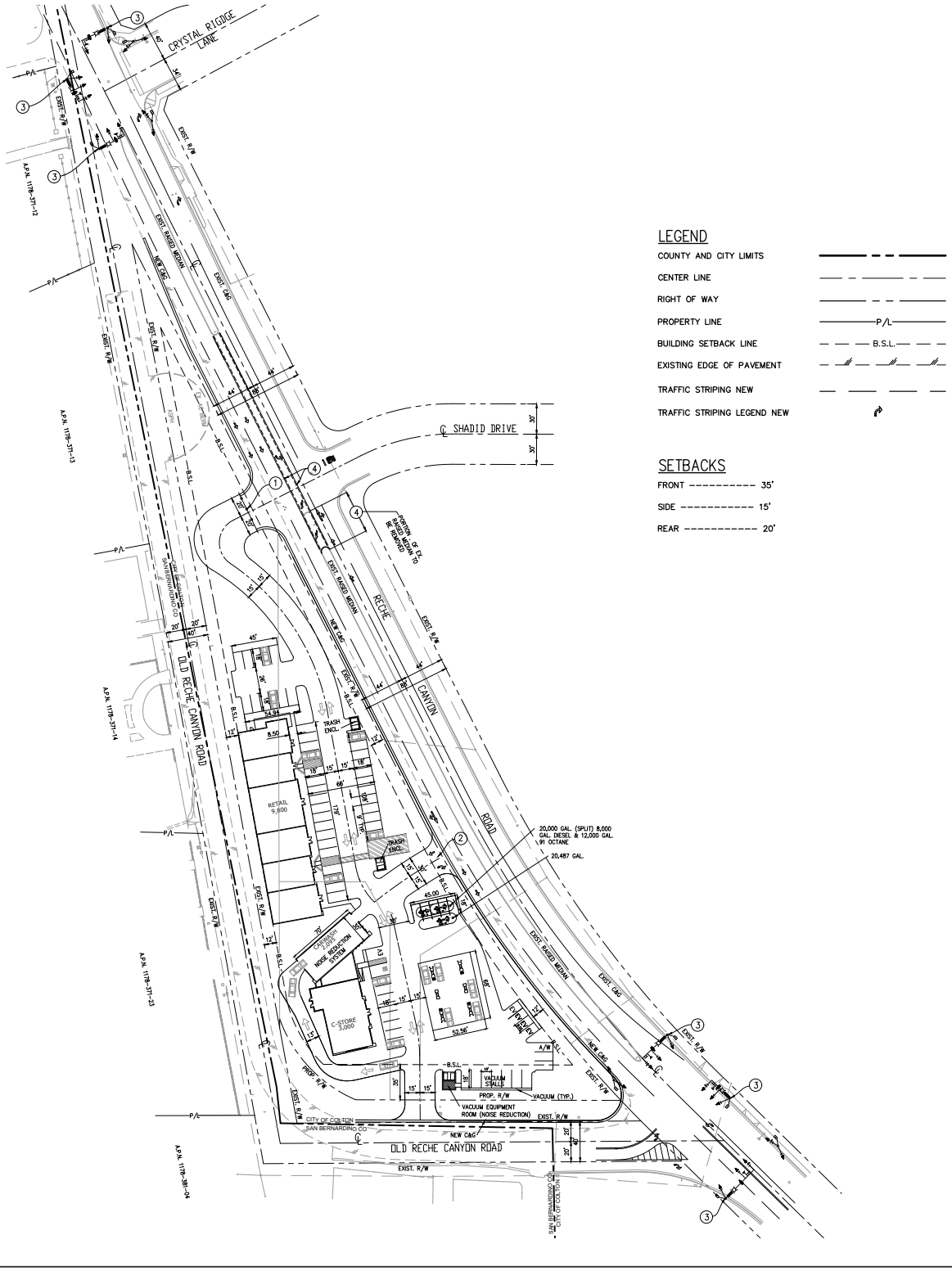
The planned architecture of the project is rustic western themed. Structures would not exceed one-story, and facades of the structures would be 26-feet tall at a maximum. The planned retail units would have reclaimed wood ship-lap siding and metal "western lock" roofing. Weathered wood posts and trellises would round out the rustic, western theme of the development. A 32-foot tall water tower sign would be a central feature of the commercial area and carry the common name of the retail center (refer to Figures 3.5.A–3.5.F).

3.3.2 Landscaping

Landscaping would consist of mostly native shrubs and grasses, as well as over 60 trees appropriate for the climatic conditions onsite. A concrete sidewalk would form the boundary between Reche Canyon Road and the proposed development, while a decomposed granite walkway will meander behind the retail areas along Old Reche Canyon Road. Several seating areas with split-rail fences and "hitching-post" fences would be created at strategic locations along Old Reche Canyon Road (refer to Figure 3.6).

3.3.3 Circulation

There would be two primary access points to the project site, both off of Reche Canyon Road. The first would be in the central portion of the project site off Reche Canyon Road along the eastern frontage of the project site (Figure 3.4). This access would provide right in/right out access only. The second access point would be at the southern end of the property, where the project would construct a driveway onto the Old Reche Canyon Road. The project would also provide an access driveway at the north end of the property, where the project would construct a new fourth leg at the Reche Canyon Road/Shadid Drive intersection. This access driveway would be for emergency access only.



LSA

FIGURE 3.4

N

0 80 160

FEET

SOURCE: Transtech

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Reche Canyon Plaza Project

Proposed Site Plan

VIEW OF RETAIL SHOPS- LOOKING SOUTH-WEST FROM NORTH DRIVEWAY ENTRANCE

VIEW OF CONVENIENCE STORE- LOOKING NORTH WEST FROM SOUTH DRIVE-WAY ENTRANCE

VIEW OF RETAIL SHOPS & CAR WASH - LOOKING NORTH-WEST AT BUILDINGS

VIEW FROM RECHE CANYON ROAD LOOKING SOUTH-WEST AT PROJECT

LSA

FIGURE 3.5.A

Reche Canyon Plaza Project

Building Elevations

SOURCE: J.E. Armstrong Architect, Inc.

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VIEW FROM RECHE CANYON ROAD LOOKING NORTH-WEST AT PROJECT

VIEW OF CAR-WASH AND CONVENIENCE STORE FROM CENTER DRIVE-WAY

VIEW OF GAS STATION LOOKING NORTH-WEST

VIEW FROM OLD RECHE CANYON RD. LOOKING NORTH-EAST AT BACK OF PROJECT

LSA

FIGURE 3.5.B

Reche Canyon Plaza Project

Building Elevations

SOURCE: J.E. Armstrong Architect, Inc.

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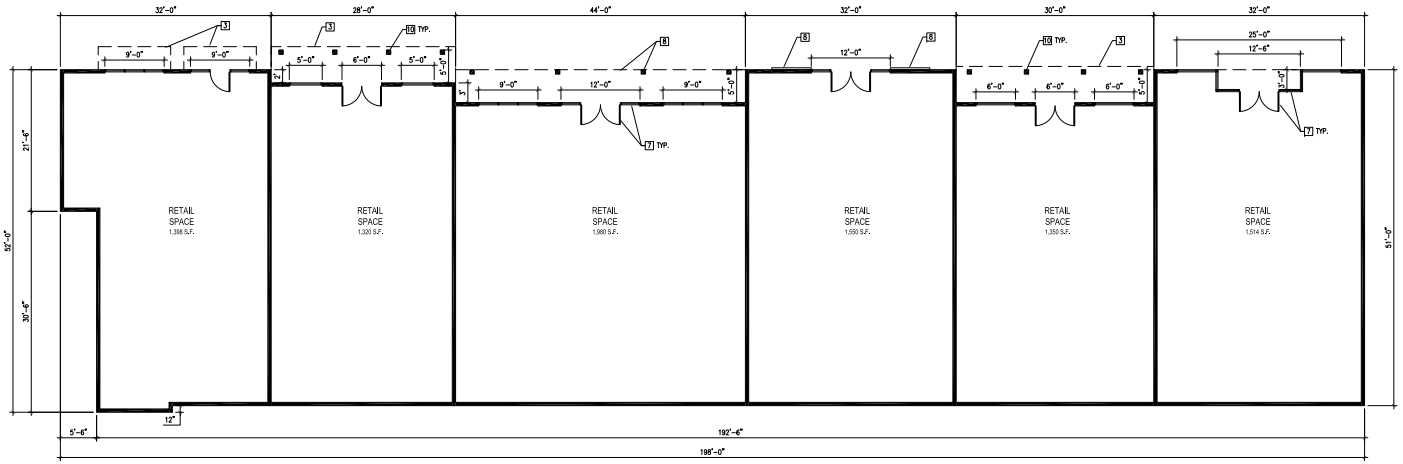


FLOOR PLAN

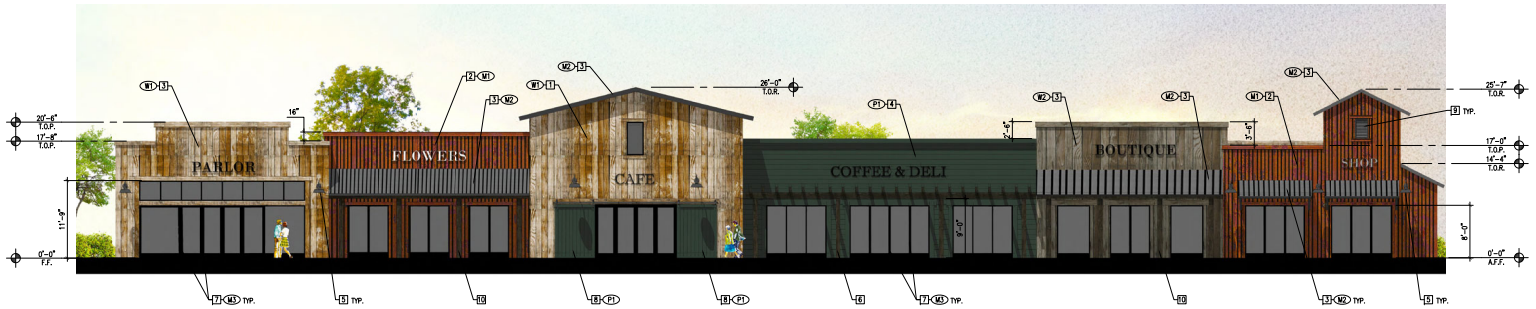
1/8" = 1'-0"

KEYNOTES

1. RECLAIMED WOOD SHIP LAP SIDING
2. 8" CORRUGATED CORTEN STEEL SIDING
3. STANDING SEAM METAL ROOFING AND AWNING
4. PAINTED WOOD SHIP-LAP SIDING
5. EXTERIOR LIGHT FIXTURE, BY TMS LIGHTING: "CALVIN WALL" IN MATTE BLACK
6. 8"X8" WEATHERED WOOD POSTS AND TRELLIS
7. ALUMINUM STOREFRONT FRAMED DOORS AND WINDOWS
8. PAINTED WOOD BARN STYLE DOORS
9. 24"X36" ALUMINUM RECTANGLE LOUVERED GABLE VENT IN BLACK
10. 8"X8" WEATHERED WOOD POSTS

FINISH SCHEDULE

NO.	DESCRIPTION (SEE MATERIAL BD. FOR SAMPLE)
W-1	WOOD SIDING: RECLAIMED WOOD SHIP SLAP SIDING, 5" WIDTH "CENTENNIAL WOODS" COLOR: CODY
W-2	WOOD SIDING: RECLAIMED WOOD SHIP SLAP SIDING, 5" WIDTH "CENTENNIAL WOODS" COLOR: LARAMIE
M-1	METAL CORTEN CORRUGATED STEEL SIDING, 8" DEPTH "WESTERN STATES METAL ROOFING" A606-4 (CORTEN)
M-2	STANDING SEAM METAL ROOFING, WESTERN LOCK "WESTERN STATES METAL" COLOR: CHARCOAL GREY
M-3	ALUMINUM FRAMED METAL WINDOWS "ARCADIA" COLOR: BLACK
P-1	PAINT "BENJAMIN MOORE" COLOR: DEEP RIVER, 1582



EAST ELEVATION

1/8" = 1'-0"

LSA

FIGURE 3.5.C

Reche Canyon Plaza Project

Building Elevations

SOURCE: J.E. Armstrong Architect, Inc.

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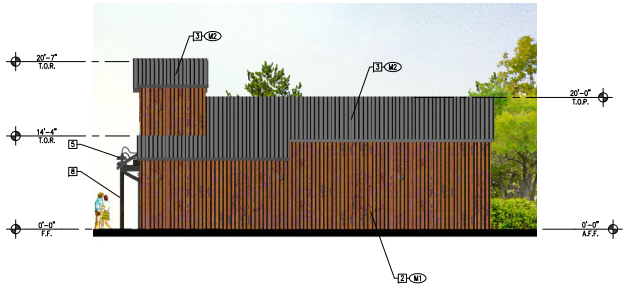
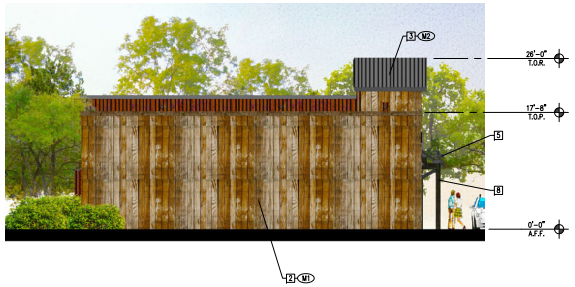
WEST ELEVATION

1/8" = 1'-0"



NORTH ELEVATION

1/8" = 1'-0"



SOUTH ELEVATION

1/8" = 1'-0"

KEYNOTES

1.	RECLAIMED WOOD SHIP LAP SIDING
2.	¾" CORRUGATED CORTEN STEEL SIDING
3.	STANDING SEAM METAL ROOFING AND AWNING
4.	PAINTED WOOD SHIP-LAP SIDING
5.	EXTERIOR LIGHT FIXTURE, BY TMS LIGHTING: "CALVIN WALL" IN MATTE BLACK
6.	8"X8" WEATHERED WOOD POSTS AND TRELLIS
7.	ALUMINUM STOREFRONT FRAMED DOORS AND WINDOWS
8.	8"X8" WEATHERED WOOD POSTS
9.	PAINTED WOOD BARN STYLE DOORS

FINISH SCHEDULE

NO.	DESCRIPTION (SEE MATERIAL BD FOR SAMPLE)
W-1	WOOD SIDING: RECLAIMED WOOD SHIP SLAP SIDING, 5" WIDTH "CENTENNIAL WOODS" COLOR: CODY
W-2	WOOD SIDING: RECLAIMED WOOD SHIP SLAP SIDING, 5" WIDTH "CENTENNIAL WOODS" COLOR: LARAMIE
M-1	METAL CORTEN CORRUGATED STEEL SIDING, ¾" DEPTH "WESTERN STATES METAL ROOFING" A606-4 (CORTEN)
M-2	STANDING SEAM METAL ROOFING, WESTERN LOCK "WESTERN STATES METAL" COLOR: CHARCOAL GREY
M-3	ALUMINUM FRAMED METAL WINDOWS "ARCADIA" COLOR: BLACK
P-1	PAINT "BENJAMIN MOORE" COLOR: DEEP RIVER, 1582

LSA

FIGURE 3.5.D

Reche Canyon Plaza Project

Building Elevations

SOURCE: J.E. Armstrong Architect, Inc.

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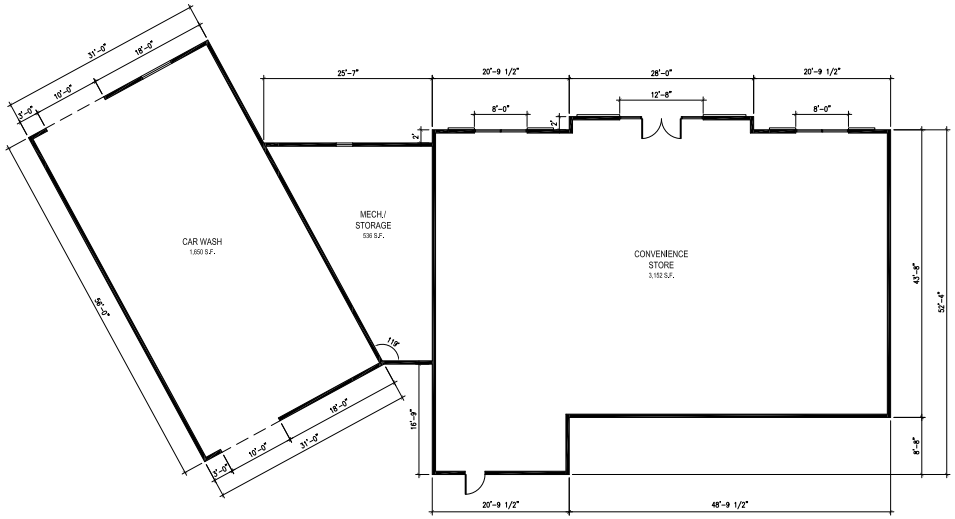


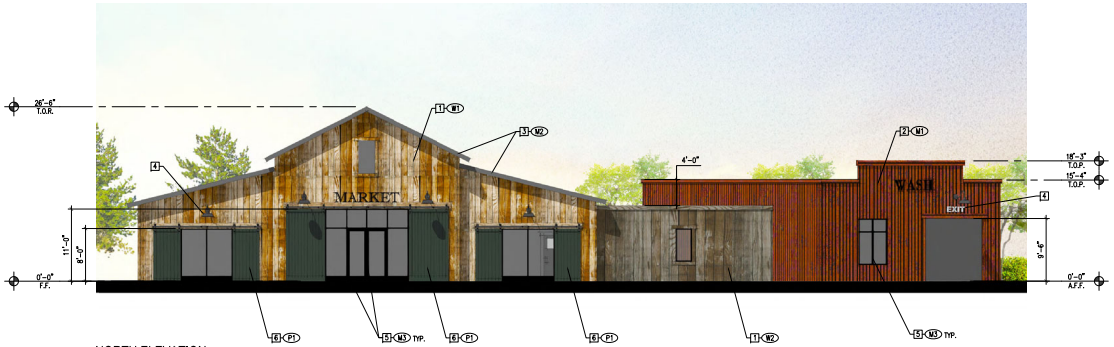
FLOOR PLAN

1/8" = 1'-0"

KEYNOTES

1. RECLAIMED WOOD SHIP LAP SIDING
2. ¾" CORRUGATED CORTEN STEEL SIDING
3. STANDING SEAM METAL ROOFING AND AWNING
4. EXTERIOR LIGHT FIXTURE, BY TMS LIGHTING: "CALVIN WALL" IN MATTE BLACK
5. ALUMINUM STOREFRONT FRAMED DOORS AND WINDOWS
6. PAINTED WOOD BARN STYLE DOORS

FINISH SCHEDULE	
NO	DESCRIPTION (SEE MATERIAL BD FOR SAMPLE)
W-1	WOOD SIDING: RECLAIMED WOOD SHIP SLAP SIDING, 5" WIDTH "CENTENNIAL WOODS" COLOR: CODY
W-2	WOOD SIDING: RECLAIMED WOOD SHIP SLAP SIDING, 5" WIDTH "CENTENNIAL WOODS" COLOR: LARAMIE
M-1	METAL CORTEN CORRUGATED STEEL SIDING, ¾" DEPTH "WESTERN STATES METAL ROOFING" A606-4 (CORTEN)
M-2	STANDING SEAM METAL ROOFING, WESTERN LOCK "WESTERN STATES METAL" COLOR: CHARCOAL GREY
M-3	ALUMINUM FRAMED METAL WINDOWS "ARCADIA" COLOR: BLACK
P-1	PAINT "BENJAMIN MOORE" COLOR: DEEP RIVER, 1582



NORTH ELEVATION

1/8" = 1'-0"

LSA

FIGURE 3.5.E

Reche Canyon Plaza Project

Building Elevations

SOURCE: J.E. Armstrong Architect, Inc.

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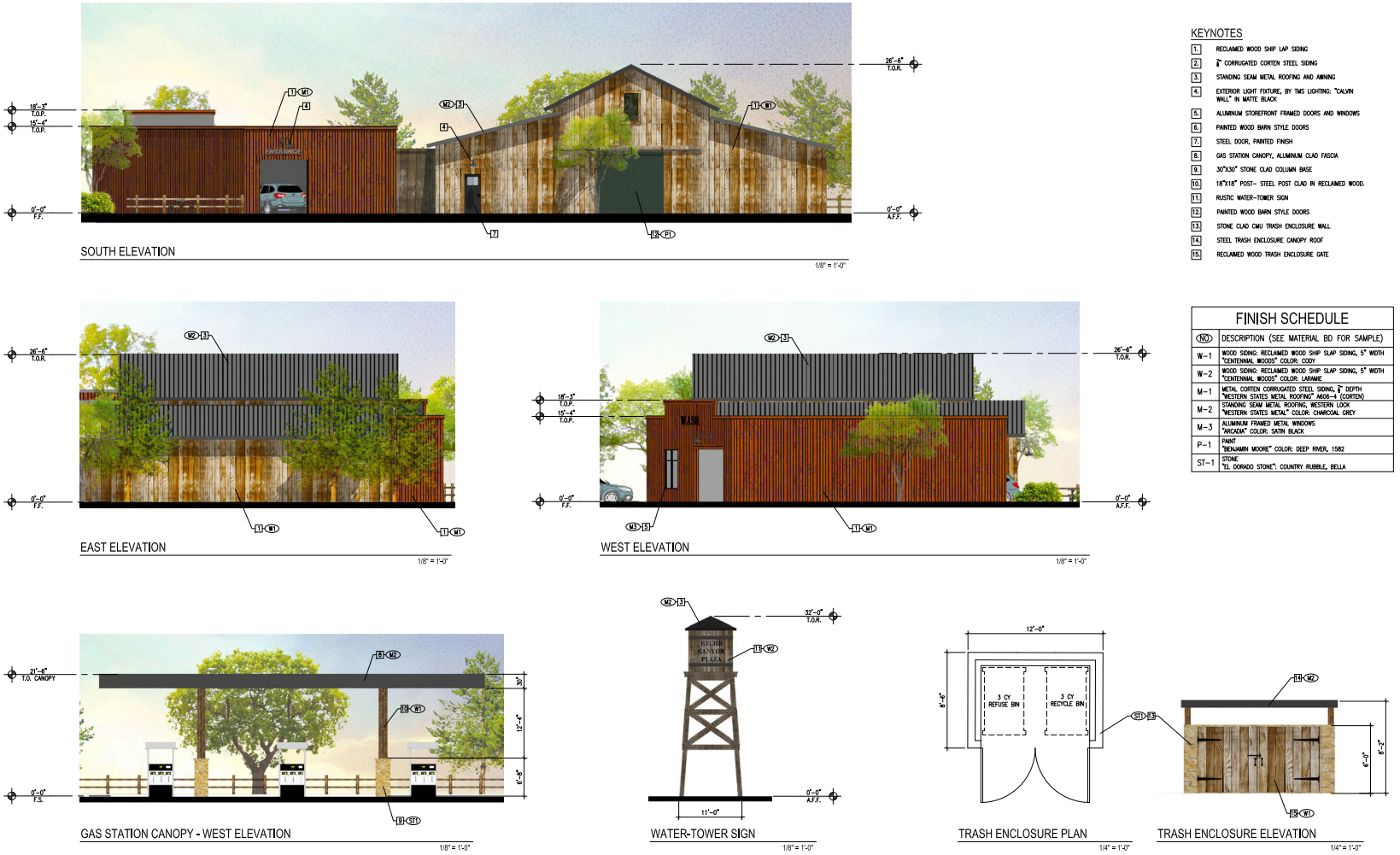

LSA

FIGURE 3.5.F

Reche Canyon Plaza Project

Building Elevations

SOURCE: J.E. Armstrong Architect, Inc.

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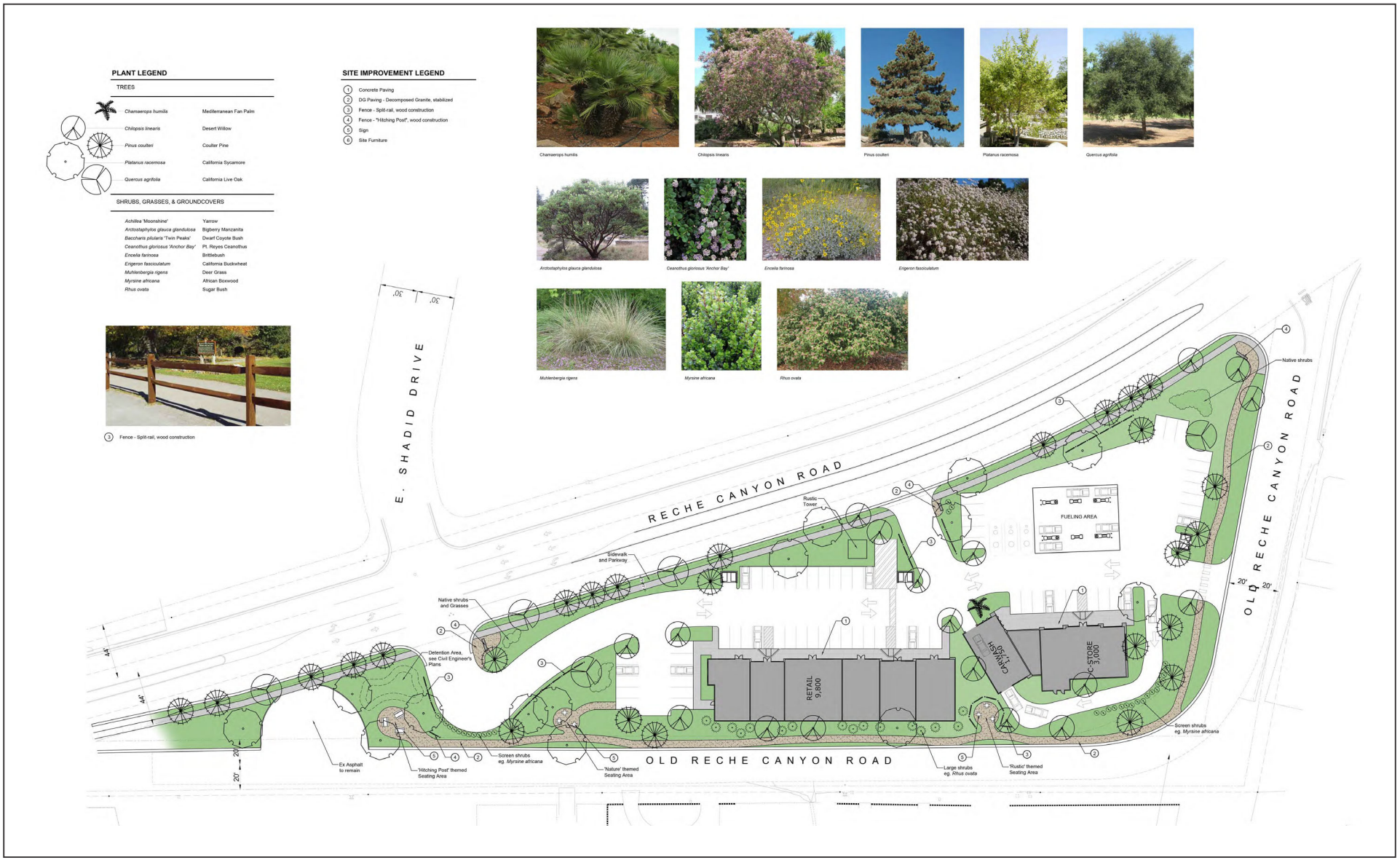

LSA

FIGURE 3.6

N

0 60 120

FEET

SOURCE: Brodersen Associates

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Reche Canyon Plaza Project

Conceptual Landscape Plan

The project will be adding a second southbound through lane along Reche Canyon Road between Crystal Ridge Lane and Old Reche Canyon Road. The second southbound lane will be tapered back to one lane south of the intersection of Reche Canyon Road/Michelle Drive south of the project site. The project will also add a Two Way Left Turn Lane (TWLTL) median at the intersection of Reche Canyon Road/Shadid Drive. The TWLTL will extend from the north end of the southbound left turn lane at this intersection and will continue up to 150 feet south of this intersection, with provision of merging lane for the westbound left-turn traffic from Shadid Drive. Additionally, the project would include the installation of a signal at the Reche Canyon Road/Old Reche Canyon Road intersection. The project would also contribute its fair share responsibility for installing a signal and restriping the existing Two Way Left Turn Lane (TWLTL) to a southbound left turn lane to provide approximately 100 ft. of vehicle storage length at Reche Canyon Road/Crystal Ridge Lane intersection.

3.3.4 Drainage

A more detailed discussion on the location and function of onsite drainage is provided in Section 4.9 of this EIR.

3.3.5 Grading

The project is anticipated to balance earthwork onsite after accounting for shrinkage, bulking, and spoils.

3.3.6 Specific Plan Amendment (SPA)

The project proposes to amend the onsite RCSP designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center.

3.3.7 General Plan Amendment (GPA)

The project proposes to amend the City of Colton General Plan to designate APN 163-172-48, an off-site parcel at 635 S. 7th Street, from General Commercial to Mixed Use Downtown in order to transfer the residential capacity from the project site to this new location in order to prevent a net loss of residential capacity within the City in compliance with SB330 requirements.

3.4 PROJECT OBJECTIVES

The primary project objective is the development of the site with uses that are generally consistent with the policies and development guidelines established by the City and in the Reche Canyon Specific Plan. Specifically, the project objectives are to:

- Provide land uses consistent with the overall intent of the Reche Canyon Specific Plan.
- Provide land uses that are consistent with the goals and objective of the City of Colton General Plan.
- Provide retail commercial land uses to serve local residents.
- Provide retail uses that meet current market demands.

- Design a project that will help reduce convenience trips by local residents and pass-by traffic that will help incrementally reduce traffic along Reche Canyon Road.
- Develop a high-quality project that will contribute to the ambiance of the canyon through its design, architecture, landscaping, and amenities.
- Make improvements to Reche Canyon Road that will improve traffic, pedestrian, and equestrian safety consistent with the City's Circulation Element.
- Build a project that will have positive revenue to cost implications for City services over the long-term.
- Develop a project that minimizes environmental impacts on surrounding land uses.

3.4.1 Reche Canyon Specific Plan Goals

- **Goal One:** To maintain the semi-rural character of Reche Canyon while allowing for future development.
- **Goal Two:** Improve and enhance the efficiency, carrying capacity, and safety of the circulation system throughout the canyon area.
- **Goal Three:** Reduce or, where practical, eliminate adverse effects on the public health, safety, and welfare that could result from inappropriate development.
- **Goal Four:** Preserve, maintain and enhance where possible Reche Canyon's natural features, open space, and recreational opportunities.
- **Goal Five:** Encourage close cooperation between the City of Colton, the City of Loma Linda, and the County of San Bernardino in regulating development in the planning area.

3.5 REQUIRED ACTIONS

3.5.1 City Actions

As established in *CEQA Guidelines* Section 15124(d)(2), "If a public agency must make more than one decision on a project, all its decisions subject should be listed." Actions necessary to fully develop the site as proposed include the following:

- Certification of the EIR.
- Approval of an amendment to the Reche Canyon Specific Plan to change the onsite land use designation from Estate Density (residential) to Commercial.
- Approval of a General Plan Amendment and Zone change on APN 163-172-48, from General Commercial to Mixed Use Downtown.
- Approval of Architectural and Site Plan Review to approve the site plan, site improvements, landscaping plans, and architectural elevations for the proposed retail sales (indoors), convenience store, and gasoline service station with drive-through car wash.
- Approval of the Conditional Use Permit to allow a gasoline service station, drive-through car wash, and convenience store.

In addition to these discretionary actions, the project will require City review and approval of on-site construction, grading, drainage, off-site street improvements, and related other permits to allow for the development of project features and facilities.

3.5.2 Other Required Actions

CEQA Guidelines Section 15124(d)(1) further requires the City, to the extent the information is known, to include a list of the agencies that are expected to use the EIR in their decision-making processes, a list of permits and other approvals required to implement the project, and a list of related environmental review/consultation requirements established by federal, State, or local law, regulation and/or policy. Based on the project as proposed, the additional actions that may be required include, but are not limited to the following:

- Santa Ana Regional Water Quality Control Board (water quality permitting).
- Requisite approval from utility providers (connection permits/work permits).
- South Coast Air Quality Management District (permit for the operation of the service station).

4.0 ENVIRONMENTAL IMPACT EVALUATION

The Proposed Project evaluated in Chapter 4.0 of this EIR is analyzed at both a project level and a programmatic level of review. The proposed project is analyzed at a project level of detail consistent with *CEQA Guidelines* §15161 and considers the changes in the environment that would result during construction and operation of the Proposed Project for each of the following environmental issue areas:

4.1	Aesthetics	4.11	Land Use and Planning
4.2	Agriculture and Forestry Resources	4.12	Mineral Resources
4.3	Air Quality	4.13	Noise
4.4	Biological Resources	4.14	Population and Housing
4.5	Cultural Resources	4.15	Public Services
4.6	Energy	4.16	Recreation
4.7	Geology and Soils	4.17	Transportation
4.8	Greenhouse Gas Emissions	4.18	Tribal Cultural Resources
4.9	Hazards and Hazardous Materials	4.19	Utilities and Service Systems
4.10	Hydrology and Water Quality	4.20	Wildfire

The project level discussion and analysis of the proposed project's environmental impacts relative to each issue is presented in the following manner:

- Description of the existing setting as it relates to the specific environmental issue;
- A summary of the regulatory framework relevant to the specific environmental issue;
- Identification of the thresholds of significance;
- Evaluation of project-specific impacts resulting from the construction and occupation of the proposed commercial and ancillary uses;
- Identification of mitigation measures (as appropriate);
- A determination of the level of significance after mitigation measures are implemented; and
- Cumulative impacts.

The *CEQA Guidelines* establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "… the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced."[1] Pursuant to CEQA, the environmental analysis provided in Sections 4.1 through 4.20 focuses on changes in the existing physical environment at the time the Notice of Preparation (NOP) for the project was issued on **March 21, 2019**. In addition to the direct

[1] *CEQA Guidelines* §15125(a).

and indirect impacts associated with the proposed project, the Draft EIR identifies the project's cumulative impact related to each environmental issue.

The Residential Transfer Site (RTS) is analyzed at a programmatic level, consistent with CEQA Guidelines §15168(a), as it is a logical part in the chain of contemplated actions. Consistent with the requirements set forth in CEQA Guidelines §15168(c), later activities (i.e., any future development of the RTS), would be examined in light of the information in this EIR to determine whether an additional environmental document must be prepared. The City would use this EIR to determine whether impacts of future development on the RTS have been addressed in the analysis in this chapter or whether an additional environmental document is necessary under §15168(c)(1) of the CEQA Guidelines. Factors to be used in determining whether subsequent environmental review is required include but are not limited to whether the subsequent project-level development is within the scope of the proposed GPA and zone change, consistency of the latter activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure described in this EIR.

4.1 AESTHETICS

This section describes the existing aesthetic condition of the project area and analyzes potential impacts of the proposed project relative to scenic views and light and glare. The project plans, project renderings, and supporting materials provide detail of the general locations and appearance of project features and have been used to evaluate the potential aesthetic impacts of the proposed development.

The following analysis addresses aesthetic issues, using two general aesthetic concepts:

- **Scenic Vistas.** A scenic vista can be categorized as either containing a panoramic view[1] or a focal view. Panoramic views are typically associated with publicly-accessible 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 views of natural landforms, public art/signs, and visually important structures, such as historic buildings. Aesthetic components of a scenic vista include three components: scenic quality, sensitivity level, and view access.

- **Viewsheds.** A viewshed is typically defined as the natural environment that is visible from one or more viewing points. CEQA documents most often define viewshed as what portions of the project viewers can see from surrounding areas.

4.1.1 Existing Setting

4.1.1.1 Project Area

The project site is located within Reche Canyon, which is in the far southeast corner of the City of Colton. The project site is flat but slopes rise to the east and west away from the canyon floor and Reche Canyon Road (the site is just west of the roadway at Shadid Way). The canyon is part of "The Badlands" range that runs northwest-southeast from Colton to San Jacinto. Blue Mountain (elevation 2,428 feet), within the City of Grand Terrace, is one mile southwest of the site and dominates the western views along the canyon. In general, Reche Canyon is typified by northwest-southeast trending ridges and valleys, with east-west ridges in the southern portion of the canyon. The project site is at an elevation of 1,240 feet above mean sea level (amsl) but elevations within the canyon range from 1,000 feet amsl at the lower (western) end to over 2,400 feet amsl at the upper (eastern) end. Area slopes range from almost flat along the canyon floors to steep slopes greater than 2:1 (horizontal: vertical). Vegetation in developed areas is dominated by landscaping or introduced species, while plants on the less disturbed slopes and ridges include Inland sage scrub, non-native grasslands, and isolated chaparral bushes and trees including various oak species, cottonwood, willow, and eucalyptus.

The project site is vacant and contains ruderal vegetation. The project site contains a retention basin, which was constructed to receive runoff collected by local roads, residential curb and gutters, and storm drains. At the time the site was surveyed for biological resources, there was water in the

[1] A panoramic view consists of visual access to a large geographic area, for which the field of view can be wide and extend into the distance.

stormwater retention basin. The stormwater retention basin is a temporary storm water facility and is not a jurisdictional waters per federal or state regulations.

Views from the site are mainly the hills of Reche Canyon to the east and west, with limited distant views of the San Gabriel Mountains to the northwest and the San Bernardino Mountains to the north and northeast. Views to the southeast are of the slopes and ridges of Reche Canyon and the Badlands further to the southeast. Views of and from the project site are provided in Figure 4.1.1, *Site Photographs*.

The site is within the Reche Canyon Specific Plan and designated for Estate Density residential uses, similar to other existing and planned land uses in the surrounding area. A small commercial center (the Hitchin' Post) is just south of the site and a mobile home park is just south of the site on the west side of Reche Canyon Road. The rest of the surrounding area supports rural large lots and scattered suburban residential development.

4.1.1.2 Existing Viewsheds and Scenic Resources

In general, scenic resources include areas that are visible to the general public and considered visually attractive. Scenic resources can include natural landmarks and prominent or unusual features of the landscape. Scenic vistas are typically views of natural or open spaces such as mountains, hills, lakes, rivers, or canyons.

According to the California Scenic Highway Mapping System, the California Department of Transportation (Caltrans) does not designate any scenic highways in proximity to the project site.[1] The Open Space and Conservation Element of the City's General Plan does not officially designate Reche Canyon as a scenic resource within the City, however Reche Canyon Road does provide scenic vistas for drivers in both directions through the canyon.

Viewsheds are used as tools in identifying all the views a project could potentially affect. A viewshed is the surface area visible from a given location or series of locations. A viewshed can be divided into three components: the foreground, midground, and background. Table 4.1.A provides a summary of the existing viewsheds from the project site. Figure 4.1.1 provides views of the project site and surrounding area.

Table 4.1.A: Existing Views in the Project Area

Vantage Point	Characteristics of Views		
	Foreground	Midground	Background
North from project site	Single-family residential	Rural residential	San Gabriel and San Bernardino Mountains
East from project site	Reche Canyon Road	Rural residential	Hillsides
South from project site	Old Reche Canyon Road	Hitchin' Post Market, rural residential, and mobile home park	Hillsides
West from project site	Old Reche Canyon Road	Rural residential	Hillsides

[1] *California Scenic Highway Mapping System*. California Department of Transportation. Website accessed September 14, 2021. https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983.

Center looking north in channel.

East looking north.

Eastern central looking south.

Eastern looking north.

North looking north.

North looking south 2.

LSA

FIGURE 4.1.1

Reche Canyon Plaza Project
Site Photographs

North looking south into wash.

North looking south.

Northeast looking south.

Southeast looking northwest.

Southeast looking north.

Southwest looking east.

LSA

FIGURE 4.1.1

Reche Canyon Plaza Project
Site Photographs

Southwest looking north.

Southwest looking west.

Western portion looking northeast.

LSA

FIGURE 4.1.1

Reche Canyon Plaza Project
Site Photographs

4.1.1.3 Lighting and Glare

The project site is currently undeveloped with no permanent fixed lighting sources. Lighting sources in the project area include residential and streetlight fixtures within the existing residential neighborhoods adjacent to the site to the south, west, and across Reche Canyon Road to the east. In general, ambient nighttime lighting levels are relatively low in the canyon due to the low density of residential development and nighttime traffic on Reche Canyon Road. Further northwest, toward the more urbanized portions of Colton and the I-215 Freeway, lighting levels are more typical of suburban/urbanized areas in San Bernardino County. No structures or features containing expansive reflective surfaces are located in the project area.

4.1.2 NOP/Scoping Meeting Comments

The City received eight comment letters regarding aesthetics during the Public Scoping Meeting. These comments pertain to how the development would conflict with the rural character of the area and overall views in the canyon (refer to Appendix A-2).

4.1.3 Methodology

Any evaluation of visual impacts is subjective. This analysis of visual impacts will focus on changes in the visual character of the project site that would result from the development of the proposed onsite uses, including the visual compatibility of onsite and adjacent uses, changes in vistas and viewsheds where visual changes would be evident, and the introduction of sources of light and glare.

To complete this assessment, architectural drawings/building elevations have been developed to illustrate the post-development conditions. Impacts to the existing environment of the project site are to be determined by the contrast between the site's visual setting before and after proposed development. This analysis further utilizes conceptual design features depicted in project-specific architectural renderings, grading plans, and landscape plans to evaluate the project's aesthetic compatibility with adjacent uses.

4.1.4 Existing Policies and Regulations

4.1.4.1 Federal Regulations

There are no federal regulations regarding aesthetics and light and glare that are relevant to the project.

4.1.4.2 State Regulations

There are no State regulations regarding aesthetics and light and glare that are relevant to the project.

4.1.4.3 Local Regulations

City of Colton General Plan Policies. The City General Plan contains the following goals or policies that pertain to aesthetics within commercial districts.

Goal LU-9: Maintain a diverse mix of commercial uses that benefit the community in terms of needed commercial services, tax revenue, and employment opportunities.

Policy LU-9.3: Encourage a unified architectural character in commercial areas, and vigorously enforce commercial land use standards, including but not limited to landscaping, signage, and property maintenance to enhance the visual appearance of the City's commercial areas.

Reche Canyon Specific Plan Goals and Objectives. The following goals and objectives of the Reche Canyon Specific Plan (RCSP) are related to maintaining aesthetic views in the canyon. Table 4.1.B, later in this section, provides an evaluation of the project's consistency with the applicable RCSP goals and objectives.

GOAL 1: To maintain the semi-rural character of Reche Canyon while allowing for future development.

Objective 3. Preserve the canyon's major hillsides, ridges, and other major natural features in as natural and undeveloped state as possible.

Objective 4. When grading is necessary, ensure that man-made slopes resemble the natural terrain, and that slope planting is as consistent as possible with naturally occurring plan species.

Objective 8. Develop and implement landscaping guidelines that will encourage the use of plant material that is drought tolerant and reflective of naturally occurring plant species.

GOAL 4: Preserve, maintain and enhance where possible Reche Canyon's natural features, open space, and recreational opportunities.

Objective 1. Employ a landscape palette throughout the planning area that encourages drought tolerant native or compatible species reflective of and compatible with the naturally occurring plant community.

Objective 2. Preserve major creeks and stream beds in as close to a natural condition as possible while allowing for adequate protection from flooding.

Objective 4. Design grading and other terrain modification so that the modified terrain resembles naturally occurring terrain as much as possible.

City of Colton Municipal Code. The Colton Municipal Code establishes detailed zoning districts and regulations based on the General Plan. Municipal Code Title 15, Chapter 15.06 Building Code serves as the primary implementation tool for the General Plan regarding development projects and their design. Whereas the General Plan is a policy document that sets forth direction for development decisions, the Zoning Code (i.e., Chapter 18.06 Zoning Districts and Maps) is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Zoning Code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, building heights, and lighting, which can affect not

only scenic vistas and resources, but also the visual character of the City and Reche Canyon in particular due to its rural nature.

4.1.5 Thresholds of Significance

The City of Colton has not established local CEQA significance thresholds as described in Section 15064.7 of the State *CEQA Guidelines*; therefore, the CEQA checklist included in Appendix G of the State *CEQA Guidelines* is used to establish the significance of the project's impact on the environment. The project would have a significant impact on aesthetic resources if it resulted in:

Threshold 4.1-1 **A substantial adverse effect on a scenic vista.**

Threshold 4.1-2 **Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.**

Threshold 4.1-3 **Substantial degradation to the existing visual character or quality of public views of the site and its surroundings in nonurbanized areas. Conflicting with applicable zoning and other regulations governing scenic quality in urbanized areas.**

Threshold 4.1-4 **The creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.**

4.1.6 Impact Analysis

4.1.6.1 Scenic Vistas

Threshold 4.1-1 Would the Project have a substantial adverse effect on a scenic vista?

Development projects have the potential to impact scenic vistas in two ways: 1) a development could physically alter a designated scenic resource (e.g., disturb or develop upon a ridgeline, hillside, or other designated scenic resource) or 2) could block a view corridor or "vista" of the scenic resource from public view. Important factors in determining whether a project would block scenic vistas include the project's proposed height, mass, and location relative to surrounding land uses and travel corridors.

The Open Space and Conservation Element of the City's General Plan does not designate Reche Canyon or any portion of the project site as a scenic resource. Accordingly, the proposed project will not physically alter a designated scenic resource.

With respect to the ability of the proposed project to block a scenic vista, in general, the Reche Canyon area is typified by northwest tending ridges and valleys, with east-west ridges in the south of the canyon. Elevations near the City of Colton range from 1,000 feet amsl to over 2,400 feet amsl. Slope gradients vary from flat alluvial valleys to ridgetops with slopes greater than 2: 1 (horizontal:vertical)[1].

[1] Reche Canyon Specific Plan, 1991.

The project site is in a canyon area, with surrounding topography that is relatively steep and upwards of 1,500 feet amsl. The project site itself is situated on relatively flat and vacant land that is surrounded by residential communities with scattered vacant parcels in all directions. Due to the vacant and undeveloped nature of the site, the land is predominantly covered with ruderal (weedy) vegetation. Onsite elevations range from 1,253 feet above mean sea level amsl at the southeast corner down to 1,229 feet amsl at the north corner. The site is relatively flat with no major changes in grade however there is a stormwater retention basin in northwest side which receives water from nearby street run-off.

The City of Colton enjoys a number of scenic resources such as the San Gabriel Mountains, San Bernardino Mountains, Jurupa Hills, La Loma Hills, and Blue Mountain. Views in Reche Canyon and along Reche Canyon Road are of rural residential development against a backdrop of undisturbed hills, ridges, and valleys, with distant views of the San Gabriel and San Bernardino to the northwest in the lower part of the canyon and southeast in the upper portion of the canyon. This analysis assesses whether the proposed project would affect surrounding views from public locations from which the project site is visible. Under CEQA, a private residence would not be considered a viewing location from which to determine whether a proposed project would impact scenic views since views of scenic resources from a private location are not available to the public. California courts have ruled the obstruction of private views in a project's immediate vicinity is not generally regarded as a significant environmental impact.[1]

The project site is primarily visible from Reche Canyon Road and adjacent local roadways (e.g., Crystal Ridge Lane, E. Shadid Drive, and Old Reche Canyon Road). In the existing condition, motorists along Reche Canyon Road and on local roadways would see a vacant site that is occupied by ruderal vegetation in the foreground, views of the hills of Reche Canyon in the middle ground, and limited distant views of the San Gabriel Mountains to the north and Reche Canyon and the Badlands to the south in the background. However, the middle and background views of Reche Canyon, the San Gabriel Mountains, and the San Bernardino Mountains are partially obstructed due to existing development, trees, and intervening topography and are not of high quality. Therefore, the existing views are not considered to be of such high quality that they constitute a significant scenic vista. In addition, as noted above, the Open Space and Conservation Element of the City's General Plan does not officially designate Reche Canyon as a scenic resource within the City.

Given that there is development on all side of the project site, which already obstructs views of the surrounding landscape and intervening topography, the proposed project would not appreciably alter the foreground, middeground or background views for motorists traveling along Reche Canyon Road or on the adjacent local roadways. Furthermore, as noted above, existing views of the project site are not considered to be of such high quality as to constitute a scenic vista. Therefore, the proposed project would not have a substantial adverse effect on views of scenic vistas.

Impact Conclusion. Although the project would modify the currently vacant project site by adding buildings and landscaping, the change in visual character would be consistent with the surrounding development and not significantly alter views of or to the project site, or obstruct any designated

[1] Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego, 139 Cal. App. 4th 249, 279 (2006).

scenic vista/viewshed; therefore, the proposed project would not have a substantial adverse effect on views of scenic vistas; impacts associated with scenic views and vistas would be **less than significant**. No mitigation is required.

4.1.6.2 Scenic Resources and Scenic Highways

Threshold 4.1-2 Would the Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway?

The California Department of Transportation (Caltrans) Scenic Highway Program does not identify any State-designated scenic highways near the Project site. The nearest Scenic Highway is a portion of State Route 10 Christopher Columbus Transcontinental Highway, approximately 10 miles northeast of the Project site.[1] Because there are no scenic highways or roadways near the Project site, the Project would not affect scenic resources within a State scenic highway. No impact would occur and no mitigation is required.

In addition, the Open Space and Conservation Element of the City's General Plan does not officially designate Reche Canyon as a scenic resource within the City, however Reche Canyon Road does provide scenic vistas for drivers in both directions through the canyon. Views from the site are mainly the hills of Reche Canyon to the east and west, with limited distant views of the San Gabriel Mountains to the northwest and the San Bernardino Mountains to the north and northeast. Views to the southeast are of the slopes and ridges of Reche Canyon and The Badlands further to the southeast. The overall City's street system and the Reche Canyon Road, configured along a north/south and east/west grid, allow relatively unobstructed views of these features.

Impact Conclusion. The project would not significantly alter scenic resources such as trees, rock outcroppings, or historic buildings on the site. In addition, there is no State designated (or eligible) scenic highway or local scenic road would be affected by the proposed development, **no impact** related to this issue would occur. No mitigation is warranted.

4.1.6.3 Existing Visual Character and Surroundings

Threshold 4.1-3 In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

As of July 1, 2019, the United States Census Bureau estimated the City's population to be 54,284 persons and the City's land area to be approximately 15.32 square miles.[2] The Project is located in

1 California Scenic Highway Mapping System. California Department of Transportation. Website accessed September 14, 2021. https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983

2 U.S. Census Bureau QuickFacts: Colton City, California. https://www.census.gov/quickfacts/fact/table/coltoncitycalifornia/PST045219

the City with more than 1,000 persons per square mile and therefore meets the definition of an *Urbanized Area* under Section 15387 of the *CEQA Guidelines*.

In its existing condition, the Project property consists of a vacant lot containing a variety of weedy vegetation. Residences are located directly east and west of the project site along with a commercial market to the south. Typical development in this area includes a mixture of one- and two-story single-family structures. Homes exhibit a number of different floor plans and elevations and include tile or composite shingle roofs with limited façade articulation. Front yard landscaping varies throughout the neighborhood and typically includes turf, small trees, and other ornamental vegetation. Parking is provided in private driveways and along the neighborhood curvilinear street system. Block walls separate individual lots within the neighborhood. Community landscaping includes a variety of small trees, bushes, and other ornamental vegetation. All of these features work together to provide a rural appeal to the region.

The project site and surrounding areas are within the RCSP which designates the project site (referred to as RCSP Planning Area 9) for Estate Density (residential) uses with 2 units per acre as the maximum density. Adjacent land to the west and land just east of the site and Reche Canyon Road are also designated for Estate Density. The land to the southeast, also along the west side of Reche Canyon Road and including the non-conforming commercial center immediately south of the project site, is designated for Intermediate Density residential uses (4-10 units per acre with a target of 8 units per acre). The land to the northwest and further to the northeast of the site is designated for Low Density residential uses (2-4 units per acre with a target of 2 units per acre). The project proposes to amend the onsite RCSP designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center, which will include a 3,574-square foot fueling station, a 3,000-square foot convenience store, a 9,800 square feet of neighborhood commercial retail space, and a 1,750-square foot drive through car wash. The project will also include a minimum 9 ft high noise wall located along the project's western property line between the commercial and retail building and the car wash and convenience store building.

Construction activities would include vegetation removal, site grading and preparation, equipment use and storage, and other general construction activity. Clearing and grading the project site, as well as the presence of construction vehicles and equipment, could temporarily degrade the visual quality of the project site. The City does not have regulations governing scenic quality associated with short term construction activities. Therefore, to address temporary impacts to the visual character of the project site during construction activities, the proposed project would be required to implement Mitigation **Measure 4.1.1**. **Mitigation Measure 4.1.1** requires equipment staging areas to be located outside of public viewsheds. In addition, **Mitigation Measure 4.1.1** requires the placement of a 6-ft, opaque construction fence around the perimeter of the project site to shield view of the project site from passing motorists. The construction fence would include a gate that would be locked during non-construction hours. With implementation of **Mitigation Measure 4.1.1**, construction of the proposed project would not conflict with the scenic quality of the project site.

The RCSP designates the project site for low density residential uses. The project is proposing to amend the RCSP so that the project site can be developed for commercial uses. Changing the type of use at the project site would result in a significant change to the existing and expected visual character of the project site. However, the proposed project would be subject to the applicable

planning and design policies, guidelines, and criteria established in the City's General Plan Community Design Element, Development Code and/or project-specific conditions that govern the scenic quality of the proposed project. Additionally, the City Municipal Code requires the completion of Design Review whenever a structure or number of structures are proposed for the development of site, which would entail approval of the site plan, site improvements, landscaping plans, and architectural elevations to ensure that the project design is consistent with the adjacent land uses and relevant specific plan policies. Furthermore, planned architecture of the project is rustic western themed, which is consistent with the design theme that follows the country appeal of the canyon. The planned retail units would have reclaimed wood ship-lap siding and metal "western lock" roofing. Weathered wood posts and trellises would round out the rustic, western theme of the development. Structures would not exceed one-story. Landscaping would consist of mostly native shrubs and grasses, as well as large trees appropriate for the climatic conditions onsite. Several seating areas with split-rail fences and "hitching-post" fences would be created at strategic locations along Old Reche Canyon Road.

Table 4.1.B provides a discussion of the project's consistency with applicable Reche Canyon Specific Plan policies and objectives that relate to visual resources (there are no General Plan goals or policies in this regard). As detailed in Table 4.1.B., the project is consistent with the goals and objectives established in the Reche Canyon Specific Plan. Additionally, as discussed above, the proposed project would be subject to Design Review, which would involve the review and approval of the proposed project's site plan, site improvements, landscaping plans, and architectural elevations. The Design Review process would ensure that the proposed project would not conflict with applicable zoning and other regulations governing scenic quality.

Mitigation Measure 4.1.1 **Construction Perimeter Fencing.** Prior to the start of construction, the construction contractor shall submit project plans to the City for review and approval that include specifications to: 1) install a 6-foot high, opaque fence around the perimeter of the project site; 2) lock the fence during non-construction hours; and 3) locate equipment staging areas outside of public viewsheds.

Impact Conclusion. A In the short term, construction activities would temporarily degrade the visual quality of the project site. However, with implementation of Mitigation Measure 4.1.1, impacts would be reduced to less than significant. The proposed project would be required to undergo Design Review to approve the site plan, site improvements, landscaping plans, and architectural

Table 4.1.B: Reche Canyon Specific Plan Consistency Analysis

RCSP Goals and Objectives	General Plan Consistency Analysis
GOAL 1: To maintain the semi-rural character of Reche Canyon while allowing for future development.	
Objective 3. Preserve the canyon's major hillsides, ridges, and other major natural features in as natural and undeveloped state as possible.	**Consistent.** The proposed Project does not require modifications to major hillsides, ridges, and other major natural features and therefore, the development is consistent with this RCSP objective.

Table 4.1.B: Reche Canyon Specific Plan Consistency Analysis

RCSP Goals and Objectives	General Plan Consistency Analysis
Objective 4. When grading is necessary, ensure that man-made slopes resemble the natural terrain, and that slope planting is as consistent as possible with naturally occurring plan species.	**Consistent.** Grading measures would conform with the applicable City Municipal Code (Chapter 16.72 and 18.41) and therefore would be consistent with this RCSP objective.
Objective 8. Develop and implement landscaping guidelines that will encourage the use of plant material that is drought tolerant and reflective of naturally occurring plant species.	**Consistent.** The proposed Project would utilize drought-tolerant landscaping as per City's Municipal Code (Chapter 18) and therefore would be consistent with this RCSP objective.
GOAL 4: Preserve, maintain and enhance where possible Reche Canyon's natural features, open space, and recreational opportunities.	
Objective 1. Employ a landscape palette throughout the planning area that encourages drought tolerant native or compatible species reflective of and compatible with the naturally occurring plant community.	**Consistent.** The proposed Project would utilize drought-tolerant landscaping as per City's Municipal Code (Section 18) and therefore would be consistent with this RCSP objective.
Objective 2. Preserve major creeks and stream beds in as close to a natural condition as possible while allowing for adequate protection from flooding.	**Consistent.** The proposed Project Site does not contain a major creek or stream beds and does not require any modification to these features in the vicinity. Therefore, the Project is consistent with this RCSP objective.
Objective 4. Design grading and other terrain modification so that the modified terrain resembles naturally occurring terrain as much as possible.	**Consistent.** Grading and terrain designs would be in compliance with the applicable City Municipal Code (Chapter 16.72 and 18.41) and therefore would be consistent with this RCSP objective.

Source: Reche Canyon Specific Plan, 1991 (City General Plan does not contain goals or objectives relative to views)

elevations to ensure that the proposed project conforms to the country aesthetic and existing visual character of the project vicinity. Therefore, development of the proposed project would not conflict with applicable zoning and other regulations governing scenic quality and aesthetic impacts would be **less than significant impact with mitigation incorporated**.

4.1.6.4 Light and Glare

Threshold 4.1-4 Would the Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Artificial lighting occurring during evening and nighttime hours (including streetlights, illuminated signage, vehicle headlights, and other point sources) have the potential to affect adjacent light-sensitive receptors (residences to the east and west of the project site). Currently, there are no sources of light and glare on the project site. The existing residences to the east and west of the project site and the commercial facility to the south are the main lighting sources in the project area. These developments include proper measures to prevent significant off-site light or glare. Additional lighting sources include motor vehicles, illuminated gas station signage, and roadway lighting on the Old and New Reche Canyon Road and E. Shadid Drive. Development of the site will introduce new lighting sources to this area where no lighting currently occurs.

The City's Municipal Code (Chapter 18.42.090) requires that all lights shall be directed and/or shielded to prevent the light from adversely affecting adjacent properties. Lighting would be

designed, installed, and maintained to minimize light spillover onto adjacent properties. Pole-mounted light fixtures located onsite or within the public rights-of-way would be shielded and directed toward the areas to be lit and away from adjacent sensitive uses. As adherence to applicable provisions of the City's Municipal Code is required for all development in the City; it is reasonable to conclude that lighting associated with the proposed project would not create a new source of light that would affect daytime or nighttime views of the area.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. The proposed project includes the development of commercial/retail use structures that do not contain large or expansive areas of glass, polished metal or other reflective surfaces. The amount of glass utilized in the proposed structures is not anticipated to collectively generate significant amounts of glare onto adjacent properties.

Impact Conclusion. Based on the analysis above, all lighting sources and fixtures would be consistent with the City's Municipal Code and therefore lighting associated with the proposed project would not negatively impact surrounding land uses or the daytime or nighttime views in the area. Glare resulting from the new construction would also be negligible as construction materials would not consist of the use of reflective materials. Therefore, the Project will have a **less than significant impact** related to lighting and glare.

4.1.7 Programmatic Analysis

4.1.7.1 Environmental Setting

The RTS is located in an urbanized portion of Colton. The parcel is currently developed with structures, paved surfaces, and ornamental landscaping. The current aesthetic condition of the RTS and surrounding parcels is dominated by older (50+ years) residential, commercial, and school (Woodrow Wilson Elementary School) uses. The age of these structures varies, and the neighborhood does not demonstrate a cohesive or consistent design theme. Streetscapes in the project area are dominated by overhead electrical distribution lines, on-street parking, mature residential landscaping, and empty lots. Distant views of the San Bernardino Mountains are visible along the generally northward-trending La Cadena Drive. Views to the mountains along South 7th Street are predominantly obscured by buildings or residential landscaping. Lighting sources in the vicinity of the RTS include streetlighting, lighting from residential and commercial uses, and vehicular lighting.

According to the List of Eligible and Officially Designated State Scenic Highways published by the California Department of Transportation (Caltrans), no listed or eligible State Scenic Highways are located within Colton. The City has not designated the RTS or surrounding areas as a scenic resource.

4.1.7.2 Programmatic Impact Analysis

The proposed GPA and zone change, in and of themselves, do not propose any development on the RTS. Rather, as influenced by economic conditions and market demand, the proposed land use actions would allow the development of residential uses at some future point in time. While it is not

known at this time what the type, quantity, location, configuration, or design of residential uses are, which may occur on the RTS, it is reasonable to expect that the existing on-site structures and landscaping would be removed and replaced with more modern, multi-storied buildings, including site improvements (e.g., access driveways, parking, sidewalks, lighting, enhanced landscaping, utility infrastructure, and ancillary features) necessary to support new development. City of Colton Municipal Code (CMC) Chapter 18.23 identifies development requirements applicable to the Mixed-Use Downtown zone. It is reasonable to conclude any development by the proposed GPA and zone change would be reviewed for consistency with regulations in CMC Chapter 18.23 that are related to site development and CMC Sections 18.42.090 and 18.42.100 regarding the control of light and glare.

Due to its location, future development of the RTS would not adversely affect a designated scenic resource, scenic vista, or scenic highway. While subsequent development pursuant to the GPA and zone chance would alter the aesthetic condition of the site (i.e., the replacement of current structures with modern, comprehensively designed development), aesthetic impacts would be **less than significant**.

4.1.8 Cumulative Impacts

The cumulative area for aesthetic and visual resource impacts is the City. Development of proposed onsite uses would be subject to applicable standards, regulations, and design guidelines to create a visually consistent and cohesive pattern of development. It is anticipated that other development in the City would be equally subject to these regulations. Because the project and other cumulative development projects would be subject to City's design review process, it is reasonable to conclude that each project will be conditioned to fully comply with the specific siting, design, and improvement requirements established in its respective zoning district or Specific Plan. As with the project, as each cumulative project incorporates the appropriate City-required conditions, it is reasonable to conclude its project-specific impacts would be similarly reduced to a less than significant level; therefore, **no cumulatively considerable aesthetic or visual/scenic resource impact** would occur.

4.2 AGRICULTURAL AND FOREST RESOURCES

This section provides a discussion of the project's effect on agricultural and forest resources. It focuses on applicable State, regional, and local policies regarding these resources and converting the land to non-agricultural or non-forestry uses. The analysis contained in this section is based on the following reference documents:

- *A Guide to the Farmland Mapping and Monitoring Program.* California Department of Conservation, Division of Land Resources Protection. 2004.
- *City of Colton General Plan, Open Space and Conservation Element*. Adopted October 1987.
- *Reche Canyon Specific Plan.* City of Colton. February 1991.
- *Soil Survey of San Bernardino County, Southwestern Part, California.* Natural Resources Conservation Service, United States Department of Agriculture. 1987.

4.2.1 Existing Setting

4.2.1.1 Agricultural Designations and Use

The project site is currently vacant with no built improvements, and there are no agricultural or forestry operations on the site or in the project vicinity. Additionally, the site is not designated for agricultural use under the City's General Plan or Zoning Ordinance. A review of historic aerial photographs and topographic maps as far back as the year 1938 indicates that no agricultural production occurred on the site, although past grazing may have occurred.[1]

The majority of the project site is mapped as being underlain by San Emigdio fine sandy loam (ScA), 2 to 9 percent slope, with the southwest corner mapped as Tujunga loamy sand (TuB), 0 to 5 percent slope.[2] Agricultural suitability for these soils is Class I for ScA and Class IIIe-4 for TuB, which means they are generally suited for agriculture if irrigated. During an on-site pedestrian survey as part of a *Biological Resources Assessment* conducted in 2017, the biologist observed on-site soils are consistent with these designations despite the site having been previously graded for the realignment of Reche Canyon Road (see Appendix C for updated Biological Resources Assessment).

The California Department of Conservation (DOC), Farmland Mapping and Monitoring Program (FMMP) compiles important farmland maps for each county within the State. Maps and statistics are produced biannually using a process that integrates aerial photo interpretation, field mapping, a computerized mapping system, and public review. The project site is not designated as Prime, Unique or Statewide Important of Locally Important Farmland under this mapping system. The majority of the site (approximately 2.4 acres) is designated "Urban and Build-Up Land," with the northern-most portion (approximately 0.45 acre) and a sliver along the southwest corner

1 *Historic Aerials*. Nationwide Environmental Title Research, LLC. 2018. (v. 0.2.20) https://historicaerials.com/viewer (accessed July 23, 2021).

2 *Soil Survey, San Bernardino County, Southwestern Part, California*. Natural Resources Conservation Service (formerly US Soil Conservation Service). United States Department of Agriculture. Published 1971 and 1987. http://websoilsurvey.nrcs.usda.gov/ (accessed July 23, 2021).

(approximately 0.05 acre) designated "Grazing Land" by the FMMP.[1] As defined by the FMMP, "Urban and Build-Up Land" is land occupied by structures with a building density of at least one (1) unit to 1.5 acres or approximately 6 units to a 10-acre parcel. "Grazing Land" is identified as land on which the existing vegetation is suited to the grazing of livestock.

4.2.1.2 California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965 (Williamson Act) is a non-mandated State program administered by counties and cities for the preservation of agricultural land. This program enables local governments to enter into contracts with private landowners to restrict specific parcels of land to agricultural or related open space use. In return, landowners receive much lower property tax assessments than normal because the assessments are based upon farming and open space uses rather than full market value. According to DOC,[2] neither the site nor adjacent properties are enrolled in a Williamson Act contract. Additionally, none of the proposed project's Assessor Parcel Numbers are included in the San Bernardino County list of Williamson Act contract land parcels.[3]

4.2.1.3 Forest Resources

Forest land is defined as, "… land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[4] According to the City's General Plan and Zoning map, no area of the site is identified as forest land or designated for forest uses.

4.2.2 NOP/Scoping Meeting Comments

The City received multiple comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to Appendices A-1 and A-2 of this EIR. No public or agency comments were made regarding agricultural or forest resource issues during the NOP comment period or during the Public Scoping Meeting.

4.2.3 Methodology

The methodological analysis underlying this section of the EIR consists of the following:

- Identify the existing use of the site;
- Identify the FMMP designation of the site;

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1 *San Bernardino County Important Farmland 2016, Sheet 2 of 2*. California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program. https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanBernardino.aspxftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/sbd16_so.pdfhttp://www.conservation.ca.gov/dlrp/fmmp/Pages/SanBernardino.aspx (accessed July 23, 2021).

2 *State of California Williamson Act Contract Land*. 2017. California Department of Conservation, Division of Land Resources Protection, Conservation Program Support.

3 *San Bernardino County Assessor*. Williamson Act Contract Parcels. https://secureservercdn.net/192.169.221.188/787.15f.myftpupload.com/wp-content/uploads/2021/07/NPP874-WilliamsonActParcels.pdf (accessed August 5, 2021).

4 California Public Resource Code §12220(g).

- Identify existing General Plan land use designations and Zoning designations for the site;
- Identify if the site or adjacent areas are enrolled in a Williamson Act contracts; and
- Address potential agricultural and forestry resource impacts.

4.2.4 Regulatory Setting

4.2.4.1 Federal Regulations

The Project site is privately owned; as such, federal regulations regarding agricultural and forestry resources do not apply to the Project site.

4.2.4.2 State Regulations

California Department of Conservation Farmland Mapping and Monitoring Program. Pursuant to Government Code Section 65570, the DOC FMMP compiles consistent, timely, and accurate data to decision makers for use in planning for the present and future of California's agricultural land resources. FMMP provides maps and statistical data to the public, academia, and local, state, and federal governments on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State to assist in making informed decisions for the best utilization of California's farmland. Government Code section 65570 mandates FMMP to biennially report to the Legislature on the conversion of farmland and grazing land and to provide maps and data to local governments and the public. The FMMP also was directed to prepare and maintain an automated map and database system to record and report changes in the use of agricultural lands. These maps combine soil survey and current land use information from the USDA and NRCS to provide an inventory of agricultural resources in each county. The maps show urbanized lands and a qualitative sequence of agricultural designations. Pursuant to the FMMP, all lands within California are classified into one of seven map categories. The minimum mapping unit is generally 10 acres, except as otherwise noted.[1]

Provided below is a description of the various map categories established by the FMMP, assessing the importance of agricultural land based on factors such as soil characteristics, climate, and water supply:

- **Prime Farmland:** The best combination of physical and chemical features and able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.

- **Farmland of Statewide Importance:** Similar to Prime Farmland but with minor shortcomings, such as steeper slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.

[1] California Department of Conservation. *A Guide to the Farmland Mapping and Monitoring Program*. 2004. Page 6. file:///C:/Users/CDavis/Downloads/fmmp_guide_2004.pdf (accessed August 19, 2022).

- **Unique Farmland:** Lesser-quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include unirrigated orchards or vineyards. Land must have been cultivated at some time during the 4 years prior to the mapping date.

- **Farmland of Local Importance:** Land of importance to the local economy, as defined by each county's local advisory committee and adopted by its board of supervisors. This refers to all farmable lands in the county that do not meet the definitions of Prime, Statewide, or Unique. This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock and dairy, poultry facilities, aquaculture, and grazing land.

- **Grazing Land:** This type of land is occupied with vegetation suited to grazing livestock. This category was developed in cooperation with the California Cattleman's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit is 40 acres.

- **Urban and Built-Up Land:** This type of land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples of land uses include residential, industrial, commercial, institutional facilities, public administrative purposes, railroad and transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures, and other developed purposes.

- **Other Land:** This type of land is not included in any other mapping category. Common examples include low-density rural developments; brush, timber wetland, and riparian area not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development that is greater than 40 acres is mapped as Other Land.

Williamson Act and Farmland Security Act. The California Land Conservation Act of 1965 (CLCA), better known as the Williamson Act (Cal. Gov. Code §51200 et. seq.), enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Pursuant to Government Code § 51230, counties and cities may establish Agricultural Preserves, which define boundaries of those areas within which the city or county will be willing to enter into contracts pursuant to the CLCA. Contracts pursuant to the CLCA only are allowed for areas within established Agricultural Preserves. Williamson Act contracts have a minimum term of 10 years, with renewal occurring automatically each year, although local governments can establish initial contract terms for longer periods of time. The contracts run with the land and are binding on all successors in interest of the landowner. Only land located within an Agricultural Preserve is eligible for Williamson Act contracts. An Agricultural Preserve defines the boundary of an area within which a city or county would enter into contracts with landowners. The boundary is designated by resolution of the board of supervisors or city council having jurisdiction. The rules of each Agricultural Preserve specify the uses allowed. Land uses within an Agricultural Preserve must be agricultural in nature or other such uses that are not incompatible with

agricultural uses as identified by the local government for the duration of the contract. Agricultural Preserves generally must be at least 100 acres in size; however, a city or county may allow for lesser acreage if a finding is made that the characteristics of the agricultural enterprises in the area are unique and that the establishment of preserves of less than 100 acres is consistent with the general plan of the county or city.

In return for entering into a contract, the landowner is granted preferential taxes that are based upon agricultural and related land uses rather than fair market value. Contracts may be exited at the option of the landowner or local government by initiating the process of term nonrenewal. Under this process, the remaining contract term (9 years in the case of an original term of 10 years) is allowed to lapse, with the contract null and void at the end of the term. During the nonrenewal process, the annual tax assessment continually increases each year until it is equivalent to current tax rates at the end of the nonrenewal period. Under a set of specifically defined circumstances, a contract may be cancelled without completing the process of term nonrenewal. Contract cancellation, however, involves a comprehensive review and approval process, and the payment of a fee by the landowner.

In August 1998, Senate Bill (SB) 1182 established the Farmland Security Zone (FSZ) provisions of the Williamson Act. An FSZ is created within an Agricultural Preserve by County Board of Supervisors' approval and at the request of a landowner or group of landowners. FSZ contracts offer landowners greater property tax reductions in return for an initial contract term of 20 years, with renewal occurring automatically each year. Land restricted by an FSZ contract is valued for property assessment purposes at 65 percent of its Williamson Act valuation, or 65 percent of its Proposition 13 valuation, whichever is lower. New special taxes for urban-related services must be levied at an unspecified reduced rate unless the tax directly benefits the land or living improvements. Cities and special districts that provide nonagricultural services are generally prohibited from annexing land enrolled under an FSZ contract. Similarly, school districts are prohibited from taking FSZ lands for school facilities.

Z'Berg-Nejedly Forest Practice Act. The Z'Berg-Nejedly Forest Practice Act (Forest Practice Act) identifies operating methods and procedures that seek to protect fish, wildlife, forests, and streams within timber harvesting areas. The Forest Practice Act is intended to achieve "maximum sustained production of high-quality timber products…while giving consideration to values relating to recreation, watershed, wildlife, range and forage, fisheries, regional economic vitality, employment and aesthetic enjoyment." The regulations created by the Forest Practice Act define factors such as the size and location of harvest areas, include measures to prevent unreasonable damage to residual trees, and address the protection of riparian areas, water courses and lakes, wildlife, and habitat areas.

Z'Berg-Warren-Keene-Collier Forest Taxation Reform Act. According to the Z'Berg-Warren-Keene-Collier Forest Taxation Reform Act enacted in 1976, counties must provide for the zoning of land used for growing and harvesting timber as Timberland Production Zones (TPZs). TPZs were established to preserve and protect timberland from conversion to other uses and avoid land use conflicts.

Timberland Productivity Act. The Timberland Productivity Act represents the Legislature's declared intent "to fully realize the productive potential of the forest resources and timberlands of the state." The Act imposes mandatory restrictions on parcels zoned as timberland production. Such parcels "shall be zoned so as to restrict their use to growing and harvesting timber and to compatible uses." In exchange, property owners are required to pay property taxes on the land based solely on its value for timber harvest, and not for its development potential, as is the case with qualifying agricultural and open space lands under the Williamson Act. Government Code Section 51104(g) of the Timberland Productivity Act defines "timberland production zone" as an area that has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses. Compatible uses are defined under Section 51104(h) and include management for watershed; management for habitat or hunting and fishing; access roads and staging areas for timber harvesting; gas, electric, water, or communication transmission facilities; grazing; or a residence or other structure necessary for timber management.

California Government Code. Section 51104(g) defines "timberland production zone" to mean an area that has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses. Compatible uses are defined under Section 51104(h).

4.2.4.3 Local Regulations

City of Colton General Plan Policies. Due to the limited amount of suitable farmland and minor investment in agricultural uses within the City, policies for agricultural operations were not included in the General Plan's Land Use[1] or Open Space and Conservation Elements.[2] The City stated it has elected to accommodate population growth and economic development, and the proposed project will be developed in accordance with this philosophy.

4.2.5 Thresholds of Significance

The City has not established local California Environmental Quality Act (CEQA) significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the State CEQA Guidelines. According to Section II of Appendix G of the State CEQA Guidelines, the Project would result in a significant impact to agriculture and forestry resources if the Project or any Project-related component would:

Threshold 4.2-1 **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural land use.**

Threshold 4.2-2 **Conflict with existing zoning for agricultural use, or a Williamson Act contract.**

1 *Land Use Element*. City of Colton General Plan. 2013.
2 *Open Space and Conservation Element*. City of Colton General Plan. 1987.

Threshold 4.2-3 **Conflict with existing zoning for, or caused 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)).**

Threshold 4.2-4 **Result in the loss of forest land or conversion of forest land to non-forest use.**

Threshold 4.2-5 **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 forest land to non-forest use.**

4.2.6 Impact Analysis

4.2.6.1 Conversion of Prime, Unique or Statewide Important Farmland

Threshold 4.2-1 ***Would the project result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural land use?***

The FMMP designates the entire site and surrounding area as "Grazing Land" and "Urban and Built-Up Land." The majority of the site (approximately 2.4 acres) is designated "Urban and Build-Up Land," with the northern-most portion (approximately 0.45 acre) and a sliver along the southwest corner (approximately 0.05 acre) designated "Grazing Land" by the FMMP.[1] In the surrounding area, land to the north is designated as a mix of Urban and Built-Up Land and Grazing Land. Lands to the east and south are designated as Urban and Built-Up Land, and land to the west is designated as a mixture of Urban and Built-up Land and Grazing Land. No Prime, Unique, or Statewide Important farmland is located on or in the vicinity of the site.

Impact Conclusion. The project would have **no impact** on Prime, Unique, or Statewide Important farmland; therefore, no mitigation is required.

4.2.6.2 Conversion of Existing Agricultural Zoning or Williamson Act Contract Land

Threshold 4.2-2 ***Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?***

The site is located within Planning Area Nine of the RCSP. Comprised of approximately 323 acres, Planning Area Nine is described as *"…the portion of Reche Canyon Road south of the County island, with the exception of Planning Area Eight. Excluding the mobile home park and the commercial area, the predominant land use in this area will reflect the current Estate Density character of development. Some Low Density development will be permitted in the side canyons..."*[2]

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1 *San Bernardino County Important Farmland 2016, Sheet 2 of 2*. California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program. https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanBernardino.aspx (accessed July 23, 2021).

2 *Reche Canyon Specific Plan*. City of Colton. Page 34. February 1991.

The site is not currently zoned for any agricultural use. Furthermore, the site is not enrolled in a Williamson Act contract, and it not near any properties that currently have Williamson Act contracts. No conversion of agriculturally zoned or contracted land would occur.

Impact Conclusion. The project would have **no impact** on agriculturally zoned land or a Williamson Act contract; therefore, no mitigation is required.

4.2.6.3 Loss or Conversion of Forest Land

Threshold 4.2-3 ***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))?***

Threshold 4.2-4 ***Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

As stated previously, the site is zoned Planning Area 9 of the RCSP, with the predominant land use classified as Estate Density. The site is not zoned for any agricultural use. There are no on-site trees that could constitute a forest or timberland pursuant to Public Resources Code Section 12220(g), nor is the site zoned for forest or timberland production.

Impact Conclusion. The project would have **no impact** to forest or timberland resources; therefore, no mitigation is required.

4.2.6.4 Conversion of Farmland to Non-Agricultural Uses

Threshold 4.2-5 **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?**

No current agricultural use occurs on site, and neither the site nor nearby properties in the surrounding Reche Canyon has been used for agricultural purposes in the past. Due to the lack of trees, there also are no forestland or forest resources on site. Therefore, the development of the project would not convert agricultural land to non-agricultural uses of the conversion of forest land to non-forest use.

Impact Conclusion. The project would have **no impact** to the environment from conversion of farmland to non-agricultural use, or conversion of forest land to non-forest use. No mitigation is required.

4.2.7 Programmatic Analysis

4.2.7.1 Environmental Setting

The RTS is located in an urbanized portion of the city. According to the Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP), the RTS and the surrounding area are

designated as "Urban and Built-Up Land".[1] The RTS' current zoning is R-1 (Low Density Residential). No Williamson Act contracts are recorded on or adjacent to the RTS.[2] The RTS is currently developed. No agricultural or forestry resources are located on site.

4.2.7.2 Programmatic Impact Analysis

Due to the absence of Important Farmland, agricultural zoning, Williamson Act contracted land, forest/timberland, or active agricultural uses within the limits of the RTS, subsequent development allowed under the proposed GPA and zone change would not result in the conversion of any agricultural/forestry/timberland resource to non-agricultural/non-forestry use, and there would be **no impacts** to agriculture or forestry resources.

4.2.8 Cumulative Impacts

Every two years, the DOC prepares a Farmland Conversion Report for every county in the State. The most recent data, for the 2014–2016 period, indicate San Bernardino County experienced a net loss of 392 acres of Prime Farmland and 43 acres of Farmland of Local Importance[3]. Increases of 68 acres of Unique Farmland and 63 acres of Farmland of Statewide Importance were recorded for the same period.[4]

The amount of Grazing Land recorded in San Bernardino County during the 2014–2016 inventory totaled 898,633 acres, a net loss of 2,102 acres since the previous reporting cycle. Absent active agricultural uses, land solely dedicated for grazing uses is generally not afforded protection under CEQA. The conversion of 0.5 acre of "Grazing Land" to commercial uses (i.e., to "Urban and Build-Up Land") represents a loss of less than 0.01 percent of the total grazing land countywide. Although development of the site would preclude future use of the site for grazing, the surrounding land uses are developed with Estate Density (up to 2 DU per acre), Low Density Residential (2 to 4 DU per acre), Intermediate Density (4 to 10 DU per acre), and Commercial uses. Therefore, the surrounding land uses already preclude grazing activity from occurring in the project vicinity. Due to the on-site absence of any Prime, Unique or Statewide Important farmland; the minimal reduction in the countywide amount (0.5 acre) of grazing land; and the absence of any current on-site agricultural use, there would be no considerately significant cumulative agricultural impact from development of the project.

There are no forest or timberland land uses on or adjacent to the site. Implementation of the project would not result in any loss of forest resources. Therefore, the project could not contribute

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1 California Department of Conservation. 2022. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed March 21, 2023).

2 San Bernardino County Assessor. 2021. Parcels Under Open Space Contract Report. Website: https://secureservercdn.net/192.169.221.188/787.15f.myftpupload.com/wp-content/uploads/2021/07/NPP874-WilliamsonActParcels.pdf (accessed March 21, 2023).

3 *San Bernardino County 2014–2016 Land Use Conversion*. Farmland Mapping and Monitoring Program. Table A-28. California Department of Conservation.

4 *Ibid.*

to cumulative impacts related to forest resources. In the absence of any considerable significant cumulative impact on agricultural land or forest resources, no mitigation is required.

4.3 AIR QUALITY

This section analyzes the proposed project's potential air quality impacts based on the following technical studies contained in Appendix B-1 of this EIR.

- *Air Quality Update for the Reche Canyon Plaza Project in Colton, California*, LSA, December 9, 2021.

The air quality analysis evaluates potential air quality impacts and mitigation measures by examining the short-term construction and long-term operational impacts associated with the project and by evaluating the effectiveness of mitigation measures incorporated as part of the project design. Additionally, the analysis provides a discussion of the proposed project, the physical setting of the project area, and the air quality regulatory framework. The evaluation was prepared in accordance with appropriate standards, utilizing procedures and methodologies in the South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook (SCAQMD 1993) using the latest CalEEMod computer program developed and maintained by SCAQMD. Air quality data from the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA) Web sites were used to characterize the local air quality environment.

4.3.1 Existing Setting

The project site is currently vacant but surrounded to the south, north, east and west by single-family residential uses with scattered vacant parcels. Reche Canyon Road divides the project area and is a major regional connector for Moreno Valley and Colton. Surrounding land uses include single-family properties on larger lots, and moderate to low density. The character of the surrounding homes could be characterized as rural in aesthetic and atmosphere, but not in practice.

It is also situated in the South Coast Air Basin (Basin), a geographic area that encompasses the coastal plain and connecting broad inland valleys and low hills. The Pacific Ocean forms the southwestern border of the Basin, with mountain ranges forming the remainder of the border. The Basin includes Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. The Basin is under the jurisdiction of the SCAQMD.

4.3.1.1 Sensitive Receptors

The nearest sensitive receptor land use are single family residential uses surrounding the site in all directions.

4.3.1.2 Climate and Meteorology

Air quality in the project area is not only affected by various emissions sources (e.g., mobile and industry), but also by atmospheric conditions (e.g., wind speed, wind direction, temperature, rainfall, and amount of sunshine). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by a wide range of emissions sources—such as dense population centers, heavy vehicular traffic, and industry—and meteorology.

Winds in the Basin are predominantly of relatively low velocities, averaging about 4.0 miles per hour (mph). These low average wind speeds, together with a persistent temperature inversion, limit the vertical dispersion of air pollutants throughout the Basin. Strong, dry, north or northeasterly winds, known as Santa Ana winds, occur during the fall and winter months, dispersing air contaminants, and these conditions tend to last for several days at a time. Local winds at the project site blow predominantly from the south and southwest with an average annual wind speed of about 10 mph. Summer average wind speeds average slightly higher than winter wind speeds.

The Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in midafternoon to late afternoon on hot summer days, when the smog appears to clear up suddenly. Winter inversions frequently break by midmorning.

4.3.1.3 Regional Air Quality

Both the State of California and the Federal government have established health-based Ambient Air Quality Standards (AAQS) for seven air pollutants. As detailed in Table 4.3.A, these pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 microns in size (PM_{10}), particulate matter less than 2.5 microns in size ($PM_{2.5}$), and lead. In addition, the State has set standards for sulfates, hydrogen sulfide (H_2S), vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 4.3.B summarizes the primary health effects and sources of common air pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety (EPA), these health effects will not occur unless the standards are exceeded by a large margin or for a prolonged period of time. State AAQS are more stringent than federal AAQS. Among the pollutants, O_3 and particulate matter ($PM_{2.5}$ and PM_{10}) are considered pollutants with regional effects, while the others have more localized effects.

The California Clean Air Act (CCAA) provides the SCAQMD and other air districts with the authority to manage transportation activities at indirect sources. Indirect sources of pollution include any facility, building, structure, or installation, or combination thereof, that attracts or generates mobile source activity that results in emissions of any pollutant. In addition, area source emissions that are generated when minor sources collectively emit a substantial amount of pollution are also managed by the local air districts. Examples of this would be the motor vehicles at an intersection, a mall, and on highways. The SCAQMD also regulates stationary sources of pollution throughout its jurisdictional area. Direct emissions from motor vehicles are regulated by the California Air Resources Board (CARB).

Table 4.3.A: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)[8]	1-Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM_{10})[9]	24-Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		—		
Fine Particulate Matter ($PM_{2.5}$)[9]	24-Hour	—	—	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12.0 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1-Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9.0 ppm (10 mg/m³)		9 ppm (10 mg/m³)	—	
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m³)		—	—	
Nitrogen Dioxide (NO_2)[10]	1-Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (for certain areas)[11]	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	24-Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[11]	—	
	3-Hour	—		—	0.5 ppm (1300 µg/m³)	
	1-Hour	0.25 ppm (655 µg/m³)		75 ppb (196 µg/m³)	—	
Lead[12,13]	30-Day Average	1.5 µg/m³	Atomic Absorption	—	—	High-Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m³ (for certain areas)[13]	Same as Primary Standard	
	Rolling 3-Month Average[11]	—		0.15 µg/m³		
Visibility-Reducing Particles[14]	8-Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24-Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24-Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: CARB. Ambient Air Quality Standards. May 4, 2016. Website: www.arb.ca.gov/research/aaqs/aaqs2.pdf (accessed September 23, 2022).

Notes:

1 California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility-reducing particles) are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth-highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the EPA for further clarification and current national policies.

3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4 Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7 Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

8 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9 On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10 To attain the 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11 On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12 The ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13 The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standards are approved.

14 In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

°C = degrees Celsius
ARB = California Air Resources Board
EPA = United States Environmental Protection Agency
µg/m³ = micrograms per cubic meter
mg/m³ = milligrams per cubic meter
ppm = parts per million
ppb = parts per billion

Table 4.3.B: Summary of Health Effects of the Major Criteria Air Pollutants

Pollutant	Health Effects	Examples of Sources
Particulate Matter ($PM_{2.5}$ and PM_{10}: less than or equal to 2.5 or 10 microns, respectively)	● Hospitalizations for worsened heart diseases ● Emergency room visits for asthma ● Premature death	● Cars and trucks (especially diesels) ● Fireplaces, wood stoves ● Windblown dust from roadways, agriculture, and construction
Ozone (O_3)	● Cough, chest tightness ● Difficulty taking a deep breath ● Worsened asthma symptoms ● Lung inflammation	● Precursor sources[1]: motor vehicles, industrial emissions, and consumer products
Carbon Monoxide (CO)	● Chest pain in heart patients[2] ● Headaches, nausea[2] ● Reduced mental alertness[2] ● Death at very high levels[2]	● Any source that burns fuel, such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Nitrogen Dioxide (NO_2)	● Increased response to allergens	● See carbon monoxide sources
Toxic Air Contaminants	● Cancer ● Chronic eye, lung, or skin irritation ● Neurological and reproductive disorders	● Cars and trucks (especially diesels) ● Industrial sources such as chrome platers ● Neighborhood businesses such as dry cleaners and service stations ● Building materials and products

Source: CARB. Health and Air Pollution, Common Air Pollutants. Website: www.arb.ca.gov/resources/common-air-pollutants (accessed September 23, 2022).

[1] Ozone is not generated directly by these sources. Rather, chemicals emitted by these precursor sources react with sunlight to form ozone in the atmosphere.

[2] Health effects from CO exposures occur at levels considerably higher than ambient.

CARB = California Air Resources Board

In addition to setting out primary and secondary AAQS, the State has established a set of episode criteria for O_3, CO, NO_2, SO_2, and PM_{10}. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that threaten public health. Health effects are progressively more severe as pollutant levels increase from Stage One to Stage Three. An alert level is that concentration of pollutants at which initial stage control actions are to begin. An alert will be declared when any one of the pollutant alert levels is reached at any monitoring site and when meteorological conditions are such that the pollutant concentrations can be expected to remain at these levels for 12 or more hours or to increase; or, in the case of oxidants, the situation is likely to recur within the next 24 hours unless control actions are taken.

Pollutant alert levels:

- **O_3:** 392 micrograms per cubic meter ($\mu g/m^3$) (0.20 parts per million [ppm]), 1-hour average.
- **CO:** 17 milligrams per cubic meter (mg/m^3) (15 ppm), 8-hour average.
- **NO_2:** 1,130 $\mu g/m^3$ (0.6 ppm), 1-hour average; 282 $\mu g/m^3$ (0.15 ppm), 24-hour average.
- **SO_2:** 800 $\mu g/m^3$ (0.3 ppm), 24-hour average.
- **Particulates measured as PM_{10}:** 350 $\mu g/m^3$, 24-hour average.

4.3.1.4 Local Air Quality

The SCAQMD, together with the CARB, maintains ambient air quality monitoring stations in the Basin. For evaluation purposes, SCAQMD has divided the basin into 36 Source Receptor Areas (SRAs) that operate monitoring stations. SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The closest SCAQMD air quality monitoring station to the project site is the San Bernardino station, which monitors criteria air pollutant data. The air quality trends from this station are used to represent the ambient air quality in the project area. The pollutants monitored are CO, O_3, PM_{10}, $PM_{2.5}$, NO_2, and SO_2.[1, 2] The criteria pollutants monitored at this station are identified in Table 4.3.C.

The State 24-hour PM_{10} standard was exceeded at most 8 days in each of the last three years. The federal 24-hour $PM_{2.5}$ standard was exceeded at most 2 days in each of the past three years. The State 1-hour O_3 standard was exceeded from 63 to 89 times per year in the past three years. The federal and State 8 hour O_3 standard was exceeded 96 to 130 days a year in the past three years.

Data collected at permanent monitoring stations are used by the EPA to classify regions as "attainment" or "nonattainment," depending on whether the regions met the requirements stated in the primary NAAQS. Nonattainment areas are imposed with additional restrictions as required by the EPA. Table 4.3.D identifies the attainment status of the Basin.

4.3.2 NOP/Scoping Meeting Comments

The City received one comment letter from the SCAQMD during the public review period of the Notice of Preparation (NOP) regarding air quality. The comment letter outlined its recommendations for the air quality study to be prepared for the proposed project and included a reference to several sources to consider for purposes of mitigating significant air quality impacts (*SCAQMD CEQA Air Quality Handbook* [SCAQMD 1993] and subsequent SCAQMD Updates). Additionally, the comment letter noted the gas station would require a SCAQMD permit.

During the public scoping meeting, the City received three comment letters related to air quality. These comments pertain to how the development would increase emissions and further degrade air quality in the area (refer to Appendix A-2).

1 United States Environmental Protection Agency. Air Quality Data. Website: www.epa.gov/outdoor-air-quality-data (accessed September 2022).

2 California Air Resources Board (ARB). iADAM: Air Quality Data Statistics. Website: www.arb.ca.gov/adam (accessed September 2022).

Table 4.3.C: Ambient Air Quality Monitored in the Project Vicinity

Pollutant	Standard	2019	2020	2021
Carbon Monoxide (CO) – taken from San Bernardino Station				
Maximum 1-hour concentration (ppm)		1.3	1.9	2.0
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal: > 35 ppm	0	0	0
Maximum 8-hour concentration (ppm)		1.1	1.4	1.6
Number of days exceeded:	State: ≥ 9.0 ppm	0	0	0
	Federal: ≥ 9 ppm	0	0	0
Ozone (O_3) – taken from San Bernardino Station				
Maximum 1-hour concentration (ppm)		0.127	0.162	0.142
Number of days exceeded:	State: > 0.09 ppm	63	89	66
Maximum 8-hour concentration (ppm)		0.114	0.128	0.112
Number of days exceeded:	State: > 0.07 ppm	96	130	98
	Federal: > 0.070 ppm	96	130	98
Coarse Particulates (PM_{10}) – taken from San Bernardino Station				
Maximum 24-hour concentration (µg/m³)		113	175	182
Number of days exceeded:	State: > 50 µg/m³	4	8	4
	Federal: > 150 µg/m³	0	1	1
Annual arithmetic average concentration (µg/m³)		31.4	40.5	39.7
Exceeded for the year:	State: > 20 µg/m³	Yes	Yes	Yes
Fine Particulates ($PM_{2.5}$) – taken from San Bernardino Station				
Maximum 24-hour concentration (µg/m³)		60.5	56.6	57.9
Number of days exceeded:	Federal: > 35 µg/m³	1	2	1
Annual arithmetic average concentration (µg/m³)		11.0	12.3	11.9
Exceeded for the year:	State: > 12 µg/m³	No	Yes	No
	Federal: > 12 µg/m³	No	Yes	No
Nitrogen Dioxide (NO_2) – taken from San Bernardino Station				
Maximum 1-hour concentration (ppb)		59.3	54.0	56.3
Number of days exceeded:	State: > 180 ppb	0	0	0
Annual arithmetic average concentration (ppb)		14.3	14.9	15.1
Exceeded for the year:	State: > 30 ppb	No	No	No
	Federal: > 53 ppb	No	No	No

Source 1: U.S. Environmental Protection Agency. Air Quality Data. Website: www.epa.gov/outdoor-air-quality-data (September 23, 2022).
Source 2: California Air Resources Board. iADAM Air Quality Data Statistics. Website: www.arb.ca.gov/adam (accessed September 23, 2022).
µg/m³ = micrograms per cubic meter
ND = no data available
O_3 = ozone
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
ppm = parts per million

Table 4.3.D: Attainment Status of Criteria Pollutants in the South Coast Air Basin (Update)

Pollutant	State	Federal
O_3 1-hour	Nonattainment	N/A
O_3 8-hour	Nonattainment	Extreme Nonattainment
PM_{10}	Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment/Unclassified
Lead	Attainment[1]	Attainment[1]
All others	Attainment/Unclassified	N/A

Source: Air Resources Board. Air Quality Standards and Area Designations. Website: www.arb.ca.gov/desig/desig.htm (accessed September 23, 2022).
[1] Except in Los Angeles County.
CO = carbon monoxide
N/A = not applicable
NO_2 = nitrogen dioxide
O_3 = ozone
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SO_2 = sulfur dioxide

- **SCAQMD:** This agency recommends analyzing regional air quality impacts, calculating localized air quality impacts, and comparing the results to the localized significance thresholds (LSTs) for both construction and operation phases of project. Additionally, the SCAQMD recommended a mobile source health risk assessment be performed if project generates additional vehicular trips.

As appropriate, these recommendations were followed in the preparation of the air quality analysis in this EIR, as explained in the methodology discussions in each of those sections.

4.3.2.1 General Notes on SCAQMD Recommended Mitigation Measures

Table 4.3.E presents an evaluation of the applicability of the SCAQMD measures related to the project.

4.3.3 Methodology

4.3.3.1 Air Quality Impact Analysis

The evaluation of air quality impacts associated with the proposed project includes the following:

- Determine the short-term construction air quality impacts based on SCAQMD emissions thresholds;
- Determine the long-term air quality impacts, including vehicular traffic, on both onsite and offsite air quality sensitive uses based on SCAQMD emissions thresholds; and
- Determine the required mitigation measures to reduce short-term and long-term onsite air quality impacts from all sources.

Table 4.3.E: Applicability of SCAQMD-Recommended Mitigation Measures

Mitigation Measure	Applicability
Chapter 11 of the SCAQMD *CEQA Air Quality Handbook* (Construction)	
These measures are not applicable to the proposed project because the emissions from project construction would all be less that the SCAQMD Thresholds of significance without mitigation.	
Chapter 11 of the SCAQMD CEQA Air Quality Handbook (Operations)	
These measures are not applicable to the proposed project because the emissions from project operations would all be less that the SCAQMD Thresholds of significance without mitigation.	
SCAQMD CEQA Web Pages (Fugitive Dust)	
Standard SCAQMD fugitive dust control measures (Rule 403) reduce PM_{10} or $PM_{2.5}$ emissions sufficiently to below established thresholds. These standard measures are required for all development activity within the Basin; therefore, no additional mitigation measures are required to reduce fugitive dust emissions.	
SCAQMD CEQA Web Pages (Off-Road Engines)	
These measures are not applicable to the proposed project because the emissions from off-road equipment (only during construction) would all be less than significant without mitigation.	
SCAQMD CEQA Web Pages (On-Road Engines)	
The SCAQMD measures identified in the SCAQMD *Overview – On-Road Engines Mitigation Measure Table* focus on possible on-road engine emissions control technologies (i.e., retrofits) to achieve emissions reductions. The CARB has worked closely with the EPA, engine and vehicle manufacturers, and other interested parties to reduce emissions from heavy-duty diesel vehicles in California, through a combination of measures including regulations requiring the use of ultra-low sulfur diesel fuel, new emission standards, restrictions on idling, addition of post-combustion filter and catalyst equipment, and retrofits for diesel truck fleets. These programs have resulted in significant reductions in particulate matter (PM), nitrogen oxides (NOx), volatile organic compounds (VOC), and carbon monoxide (CO) emissions as they have been implemented. Under the Truck and Bus Regulation, adopted by the CARB in 2008, all diesel truck fleets operating in California are required to adhere to an aggressive schedule for upgrading and replacing heavy-duty truck engines. Pursuant to such regulation, older, heavier trucks, i.e., those with pre-2000 year engines and a gross vehicle weight rating (GVWR) greater than 26,000 pounds were required to have installed a PM filter and must have been replaced with a 2010 engine between 2015 and 2020, depending on the model year. By 2015, all heavier pre-1994 trucks must have been upgraded to 2010 engines and newer trucks are thereafter required to be replaced over the next eight years. Older, more polluting trucks are required to be replaced first, while trucks that already have relatively clean 2007–2009 engines are not required to be replaced until 2023. Lighter trucks (those with a GVWR of 14,001 to 26,000 pounds) must adhere to a similar schedule. Therefore, all heavy-duty trucks entering the project site will meet or exceed U.S. EPA 2007 and 2010 emission standards by 2023. Federal and State agencies regulate and enforce vehicle emission standards. All trucks entering the property that are otherwise permitted to operate in California will be consisted with all local and State engine regulations. Further mitigation is not required as described in the analysis below.	
SCAQMD Rule 403	
As stated in Section 4.3.5.2, the project would comply with applicable SCAQMD Rules including, but not limited to Rule 403.	
SCAQMD's Guidance Document for addressing Air Quality Issues in General Plans and Local Planning	
These measures are not applicable to the proposed project because the measures listed are aimed toward local governments as a guidance to reduce community exposure to source-specific air pollution impacts.	

Source: Complied by LSA (September 2022).

In 2021, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) released the latest version of CalEEMod (v2020.4.0). The purpose of this model is to calculate construction-source and operational-source criteria pollutants (NO_X, VOC, PM_{10}, $PM_{2.5}$, SO_X,

and CO) and greenhouse gas (GHG) emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this project to determine construction and operational air pollutant emissions. Output from the model runs for both construction and operational activity are provided in the *Air Quality Update* (Appendix B-1).

The air quality assessment includes estimating emissions associated with short-term construction of the proposed project. The increase in pollutant emissions determines project's level of impact on regional air quality. These results allow the local government to determine whether the proposed project will deter the region from achieving the goal of reducing pollutants in accordance with the Air Quality Management Plan (AQMP) to comply with National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS).

Air quality in the project area would be affected by long-term air pollutant emissions from stationary sources and mobile sources related to the proposed project. Mobile source emissions from motor vehicles are the largest long-term generators of air pollutants. A smaller amount of emissions will be generated from area source emissions at the project site, through sources like natural gas usage, consumer products, and landscaping. The CalEEMod model was used to predict these project-related long-term impacts.

The SCAQMD has developed the LST Methodology that can be used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS and are developed based on the ambient concentrations of that pollutant for each source receptor area. SCAQMD current guidelines, Final Localized Significance Threshold Methodology (revised July 2008), were adhered to in the assessment of air quality impacts for the proposed project. The *Methodology* explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LST for receptors located at 25 meters".[1] Accordingly, LSTs for receptors at 25 meters are utilized in this analysis and provide for a conservative, i.e., "health protective" standard of care. The LST mass rate look-up tables are used to determine whether the daily emissions for the proposed construction activities could result in significant localized air quality impacts. The emissions of concern from construction activities are NOx, CO, PM_{10}, and $PM_{2.5}$ combustion emissions from construction equipment and fugitive PM_{10} dust from construction site preparation activities.

4.3.4 Existing Policies and Regulations

4.3.4.1 Federal Regulations

Clean Air Act. Pursuant to the Federal Clean Air Act (CAA) of 1970, the EPA established National Ambient Air Quality Standards (NAAQS). The NAAQS were established for six major pollutants, termed "criteria" pollutants. Criteria pollutants are defined as those pollutants for which the federal

[1] SCAQMD. Final Localized Significance Threshold Methodology. Page 3-3. Adopted June 2003, Revised July 2008. www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf (accessed September 23, 2022).

and State governments have established AAQS, or criteria, for outdoor concentrations in order to protect public health.

The EPA has designated the Southern California Association of Governments (SCAG) as the Metropolitan Planning Organization responsible for ensuring compliance with the requirements of the CAA for the Basin.

4.3.4.2 State Regulations

In 1967, the State Legislature passed the Mulford-Carrell Act, which combined two Department of Health bureaus (i.e., the Bureau of Air Sanitation and the Motor Vehicle Pollution Control Board) to establish CARB. Since its formation, CARB has worked with the public, the business sector, and local governments to find solutions to the State's air pollution problems. California adopted the CCAA in 1988. CARB administers the CAAQS for the 10 air pollutants designated in the CCAA. These 10 State air pollutants are the 6 criteria pollutants designated by the federal CAA as well as 4 others: visibility-reducing particulates, H2S, sulfates, and vinyl chloride.

California Green Building Standards. The California Green Building Standards Code, which is Part 11 of the California Code of Regulations, is commonly referred to as the CALGreen Code. The first edition of the CALGreen Code was released in 2008 and contained only voluntary standards. The 2019 CALGreen Code was updated in 2019, became effective on January 1, 2020, and applies to nonresidential and residential developments. The CALGreen Code contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning, which is a process for the verification that all building systems, such as heating and cooling equipment and lighting systems, function at their maximum efficiency.

4.3.4.3 Regional and Local Regulations

Lewis-Presley Air Quality Management Act. The 1976 Lewis Air Quality Management Act established the SCAQMD and other air districts throughout the State. The Federal Clean Air Act Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the Federal standards in nonattainment areas of that state. The California Air Resources Board is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for EPA approval. Significant authority for air quality control within air quality basins has been given to local air districts (e.g., the SCAQMD) that regulate stationary source emissions and develop local nonattainment plans.

South Coast Air Quality Management District. SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, SCAQMD, a regional agency, works directly with SCAG, California Transportation Commissions (CTCs), and local governments, and cooperates actively with State and federal government agencies. SCAQMD develops air quality-related rules and regulations, establishes permitting requirements, inspects emissions sources, and

provides regulatory enforcement through such measures as educational programs or fines, when necessary.

The following SCAQMD rules and regulations would apply to the proposed Development Project:

- **SCAQMD Rule 402 – Nuisance:** Requires that no person shall discharge from any source whatsoever such quantities of air contaminants or other material cause injury, detriment, nuisance, or annoyance to any considerable number of person or to the public (SCAQMD 1976).

- **SCAQMD Rule 403 – Fugitive Dust Control Measures:** Requires projects to incorporate fugitive dust control measures to prevent and reduce fugitive dust emissions and requires best available control measures to be applied t earth moving and grading activities (SCAQMD 2005).

- **SCAQMD Rule 1108 – Cutback Asphalt:** Prohibits the use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.

- **SCAQMD Rule 1113 – Low VOC Architectural Coatings:** Limits the VOC content of architectural coatings used on projects in the SCAQMD (SCAQMD 2016).

Regional Air Quality Management Plan (AQMP). The SCAQMD and SCAG are responsible for formulating and implementing the AQMP for the Basin. The main purpose of an AQMP is to bring the area into compliance with Federal and State air quality standards. Every three years, the SCAQMD prepares a new AQMP, updating the previous plan and 20-year horizon. The SCAQMD adopted the 2016 AQMP in March 3, 2017.[1] The CARB approved the plan on March 10, 2017, and forwarded the AQMP to the EPA. On October 1, 2015, the EPA improved the NAAQS for ground-level ozone by lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb). The 2022 AQMP is being developed to address the requirements for meeting this new ozone standard.

The latest adopted plan, the Final 2016 AQMP, incorporates the latest scientific and technological information and planning assumptions, and emission inventory methodologies for various source categories. The 2016 AQMP includes the integrated strategies and measures needed to meet the NAAQS, implementation of new technology measures, and demonstrations of attainment of the 1-hour and 8-hour O3 NAAQS as well as the latest 24-hour and annual PM2.5 standards.

Key elements of the 2016 AQMP include:

- Calculating and taking credit for co-benefits from other planning efforts (e.g., climate, energy, and transportation).
- A strategy with fair-share emission reductions at the Federal, State, and local levels.

[1] South Coast Air Quality Management District. Final 2016 Air Quality Management Plan. Approved March 2017. www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp (accessed September 23, 2022).

- Investment in strategies and technologies meeting multiple air quality objectives.
- Seeking new partnerships and significant funding for incentives to accelerate deployment of zero and near-zero technologies.
- Enhanced socioeconomic assessment, including an expanded environmental justice analysis.
- Attainment of the 24-hour $PM_{2.5}$ standard in 2019 with no additional measures.
- Attainment the annual $PM_{2.5}$ standard by 2025 with implementation of a portion of the ozone strategy.
- Attainment of the 1-hour ozone standard by 2022 with no reliance on "black box" future technology (CAA Section 182(e)(5) measures).

The Final 2016 AQMP proposes attainment demonstration of the federal $PM_{2.5}$ standards through a more focused control of sulfur oxides (SOx), directly-emitted $PM_{2.5}$, and NOx. The Final 2016 AQMP proposes policies and measures currently contemplated by responsible agencies to achieve federal standards for healthful air quality in the Basin and those portions of the Salton Sea Air Basin that are under SCAQMD jurisdiction. This Final Plan also addresses several Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools.

4.3.4.4 City of Colton

Colton General Plan. Local jurisdictions have the authority and responsibility to reduce air pollution through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air pollutant emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation for significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation. In accordance with CEQA requirements, the City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and State standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the CEQA *Air Quality Handbook* as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

- Goals and policies of the City's General Plan regarding air quality are listed below and analyzed in Section 4.3.5, Impact Analysis (Table 4.3.G).

> **Land Use Element (2013). Goal LU-5:** Reduce use of energy resources citywide, with a key goal of reducing the City's carbon footprint.
>
> > **Policy LU-5.6:** Require detailed air quality and climate change analyses for all applications that have the potential to adversely affect air quality and incorporate the analyses into applicable CEQA documents. Projects with the potential to generate

significant levels of air pollutants and greenhouse gases, such as manufacturing facilities and site development operations, shall be required to incorporate mitigation into their design and operation, and to utilize the most advanced technological methods feasible.

Policy LU-5.7: Work with the South Coast Air Quality Management District and the Southern California Association of Governments to implement the Air Quality Management Plan (AQMP) and Regional Transportation Plan/Sustainable Communities Strategy, with the objective of meeting federal and state air quality standards for all pollutants. To ensure that new measures can be practically enforced in the region, participate in future amendments and updates of the AQMP.

- Model Air Quality Element (1991)

Goal 2: A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.

Policy 2.1.1: Eliminate Vehicle Trips: Use incentives, regulation and Transportation Demand Management in cooperation with other jurisdiction s in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.

Policy 2.1.2: Reduce Vehicle Miles Traveled: Use incentives, regulations and Transportation demand Management in cooperation with other jurisdictions in South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.

Policy 2.4.1: Promote Non-Motorized Transportation: Provide for pedestrian and bicycle pathways to encourage non-motorized trips.

Policy 2.5.1: Manage Parking Supply: Manage parking supply to discourage auto use, while ensuring economic development goals won't be sacrificed.

Goal 4: A pattern of land uses that can be effectively served by a diversified transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants.

Policy 4.1: Manage Growth: Manage growth through incorporating policies and requirements (LOS standards compliance etc.) that insure the timely provision of infrastructure to serve new development.

Policy 4.3: Protect Sensitive Receptors: Support a regional approach to regulating the location and design of land uses which are especially sensitive to air pollution.

Goal 5: Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.

Policy 5.1: Control Dust: Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.

Policy 5.2: Reduce Emissions from Building Materials/Methods: Reduce emissions from building materials and methods which generate excessive pollutants.

4.3.5 Thresholds of Significance

Several modeling tools are available to assess air quality impacts of projects. In addition, certain air districts (e.g., SCAQMD) have created guidelines and requirements to conduct air quality analyses. SCAQMD's current guidelines, the *CEQA Air Quality Handbook* (SCAQMD 1993) with associated updates and the City guidelines were adhered to in the assessment of air quality impacts for the proposed project.

The City of Colton has not established local CEQA significance thresholds; therefore, this Draft EIR incorporates the air quality questions included in Appendix G ("CEQA Checklist") of the State *CEQA Guidelines*. Per the CEQA Checklist, a significant air quality impact would occur if the project was determined to:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a project would have a significant impact on air quality, the type, level, and impact of emissions generated by the project must be evaluated.

4.3.5.1 Regional Thresholds for Construction and Operational Emissions

The City utilizes the SCAQMD *CEQA Air Quality Handbook* to identify potentially significant impacts on air quality. For the purposes of this analysis, an impact is considered significant if a project:

- Generates total emissions (direct and indirect) in excess of the thresholds given in Table 4.3.F;
- Generates a violation of any ambient air quality standard when added to the local background; or
- Does not conform with the applicable attainment or maintenance plan(s).

Projects in the Basin with operational emissions that exceed any of these emission thresholds are significant under SCAQMD guidelines. These thresholds, which apply throughout the Basin and were developed by the SCAQMD, apply as both project and cumulative thresholds. If a project exceeds these standards, it is considered to have a project-specific and cumulative impact.

Table 4.3.F: SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
VOCs	75 lbs/day	55 lbs/day
CO	550 lbs/day	550 lbs/day
NO_X	100 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day

Source: South Coast Air Quality Management District.
CO = carbon monoxide
lbs = pounds
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
VOCs = volatile organic compounds
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides

4.3.5.2 Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm.
- California State 8-hour CO standard of 9.0 ppm.

4.3.5.3 Thresholds for Determining Impacts to Sensitive Receptors

The SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003 and updated it in July 2008,[1] recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. Localized Significance Thresholds (LSTs) were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative. The LST methodology was adopted by the SCAQMD Governing Board in October 2003.[2] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LSTs, which are voluntary, only apply to CO, NO_2, PM_{10}, and $PM_{2.5}$ emissions during construction and operation at the discretion of the lead agency. LSTs are based on the CAAQS, which are the most stringent AAQS that have been established to provide a margin of safety in the protection of public

1 South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. Adopted October 2003, updated July 2008. www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf (accessed September 26, 2022).

2 *Ibid.*

health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area.

Screening-level analysis of LSTs is only recommended for construction activities at project sites that are 5 acres or less. The SCAQMD recommends that operational activities and construction for any project over 5 acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. Dispersion modeling would be required for CO, NO_2, PM_{10}, and $PM_{2.5}$ emissions during construction and for operational activities. NOx to NO_2 conversion would be accounted for during the modeling to determine the maximum NO_2 concentrations at the nearest sensitive receptors.

The proposed project would disturb up to 2.9 acres during construction. As previously described, the SCAQMD has produced look-up tables for projects that disturb less than 5 acres daily. The SCAQMD has also issued a methodology[1] on applying the CalEEMod emissions software to LSTs for projects greater than 5 acres. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. Based on the SCAQMD recommendations and the construction equipment planned, no more than 2.9 acres would be disturbed on any one day; thus, the 2.9-acre LSTs have been used for construction emissions.

On-site operational emissions would occur from stationary and mobile sources. On-site vehicle emissions are the largest source of emissions and it is assumed that 5 percent of the project-related mobile sources would occur on the site.[2]

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. There are several existing residences surrounding the project site, the closest of which is approximately 82 feet (25 meters) from the project site boundary. Therefore, the following emissions thresholds apply during project construction and operation:

- Construction LSTs:
    - 200 lbs/day of NOx;
    - 1,204 lbs/day of CO;
    - 9 lbs/day of PM_{10}; and
    - 5 lbs/day of $PM_{2.5}$.

[1] SCAQMD. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf (accessed September 26, 2022).

[2] A total of 5 percent is considered conservative as the average worker trip lengths assumed are 14.7 miles for home to work, and 40 miles for all truck trips. It is unlikely that the average on-site distance driven will be even 1,000 feet, which is approximately 2 percent of the total miles traveled. Considering the total trip length included in the CalEEMod model, the 5 percent assumption is conservative.

- Operation LSTs:
    - 200 lbs/day of NOx;
    - 1,204 lbs/day of CO;
    - 3 lbs/day of PM_{10}; and
    - 1 lbs/day of $PM_{2.5}$.

4.3.5.4 Health Risk Assessment Thresholds of Significance

Both the State and federal governments have established health-based ambient air quality standards for seven air pollutants. For other air pollutants without defined significance standards, the definition of substantial pollutant concentrations varies. For toxic air contaminants (TACs), "substantial" is taken to mean that the individual health risk exceeds a threshold considered to be a prudent risk management level.

The following limits for maximum individual cancer risk (MICR) and noncancer acute and Hazard Index (HI) from project emissions of TACs are considered appropriate for use in determining the health risk for projects in the Basin:

- **MICR:** MICR is the estimated probability of a maximum exposed individual (MEI) contracting cancer as a result of exposure to TACs over a period of 30 years for adults and 9 years for children in residential locations and over a period of 25 years for workers. The MICR calculations include multipath way consideration, when applicable.

  The cumulative increase in MICR that is the sum of the calculated MICR values for all TACs would be considered significant if it would result in an increased MICR greater than 10 in 1 million (1×10^{-5}) at any receptor location.

- **Chronic HI:** Chronic HI is the ratio of the estimated long-term concentration of a TAC for a potential MEI to its chronic reference exposure level. The chronic HI calculations include multipathway consideration, when applicable.

  The project would be considered significant if the cumulative increase in total chronic HI for any target organ system would exceed 1.0 at any receptor location.

- **Acute HI:** Acute HI is the ratio of the estimated maximum 1-hour concentration of a TAC for a potential MEI to its acute reference exposure level.

  The project would be considered significant if the cumulative increase in total acute HI for any target organ system would exceed 1.0 at any receptor location.

4.3.6 Impact Analysis

This section provides an assessment of the potential impacts related to air quality that could result from implementation of the proposed project.

Table 4.3.G evaluates the consistency of the proposed project with applicable Colton General Plan Policies to determine consistency with the City's General Plan pertaining to air quality.

Table 4.3.G: General Plan Consistency Analysis

General Plan Policies	General Plan Consistency Analysis
Land Use Element Goal LU-5: Reduce use of energy resources citywide, with a key goal of reducing the City's carbon footprint.	
Policy LU-5.6: Require detailed air quality and climate change analyses for all applications that have the potential to adversely affect air quality and incorporate the analyses into applicable CEQA documents. Projects with the potential to generate significant levels of air pollutants and greenhouse gases, such as manufacturing facilities and site development operations, shall be required to incorporate mitigation into their design and operation, and to utilize the most advanced technological methods feasible.	**Consistent.** the project is preparing an EIR that includes air quality and greenhouse gas (climate change) analyses. These analyses show that no mitigation measures are required.
Policy LU-5.7: Work with the South Coast Air Quality Management District and the Southern California Association of Governments to implement the Air Quality Management Plan (AQMP) and Regional Transportation Plan/Sustainable Communities Strategy, with the objective of meeting federal and state air quality standards for all pollutants. To ensure that new measures can be practically enforced in the region, participate in future amendments and updates of the AQMP.	**Consistent.** As shown in Section 4.3.6.1, the project is consistent with the AQMP and RTP/SCS plans.
Model Air Quality Element Goal 2: A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	
Policy 2.1.1: Eliminate Vehicle Trips: Use incentives, regulation and Transportation Demand Management in cooperation with other jurisdiction s in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.	**Consistent.** As demonstrated in Section 4.17, Transportation, the proposed project would have a negligible VMT. In addition, the proposed project includes frontage improvements along Reche Canyon Road to include curb and gutter, sidewalks, street trees, and lighting. Development of the project therefore would reduce the existing pedestrian system gap in the project vicinity, which would be consistent with the City's initiatives to reduce vehicle trips and VMT.
Policy 2.1.2: Reduce Vehicle Miles Traveled: Use incentives, regulations and Transportation demand Management in cooperation with other jurisdictions in South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.	
Policy 2.4.1: Promote Non-Motorized Transportation: Provide for pedestrian and bicycle pathways to encourage non-motorized trips.	
Policy 2.5.1: Manage Parking Supply: Manage parking supply to discourage auto use, while ensuring economic development goals won't be sacrificed.	
Air Quality Element Goal #4: A pattern of land uses that can be effectively served by a diversified transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants.	
Policy 4.1: Manage Growth: Manage growth through incorporating policies and requirements (LOS standards compliance etc.) that insure the timely provision of infrastructure to serve new development.	**Consistent.** As shown in Section 4.3.6.1 the project would be consistent with all air quality plans and in Section 4.3.6.2 the project would produce construction and operational emissions well below SCAQMD thresholds of significance. The LST analysis demonstrates that all sensitive receptors would be protected.
Policy 4.3: Protect Sensitive Receptors: Support a regional approach to regulating the location and design of land uses which are especially sensitive to air pollution.	
Air Quality Element Goal #5: Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.	
Policy 5.1: Control Dust: Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.	**Consistent.** The project air quality study determined that dust and other pollutants from construction activities would not exceed accepted significance standards. Adherence to standard SCAQMD Rules for the control of fugitive dust, architectural coatings and other construction activities ensures established SCAQMD emission thresholds are not exceeded during construction.
Policy 5.2: Reduce Emissions from Building Materials/Methods: Reduce emissions from building materials and methods which generate excessive pollutants.	

Source: City of Colton General Plan, Land Use Element (2013) and Model Air Quality Element (1991).

4.3.6.1 Air Quality Management Plan Consistency

Threshold 4.3-1 Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals of the AQMP. The regional emissions inventory for the Basin is compiled by SCAQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based, in part, on the local jurisdictions' General Plan Land Use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into the 2021 RTP/SCS, compiled by SCAG to determine priority transportation projects and vehicle miles traveled (VMT) within the SCAG region. Projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans.

The Final 2016 AQMP was adopted by the SCAQMD Governing Board on March 10, 2017, and incorporated the latest scientific and technological information and planning assumptions, including the 2016 RTP/SCS and emission inventory methodologies for various source categories. The 2016 AQMP was based on assumptions provided by both CARB and SCAG in the latest available Emission FACtor (EMFAC) model for the most recent motor vehicle and demographics information, respectively. The air quality levels projected in the 2016 AQMP are based on several assumptions. For example, the 2016 AQMP has assumed that development associated with general plans, specific plans, residential projects, and wastewater facilities would be constructed in accordance with population growth projections identified by SCAG in its RTP. The 2016 AQMP also assumed that such development projects would implement strategies to reduce emissions generated during the construction and operational phases of development. The project's consistency with the 2016 AQMP is discussed in the following sections.

The proposed project would develop 18,124 square feet of neighborhood retail commercial uses on 2.9 acres. Therefore, the proposed project is not considered a project of Statewide, regional, or area-wide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential development of more than 500 dwelling units, shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space) as defined in the California Code of Regulations (Title 14, Division 6, Chapter 3, Article 13, §15206(b)). Because the proposed project would not be defined as a regionally significant project under CEQA, it does not meet the Southern California Association of Governments (SCAG) Intergovernmental Review criteria.

Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD *CEQA Air Quality Handbook*, consistency with the Basin 2016 AQMP is affirmed when a project (1) does not increase

the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented as follows:

1. Both short-term construction pollutant emissions and long-term operational pollutant emissions would be less than SCAQMD significant thresholds; therefore, the project would not result in an increase in the frequency or severity of an air quality standards violation and would not cause a new air quality standard violation.

2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, the proposed project is not defined as significant.

With respect to the first criterion, criteria pollutants during construction and operation of the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards. Because the proposed project would not introduce any substantial stationary sources of emissions, CO is the preferred benchmark pollutant for assessing local area pollutant impacts from post-construction motor vehicle operations. Section 4.3.6.3 details the CO hot spot analysis and shows impacts would be less than significant. Therefore, the proposed project would not increase the frequency or severity of an existing CO violation or cause or contribute to new CO violations.

With respect to the second criterion for determining consistency with AQMP Growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2016 RTP/SCS regarding population, housing, and growth trends. The project site currently has a General Plan Land Use designation of Reche Canyon Specific Plan (RCSP), which designates the project site as Estate Density (2 units/acre). As discussed in Chapter 3.0, Project Description, the project proposes to amend the onsite RCSP designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center.

According to the 2016 RTP/SCS, the forecast population for the San Bernardino County in 2040 is approximately 2,731,000.[1] In 2016, San Bernardino County had a population of approximately 2,107,000 persons. Therefore, the forecast population for the San Bernardino County subregion would grow by approximately 624,000 persons between 2016 and 2040. The proposed project's 18,124 square feet of retail uses would generate between approximately 27 to 29 employees,[2] based on SCAG's projections of 1 employee per 683 square feet or 9.98 employees per acre of development of a neighborhood retail commercial center with services (e.g., fuel station and car wash) in San

[1] Southern California Association of Governments. 2016 RTP/SCS, Appendix, Regional Growth Forecast. Table 8. Adopted April 2016. scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_demographics growthforecast.pdf?1606073557 (accessed September 26, 2022).

[2] 18,124 square feet of proposed commercial uses ÷ 683 square feet per employee = 27.48 employees. Conversely, 2.9 acres x 9.98 employees per acre = 28.94 employees.

Bernardino County.[1] Thus, project employees would account for less than 0.0046 percent[2] of the population growth forecast by SCAG in the County of San Bernardino subregion between 2016 and 2040. However, it is speculative to assume project-generated employees do not already reside in the County and that the project would add 29 residents to the County's population. Therefore, the project's proposed Specific Plan Amendment would not result in a population increase not previously anticipated for the project area and would be consistent with the growth projections in the AQMP. Accordingly, the project and its associated emissions have been anticipated in the growth projections of the City's General Plan, SCAG's RCP, and SCAQMD's AQMP. Additionally, the proposed project as a retail use does not meet SCAQMD's criteria to be defined as a significant project.

Impact Conclusion. The proposed project would not increase the frequency or severity of an air quality standard violation or cause a new violation (see Impact 4.3.6.2 below) and is consistent with the growth assumptions in the AQMP. Therefore, the project is not anticipated to conflict with or obstruct implementation of the AQMP. Impacts would be **less than significant,** and mitigation is not required.

4.3.6.2 Increase in Criteria Pollutants (Regional Construction and Operation)

Threshold 4.3-2 Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard?

According to the SCAQMD's *CEQA Air Quality Handbook*, any project in the Basin with daily emissions that exceed any of the following thresholds generally is considered as having individually and cumulatively significant air quality impacts:

- 55 lbs/day of VOC (volatile organic compounds) (75 lbs/day during construction);
- 55 lbs/day of NOx (oxides of nitrogen) (100 lbs/day during construction);
- 550 lbs/day of CO (carbon monoxide) (550 lbs/day during construction);
- 150 lbs/day of PM_{10} (particulate matter with a diameter of 10 microns or smaller) (150 lbs/day during construction)
- 55 lbs/day of $PM_{2.5}$ (particulate matter with a diameter of 2.5 microns or smaller) (55 lbs/day during construction); and
- 150 lbs/day of SOx (oxides of sulfur) (150 lbs/day during construction).

Construction Emissions. Impacts to air quality would occur during site preparation and construction. Major sources of emissions include exhaust emissions from construction vehicles and equipment and fugitive dust generated by construction vehicles and equipment traveling over earthen surfaces, and soil disturbances from grading and filling. Grading, and construction activities would cause combustion emissions from utility engines, heavy-duty construction vehicles, haul trucks, and

[1] *Employment Density Study Summary Report*. Table 8B. Southern California Association of Governments. October 31, 2001.

[2] 29 employees ÷ 624,000 population growth = 0.0046 percent

vehicles transporting construction crews. Fugitive dust emissions are generally associated with land clearing, exposure of soils, and cut and fill operations.

The construction analysis includes an estimate of the construction equipment that would be used during each construction phase, the hours of use for that construction equipment, the quantities of earth and debris to be moved, and on-road vehicle trips (worker, soil hauling, and vendor trips). The project is expected to result in a balanced cut-and-fill during grading.

Construction is expected to occur over the course of 7 months. The duration of construction activity and associated construction equipment was based on project plans and select CalEEMod defaults for phasing (Appendix B-1). The analysis assumes that construction of the project would use standard construction equipment and that all standard dust control measures required by SCAQMD Rule 403 would be implemented.

Adherence to SCAQMD Rule 403, including the implementation of Best Available Control Measures (BACMs), is a standard requirement for any construction activity occurring within the Basin. Among the requirements under this rule, fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. These measures may include, but are not limited to:

- Water active sites at least two times daily (locations where grading is to occur would be thoroughly watered prior to earthmoving).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.

The peak daily emissions for each criteria pollutant are calculated based on the most intensive phase of construction. Table 4.3.H identifies the maximum daily regional emissions associated with construction activities and indicates the project would not exceed criteria pollutant emission thresholds during construction. Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard

Operational Emissions. Long-term (operational) air pollutant emissions are those associated with area sources, stationary sources, and mobile sources involving any project-related changes. Area sources include architectural coatings, consumer products, hearths, and landscaping. Energy sources include natural gas consumption for heating and cooking. Mobile-source emissions usually result from vehicle trips associated with a project.

Table 4.3.H: Short-Term Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation	1	16	10	<1	<1	<1
Grading	2	17	10	<1	3	1
Building Construction	2	16	17	<1	<1	<1
Architectural Coating	2	1	2	<1	<1	<1
Paving	1	9	12	<1	<1	<1
Peak Daily Emissions	**2**	**17**	**17**	**<1**	**4**	**2**
SCAQMD Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. Air Quality Update for the Reche Canyon Plaza Project in Colton, California. Table A. December 2021. (Appendix B-1).
lbs/day = pounds per day
PM2.5 = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
PM10 = particulate matter less than 10 microns in size
CO = carbon monoxide
NOX = nitrogen oxides
SOX = sulfur oxides
VOCs = volatile organic compounds

CalEEMod was used to characterize the proposed project's operational emissions using default parameters. The proposed project would result in net increases in area-, stationary-, and mobile-source emissions. The area- and stationary-source emissions would come from many sources, including the use of consumer products, landscape equipment, general energy, and solid waste. Mobile-source emissions would occur from project-specific trip generation, of which operation of the project is estimated to generate 1,246 vehicle trips per day.[1] Table 4.3.I details the long-term operational emissions associated with the proposed project.

Table 4.3.I: Project Operational Emissions

Emission Type	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	<1	<1	<1	0	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	4	5	39	<1	8	2
Total Project Emissions	**4**	**5**	**39**	**<1**	**8**	**2**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. Air Quality Update for the Reche Canyon Plaza Project in Colton, California. Table C. December 2021. (Appendix B-1).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

[1] LSA Associates, Inc. *Air Quality Update for the Reche Canyon Plaza Project in Colton, California*. Page 3. December 2021. (Appendix B-1).

As shown in Table 4.3.I, emissions generated from operation of the proposed project would not exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutant.

The cumulative impacts analysis is based on projections in the regional AQMP. As detailed in response to Impact 4.3.6.1 above, the proposed project is consistent with the anticipated growth projections of the City's General Plan, SCAG's RTP, and SCAQMD's AQMP. Additionally, the proposed project as a retail use does not meet SCAQMD's criteria to be defined as a significant project. Therefore, the project would not conflict with or obstruct implementation of the regional AQMP.

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions would contribute to existing cumulatively significant impacts to air quality. The SCAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

Due to the nonattainment status of the Basin, the primary air pollutants of concern would be NOx and VOCs, which are ozone precursors, and PM_{10} and $PM_{2.5}$. As detailed in Table 4.3.I, long-term emissions for VOC, NO_X, CO, SOx, PM_{10}, and $PM_{2.5}$ expected to be generated through operation of the project indicate project-related emissions would not exceed the established SCAQMD daily emission thresholds for any criteria pollutants.

Impact Conclusion. Without any exceedance in air quality emissions thresholds, the construction and operation of the proposed project would not result in a cumulatively considerable contribution to significant air quality impacts. Cumulative air quality impacts would be **less than significant.** Mitigation is not required.

4.3.6.3 Exposure of Sensitive Receptors (Localized Significance Thresholds and CO Hotspots)

Threshold 4.3-3 Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

The SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003 and updated it in July 2008, recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. Localized significance thresholds (LSTs) represent the maximum emissions from a project site that are not expected to result in an exceedance of the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) for CO, NO_X, PM_{10}, and $PM_{2.5}$. LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. The appropriate Source Receptor Area (SRA) for the project site is the Central San Bernardino Valley area.

Distance to sensitive receptors for the air quality analysis is measured from the project construction limits to the nearest off-site residence. The nearest sensitive receptors to the project site are single-

family residential uses surrounding the project site. The nearest residential structures are approximately 82 feet (25 meters) from the proposed construction limits.[1]

Construction LST. Using LST guidance from SCAQMD, Table 4.3.J lists the LST emissions and applicable thresholds that apply during project construction.

Table 4.3.J: Project Localized Construction Emissions

Source	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions	17	14	4	2
Localized Significance Threshold	**200**	**1,204**	**9**	**5**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. Air Quality Update for the Reche Canyon Plaza Project in Colton, California. Table B. December 2021. (Appendix B-1).
Note: SRA (Central San Bernardino Valley), based on a 2.9-acre construction disturbance daily area, distance of 82 feet (25 meters) from project boundary.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

As detailed in Table 4.3.J, on-site construction emissions from the project would not exceed the LSTs for the nearby sensitive receptors. Therefore, construction of the project would not result in a locally significant air quality impact.

Operational LST. On-site operational emissions would occur from stationary and mobile sources. On-site vehicle emissions are the largest source of emissions, and the on-site travel for the proposed project would be restricted to the on-site roadways. Therefore, the 2.9-acre LSTs at an 82-foot (25 meters) distance are used for the operational LST analysis.

By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions detailed in Table 4.3.K assume all on-site project-related stationary sources and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related new vehicle traffic, would occur on site.

Table 4.3.K shows that the localized operational emissions would not exceed the LSTs for the nearby sensitive receptors. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

[1] LSA Associates, Inc. *Air Quality Update for the Reche Canyon Plaza Project in Colton, California*. Page 3. December 2021. (Appendix B-1).

Table 4.3.K: Project Localized Operational Emissions

Source	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions	<1	2	<1	<1
Localized Significance Thresholds	**200**	**1,204**	**3**	**1**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. Air Quality Update for the Reche Canyon Plaza Project in Colton, California. Table D. December 2021. (Appendix B-1).
Note: SRA (Central San Bernardino Valley), based 2.9 acres, distance of 82 feet (25 meters) from project boundary, on-site traffic 5 percent of total mobile trips within the project area (i.e., driveways and parking lots).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Long-Term Microscale (CO Hot Spot) Analysis. Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the San Bernardino Monitoring Station showed a highest recorded 1-hour concentration of 2.0 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 1.6 ppm (the State standard is 9 ppm) during the past three years (refer to Table 4.3.C). The highest CO concentrations would normally occur during peak traffic hours since reduced speeds and vehicular congestion at intersections result in increased CO emissions. Therefore, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As detailed in Section 4.17 *Transportation*, the project is expected to add approximately 98 vehicle trips per hour to local roadways during peak commute hours. The project would include payment of fair share fees and implement select improvements to roadway intersections in order to achieve adequate levels of service and reduce congestion in the project vicinity. Given the extremely low level of CO concentrations in the project vicinity and the incremental increase in project-related vehicle trips to local roadways, project-related vehicle trips are not expected to contribute significantly to CO concentrations. Because no CO hot spots would occur as a result of the proposed project, project-related impacts from CO concentrations would be less than significant.

Health Risk Assessment. For the purposes of a health risk assessment (HRA), short-term emissions are of concern for analyzing acute health impacts, and long-term emissions are of concern for analyzing chronic and carcinogenic health impacts. The only toxic air contaminants (TAC) known to be emitted from the proposed project would be from the exhaust of vehicles operating onsite.

The Office of Environmental Health Hazard Assessment (OEHHA) has determined that long-term exposure to diesel exhaust particulates poses the highest cancer risk of any TAC it has evaluated. Exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Fortunately, improvements to diesel fuel and diesel engines have already reduced emissions of some of these contaminants. These improvements have already resulted in an 85 percent reduction in particle emissions from diesel-powered trucks and other equipment (as compared to 2000 levels) (OEHHA 2001).

The components of concern within diesel exhaust are PM_{10} and $PM_{2.5}$. As shown in Tables 4.3.J and 4.3.K, the concentrations of all PM_{10} and $PM_{2.5}$ from both construction and operations at nearby sensitive receptors are less than the LSTs, and as the LSTs are designed to be protective of human health, means that the health risks from project emissions would be less than significant.

Impact Conclusion. Tables 4.3.J and 4.3.K identify the on-site construction and operational emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$, respectively, at the project site and demonstrate that all concentrations of pollutants would be below the SCAQMD thresholds of significance for construction and operation of the project. Therefore, both short-term (i.e., construction) and long-term (i.e., operational) LST air quality impacts would be **less than significant,** and the project would not expose sensitive receptors to substantial pollutant concentrations. Mitigation is not required.

4.3.6.4 Odors

Threshold 4.3-4 Would the proposed project create objectionable odors affecting a substantial number of people?

Construction equipment exhaust, the application of architectural coatings, and the installation of asphalt surfaces may create odors in the project vicinity during its construction. These construction activities are of a temporary duration and would not occur after completion of construction. The project would be required to comply with SCAQMD Rule 1113 standards for paint applications and Rule 1108 standards regarding application of asphalt as a matter of regulatory policy.

Land uses generally associated with long-term (i.e., operational) objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and/or various heavy industrial uses. The proposed project does not propose any such uses or activities that would result in a potentially significant operational-source odor impact. Potential sources of project-generated operational odors include disposal of commercial refuse. Consistent with City requirements, all project-generated refuse would be stored in covered containers and removed at regular intervals in accordance with solid waste regulations, thereby precluding substantial generation of odors that could result from

temporary holding of refuse on site. Additionally, the proposed project would be required to comply with SCAQMD Rule 402, which regulates nuisance odors.

Impact Conclusion. Through compliance with SCAQMD Rule 1108, 1113, and 402, the project would not involve any substantial short-term or long-term sources of odors. Impacts would be **less than significant,** and mitigation is not required.

4.3.7 Programmatic Analysis

4.3.7.1 Environmental Setting

The RTS is located in Colton, San Bernardino County, within the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Background information about air pollutants and health effects, climate, meteorological conditions, and regional air quality conditions in the Basin as well as local air quality conditions in the vicinity of the project site are provided in Section 4.3.1 of this Draft EIR.

The RTS is located in an urbanized portion of Colton that is in proximity to existing residential, commercial, and school uses. The nearest sensitive receptors are the single-family residential uses located adjacent to the RTS. Ambient air quality data (refer to Table 4.3.A) identifies monitored carbon monoxide (CO), nitrogen dioxide (NO_2), and particulate matter less than 2.5 microns in size ($PM_{2.5}$) levels are currently below the applicable State and federal standards. However, ozone (O_3) levels frequently exceed their respective standards, and particulate matter less than 10 microns in size (PM_{10}) levels occasionally exceed the State and federal 24-hour standards.

The Air Quality Element of the City's General Plan identifies goals, policies, and programs meant to balance the City's actions regarding land use, circulation, and other regulatory actions as well as their associated potential effects on local and regional air quality. The Air Quality Element includes air quality policies intended to limit sources of air pollution and sensitive receptor exposure. These policies have been previously identified in Section 4.3.4.3 of this Draft EIR.

4.3.7.2 Programmatic Impact Analysis

The SCAQMD is responsible for the development of the regional Air Quality Management Plan (AQMP), which is a comprehensive program for compliance with all federal and State air quality planning requirements including California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). 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 that was developed to address the requirements for meeting attainment standards was adopted by the SCAQMD on December 2, 2022. The AQMP incorporates local general plans and the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) socioeconomic forecast projections of regional population, housing, and employment growth.

Future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based in part on the general plans of cities located within the SCAG region. The transfer of residential capacity from the Project Site to the RTS does not represent an increase in number of

residential units or increase in population not previously accounted for in the City's General Plan; therefore, it is reasonable to conclude these land use actions would not compromise or conflict with the AQMP. Because the proposed GPA and zone change would not generate growth previously unaccounted for in SCAG forecasts used in the development of the AQMP, the proposed GPA and zone change would not jeopardize attainment of the air quality levels identified in the AQMP.

The proposed GPA and zone change, in and of themselves, do not propose any development on the RTS site. Rather, as influenced by economic conditions and market demand, the proposed land use actions would allow the development of additional residential uses on the RTS at some future point in time. Any new development occurring on the RTS would be required to conform to applicable SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1113 (Architectural Coatings) to reduce emissions, dust, and volatile organic compounds (VOCs) during project construction. The City's General Plan Land Use Element Policy LU-5.6 requires:

> "…detailed air quality and climate change analyses for all applications that have the potential to adversely affect air quality and incorporate the analyses into applicable CEQA documents. Projects with the potential to generate significant levels of air pollutants and greenhouse gases, such as manufacturing facilities and site development operations, shall be required to incorporate mitigation into their design and operation, and to utilize the most advanced technological methods feasible."

As required in project-specific analysis, mitigation would be identified to reduce the significance of any air pollutant that exceeds the construction and/or operational significance thresholds established by the SCAQMD.

Due to the relatively small size of the RTS and the limited number of units that could be developed, it is not likely that air quality emissions would exceed any established SCAQMD significance threshold. Nonetheless, Programmatic Mitigation Measure AIR-1 has been identified to ensure that criteria pollutant emissions from future redevelopment of the RTS are appropriately identified and (as necessary) reduced to a less significant level.

The proposed GPA and zone change would transfer residential capacity to the RTS, which is currently designated R-1. Existing adjacent residential would be exposed to odors and emissions resulting from the development of the site (e.g., paint, construction emissions, asphalt). It is reasonable to conclude that the nature of such odors or emissions from any residential use developed on the RTS would be similar. Compliance with standard SCAQMD (Rule 403) and applicable City regulations would apply to any development occurring on the RTS, thereby reducing the significance of such impacts.

Impact Conclusion. There is a potential for air quality impacts related to future redevelopment of the RTS site. Therefore, **Programmatic Mitigation Measure AIR-1** has been identified. With implementation of **Programmatic Mitigation Measure AIR-1**, air quality impacts associated with subsequent development of the RTS would be less than significant.

Programmatic Mitigation Measure AIR-1: Prior to issuance of demolition and/or construction permits for any development on the Residential

Transfer Site (RTS), the applicant of said development shall provide evidence to the City of Colton (City) that a project-specific Air Quality Impact Analysis has been completed for said development. The applicant shall further demonstrate, subject to review and approval of the City, the emissions reduction measures (if any) identified in the Air Quality Impact Analysis have been fully incorporated into the design of structures (re)developed on the RTS.

4.3.8 Cumulative Impacts

4.3.8.1 Criterial Pollutants

The cumulative area for the discussion of air quality impacts is the Basin. Due to the nonattainment status of the Basin, the primary air pollutants of concern would be NOx and VOCs, which are ozone precursors, and PM_{10} and $PM_{2.5}$. Project-related construction emissions of NOx and VOCs are primarily emitted from motor vehicles and construction equipment, while PM_{10} and $PM_{2.5}$ are emitted primarily as fugitive dust. Because of the nature of ozone as a regional air pollutant, emissions from the entire geographic area for this cumulative impact analysis would tend to be important, although maximum ozone impacts generally occur downwind of the area in which the ozone precursors are released. PM_{10} and $PM_{2.5}$ impacts, on the other hand, would tend to occur locally; thus, projects occurring in the same general area and in the same time period would tend to create cumulative air quality impacts.

The project would contribute criteria pollutants to the area during temporary project construction; however, no exceedance of established SCAQMD daily thresholds for construction emissions would occur. Several individual projects in the area may be under construction simultaneously. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants. However, each project would be required to comply with the SCAQMD's standard construction emissions control measures.

Should other projects occur in the vicinity of the proposed project, significant effects related to NOx, CO, PM_{10}, and $PM_{2.5}$ emissions would be further intensified due to multiple sites with potential earthmoving activities associated with site preparation and grading (resulting in increased PM_{10} and $PM_{2.5}$ emissions) and exhaust emission from construction equipment, worker vehicles and truck trips associated with material deliveries and onsite hauling activities (resulting in increased CO and NOx emissions). The 2016 AQMP describes and evaluated regional/area-wide conditions within the Basin and sets regional emission significance thresholds for both construction and operation of development projects. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed using the same significance criteria as those for project-specific impacts. If a project does not exceed the SCAQMD recommended daily regional emission thresholds, the project-specific impacts would also not result in a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

Neither the project's short-term construction or the long-term operational emissions would exceed SCAQMD's criteria pollutant and LST thresholds. Therefore, the proposed project would not result in a **cumulatively considerable** impact related to operational air quality emissions.

4.4 BIOLOGICAL RESOURCES

This section addresses the potential impacts development of the project may have on biological resources. The analysis contained in this section is based on the following project-specific technical reports and existing resource documents:

- *Biological Resources Assessment for the Reche Canyon Plaza Commercial Project, City of Colton, California*. LSA Associates, Inc. September 14, 2021. (Appendix C).
- *City of Colton General Plan, Open Space & Conservation Element*, adopted 1987.

4.4.1 Existing Setting

4.4.1.1 Vegetation

Vegetation and land use on the project site has been highly disturbed as a result of weed abatement practices and use of the site by feral burros (*Equuas asinus*). The vegetation present consists of nonnative grasslands over the majority of the project site and freshwater marsh vegetation within the retention basin. The nonnative grasslands are dominated by mouse barley (*Hordeum murinum*). Other species noted include pigweed (*Amaranthus* sp.), annual bur-sage (*Ambrosia acanthicarpa*), Maltese star-thistle (*Centaurea melitensis*), California encelia (*Encelia californica*), common sunflower (*Helianthus annuus*), sacred thorn-apple (*Datura wrightii*), common knotweed (*Polygonum aviculare*), and annual yellow sweetclover (*Melilotus indicus*). The freshwater marsh vegetation was dominated by narrowleaf cattail (*Typha angustifolia*) and tall flatsedge (*Cyperus involucratus*). Other species noted in the retention basin include Bermuda grass (*Cynodon dactylon*), shortpod mustard (*Hirschfeldia incana*), and pigweed. A complete list of plant species observed on the site is provided in Table 4.4.A.

4.4.1.2 Wildlife

Sign of two wildlife species, California ground squirrel (*Spermophilus beecheyi*) and feral burros (*Equuas asinus)*, was observed during the field visit. A complete list of wildlife species observed is provided in Table 4.4.A.

4.4.1.3 Listed or Special Status Species

The Project biology report found no “listed” (i.e., threatened or endangered) species on or expected to inhabit the project site. “Special-status species” is a universal term used in the scientific community for species that are considered sufficiently rare that they require special consideration and/or protection and should be, or have been, listed as rare, threatened or endangered by the Federal and/or state governments. Sensitive wildlife species are species listed as endangered or threatened under Federal Endangered Species Act (FESA) or California Endangered Species Act (CESA), candidates for listing by the United States Fish and Wildlife Service (USFWS) or California Department of Fish and Wildlife (CDFW), and Species of Special Concern to the CDFW. A CDFW Species of Special Concern (SSC) is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria: 1) is extirpated from the State or, in the case of birds, in its primary seasonal or breeding role; 2) is listed as federally-, but not State-, threatened or endangered; meets the State definition of threatened or endangered but has not formally been listed; 3) is experiencing, or formerly

Table 4.4.A: Plant and Animal Species Observed on the Project Site

Scientific Name	Common Name
PLANTS	
Hordeum murinum (nonnative)	Mouse Barley
Amaranthus sp. (nonnative)	Pigweed
Ambrosia acanthicarpa (nonnative)	Annual bur-sage
Centaurea melitensis (nonnative)	Maltese star-thistle
Encelia californica (nonnative)	California encelia
Helianthus annuus (nonnative)	Common sunflower
Datura wrightii (nonnative)	Sacred thorn-apple
Polygonum aviculare (nonnative)	Common knotweed
Melilotus indicus (nonnative)	Annual yellow sweetclover
Typha angustifolia	Narrowleaf cattail
Cyperus involucratus	Tall flatsedge
Cynodon dactylon	Bermuda grass
Hirschfeldia incana	Shortpod mustard
MAMMALS	
Spermophilus beecheyi	California ground squirrel
Equuas asinus	Feral burro

Source: Biological Assessment, LSA, September 14, 2021 (Appendix C)

experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; or 4) has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for State threatened or endangered status.

Sensitive or special-status plants are those that are listed by the USFWS, CDFW, and California Native Plant Society (CNPS). The CNPS considers sensitive plant species to be those that are:

- Extirpated in California and either rare or extinct elsewhere;
- Rare or endangered in California and elsewhere;
- Presumed extirpated in California but are more common elsewhere; or
- Rare or endangered in California but are more common elsewhere.

The project site is also not within designated critical habitat for any wildlife species. Ground squirrels are abundant on the project site, but none of the burrows had signs of occupancy by western burrowing owl (*Athene cunicularia*), and no owls were observed while conducting the onsite survey. The vegetation is generally too tall for suitable burrowing owl habitat. In addition, the vacant site is isolated within a developed rural residential area and there are numerous utility poles in the area that would increase the risk of owl mortality from larger predatory raptors.

Sensitive Natural Communities. The project site has been affected by weed abatement practices and by surrounding land use practices, previous grading, and contains no sensitive natural communities.

Wildlife Movement. The project site does not provide for regional wildlife movement and does not contain nursery sites. The project site is relatively small (2.9 acres) and isolated by surrounding development and associated roadway infrastructure.

Jurisdictional Waters/Wetlands. There is an existing onsite retention basin that collects runoff from surrounding land and roads, residential curb and gutters, and storm drains. It was constructed for temporary erosion control measure as part of the realignment of Reche Canyon Road and is not a jurisdictional water per federal or state regulations.

4.4.2 NOP/Scoping Meeting Comments

The City received seven comment letters regarding biological resources. These comments pertain to how the development would negatively impact the wildlife that exists there from removing their natural habitat. Comments received during the public scoping meeting included effects on onsite wildlife, impacts on burros in the canyon, impacts on riparian habitat, impacts on endangered species, and impacts on biological resources in general (refer to Appendix A-2).

4.4.3 Methodology

The biological survey area was assessed to determine if any biological resources impacts would occur with implementation of the proposed Project. The *Biological Technical Report*[1] (Appendix C) was based on information compiled from databases, reference materials, field reconnaissance, general biological survey, onsite vegetation conditions, potential for jurisdictional waters and wetlands delineation, and habitat needs for listed or special-status plants or animals.

A literature review was conducted to investigate the potential occurrence of sensitive species on or near the project site. Database records for *San Bernardino South, California* USGS 7.5-minute quadrangle and surrounding quadrangles within a one-mile radius of the Project were searched on September 7, 2021, using *Rarefind* 5 version 5.2.14, CDFW, Natural Diversity Database, and the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system. Soil types were determined using the WebSoil Survey.

The general biological resources assessment included a site visit in September of 2021 by a qualified LSA biologist. Notes were made on general site conditions, the vegetation, potential jurisdictional waters, and the suitability of habitat for various species of special concern. Plant and animal species observed during the field survey were recorded. The assessment was conducted to address CEQA compliance for the proposed Project.

4.4.4 Existing Policies and Regulations

4.4.4.1 Federal Regulations

Federal Endangered Species Act. The Federal Endangered Species Act (FESA) was enacted to protect any species of plant or animal that is endangered or threatened with extinction. Section 9 of the FESA prohibits "take" of federally threatened or endangered wildlife. Take, as defined under the

[1] *Biological Resources Assessment for the Reche Canyon Plaza Commercial Project, City of Colton, California*. LSA Associates, Inc. September 14, 2021 (Appendix C).

FESA, means to harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct (16 USC 1532[19]). Section 9 also prohibits the removal and reduction of endangered plants from lands under federal jurisdiction, and the removal, cutting, digging, damage, or destruction of endangered plants on any other area in "knowing violation of State law or regulation."

Section 9 of the FESA (16 USC 1538) prohibits take of a federally listed endangered species of fish or wildlife except pursuant to a permit and Habitat Conservation Plan approved under Section 10(a) of the FESA (16 USC 1539). The FESA prohibitions and requirements are different, however, for endangered species of plants. Section 9 prohibits the take of endangered plants only from areas under Federal jurisdiction, or if such take would violate State law.

Clean Water Act. The USACE regulates discharges of dredged or fill material into waters of the United States. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. The USACE regulatory jurisdiction pursuant to Section 404 of the Federal Clean Water Act (CWA) is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be indirect (through a nexus identified in the USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an OHWM. In order to be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology. Each characteristic has a specific set of mandatory wetland criteria that must be satisfied in order for that particular wetland characteristic to be met.

In 2006, the United States Supreme Court in the consolidated cases *Rapanos v. United States* and *Caravell v. United States*, Nos. 04-1034 and 04-1384 (*Rapanos*: June 19, 2006) addressed CWA jurisdiction over wetlands adjacent or abutting navigable, non-navigable and ephemeral tributaries and jurisdiction over permanent and relatively permanent non-navigable tributaries. According to the United Sates Supreme Court, the CWA does not assert jurisdiction over upland erosional features, gullies, and roadside ditches that have infrequent, low volume, and short duration of water flow.

Following the Rapanos decision, the lower courts immediately struggled to determine which "test" should be used, which led to inconsistency in CWA implementation across the states. On June 5, 2007, the USACE issued guidance regarding the Rapanos decision. After consideration of public comments and agencies' experience, revised guidance was issued on December 2, 2008. This guidance states that the USACE will assert jurisdiction over traditional navigable waters (TNWs), wetlands adjacent to TNWs, relatively permanent non-navigable tributaries that have a continuous flow at least seasonally (typically 3 months), and wetlands that directly abut relatively permanent tributaries. Under the 2008 Rapanos Guidance, the USACE determined jurisdiction over waters that are non-navigable tributaries that are not relatively permanent and wetlands adjacent to non-navigable tributaries that are not relatively permanent only after making a significant nexus finding. The USACE generally did not assert jurisdiction over swales or erosional features, or ditches excavated wholly in and draining only uplands that do not carry a relatively permanent flow of water. However, the USACE reserved the right to regulate these waters on a case-by-case basis.

Several recent attempts have been made to clarify the scope of waters of the United States (WOTUS). Based, in part, on the Rapanos decision and the opinions authored by Justice Kennedy and Justice Scalia, new rules defining WOTUS were promulgated under the Obama and Trump administrations. The 2015 "Clean Water Rule" and the 2020 "Navigable Waters Protection Rule" set forth different definitions for WOTUS (ranging from relatively broad federal jurisdiction under the 2015 rule to relatively limited federal jurisdiction under the 2020 rule). Each of these new rules prompted series of legal challenges and court decisions. On August 30, 2021, the United States District Court for Arizona vacated the 2020 Navigable Waters Protection Rule, which reinstated federal wetland regulations and definitions originally adopted by the federal government in the 1980s. In light of this order, the Environmental Protection Agency (EPA) and USACE (collectively "agencies") have halted implementation of the 2020 Navigable Waters Protection Rule and are interpreting WOTUS consistent with the pre-2015 regulatory regime (and 2008 Rapanos Guidance) until further notice.

While litigation continues and the agencies, on December 7, 2021, published a proposed new draft WOTUS definition and supporting documentation, the current definition of WOTUS is as follows:

1. All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;

2. All interstate waters including interstate wetlands;

3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters:

    a. Which are or could be used by interstate or foreign travelers for recreational or other purposes; or

    b. From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or

    c. Which are used or could be used for industrial purposes by industries in interstate commerce;

4. All impoundments of waters otherwise defined as waters of the United States under this definition;

5. Tributaries of waters identified in paragraphs (1) through (4) of this section;

6. The territorial sea;

7. Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (1) through (6) of this section; waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in

40 CFR 423.11(m) which also meet the criteria of this definition) are not waters of the United States.

WOTUS do not include prior converted cropland. Notwithstanding the determination of an area's status as prior converted cropland by any other federal agency, for the purposes of the CWA, the final authority regarding CWA jurisdiction remains with EPA.

Given the substantial changes in operable definitions that have occurred and are likely to continue to occur considering recent regulatory revisions, proposed rules, and court actions, it is not possible to predict the regulations that will be in place at the time of a particular jurisdictional determination by the USACE. Therefore, this jurisdictional delineation focusses on identifying the boundaries of potentially jurisdictional water bodies, utilizing methods for determining the locations of the ordinary high water mark (OHWM) and wetland boundaries as described below. These methods for determining the boundaries of water bodies in general have not substantially changed over the years and are not likely to change with any revised regulations. This delineation can then be used in combination with a companion jurisdictional analysis to determine which of the identified water bodies are actually jurisdictional, based on the definition that is in effect at the time of a jurisdictional determination by the USACE.

The USACE typically considers any body of water displaying an OHWM for designation as WOTUS, subject to the applicable definition of WOTUS. USACE jurisdiction over nontidal waters of the U.S. extends laterally to the OHWM or beyond the OHWM to the limit of any contiguous wetlands, if present.

The OHWM is defined as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area" (33 CFR 328.3). Jurisdiction typically extends upstream to the point where the OHWM is no longer perceptible.

Waters found to be isolated and not subject to CWA regulation may still be regulated by the RWQCB under the State Porter-Cologne Water Quality Control Act.

Migratory Bird Treaty Act. The Migratory Bird Treaty Act (MBTA) implements conventions between the United States and four countries (Canada, Mexico, Japan, and Russia) for the protection of migratory birds. The MBTA makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, or barter any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. The USFWS has statutory authority and responsibility for enforcing the MBTA. The MBTA applies to the individual nests of these species, but it does not regulate impacts to the species' habitats.

4.4.4.2 State Regulations

California Endangered Species Act. The California Endangered Species Act (CESA) was developed to protect species of fish, wildlife, and plants that are in danger of, or threatened with, extinction

because their habitats are threatened with destruction, adverse modification, or severe curtailment, or because of overexploitation, disease, predation, or other factors.

"Take" as defined under the CESA means hunt, pursue, capture, or kill, or attempt to hunt, pursue, capture, or kill. Under certain conditions, the CESA has provisions for take through a 2081 Permit or a Section 2081 Memorandum of Understanding. The impacts of the authorized take must be minimized and fully mitigated. No permit may be issued if the issuance of the permit would jeopardize the continued existence of the species.

California Environmental Quality Act. Section 15380(b) of the *CEQA Guidelines* provides that a species not listed on the Federal or State lists of protected species may be considered rare or endangered if the species can be shown to meet specified criteria. These criteria have been modeled after the definitions in FESA and CESA and § 2780–2781 of Article 1 of the California Fish and Game Code dealing with the California Wildlife Protection Act of 1990. This section was included in the guidelines primarily to deal with situations in which a public agency is reviewing a Project that may have a significant effect on a species that has not yet been listed by either the USFWS or CDFW.

California Fish and Game Code. Various sections of the California Fish and Game Code provide protection to nesting birds, birds of prey, and species protected under the MBTA. Section 3503 of the California Fish and Game Code prohibits the destruction of the nest or eggs of any bird as otherwise provided for in the Fish and Game Code. Section 3503.5 specifically extends this protection to the nests or eggs of any bird of prey (species of the Orders *Falconiformes* [falcons, hawks, eagles, ospreys] *or Strigiformes* [owls]). The unlawful take, sale, or purchase (whole or in part) of any aigrette or egret, osprey, bird of paradise, goura, or numidi is prohibited under Section 3505. Section 3513 prohibits the unlawful to take or possession of any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Streambed Alteration Agreements. Sections 1600 et seq. of the California Fish and Game Code define the responsibilities of the CDFW and require public and private applicants to obtain an agreement for Projects that would "… divert, obstruct, or change the natural flow or bed, channel, or bank of any river, stream, or lake designated by the CDFW in which there is at any time an existing fish or wildlife resource or from which those resources derive benefit, or would use material from the streambed designated by the department." CDFW wardens and/or unit biologists typically have the responsibility for formulating and issuing Streambed Alteration Agreements. The CDFW, through provisions of the Code (Sections 1601–1603), is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by the CDFW.

Native Plant Protection Act (NPPA). Sections 1900–1913 of the California Fish and Game Code (Native Plant Protection Act) direct the CDFW to carry out the Legislature's intent to "… preserve, protect and enhance endangered or rare native plants of this state." The NPPA gives the California Fish and Game Commission the power to designate native plants as "endangered" or "rare" and protect endangered and rare plants from take.

4.4.4.3 Regional and Local Regulations

There are no regional habitat conservation plans (HCPs), Natural Community Conservation Plans (NCCP), or other biological resource protection plans in place within Reche Canyon at this time, either through the City of Colton, City of Loma Linda, or the County of San Bernardino. The City of Colton does have a Habitat Conservation Plan (HCP) established for the Delhi Sands flower-loving fly but that HCP is in the western portion of the City and does not affect Reche Canyon.

City of Colton General Plan. The goals and policies outlined in the City's General Plan related to biological resources include:

> **Open Space and Conservation Element (1987)**
>
> **Principle 6:** Restrict development in canyons and hillsides and control the plan of development to prevent obstruction of natural runoff or water courses and to prevent unwarranted scarring of hillsides.
>
> > **Standard 3:** The use of natural and drought-tolerant vegetation shall be encouraged for landscaping in order that maintenance and water consumption are minimized.

The proposed Project is analyzed later in this section for consistency with the goals and policies listed above. Refer to Table 4.4.B.

Urban Forest Management Master Plan.

> **Goal 1**: Improve Colton's urban forest by increasing the number of trees, increase tree canopy, tree species diversity, and strengthen the management, maintenance and stewardship of Colton's trees (i.e., public-trees on City property, street median and parkways, City parks, and natural and open spaces; and private-trees on residential and business property).
>
> **Goal 3:** Engage the community and promote Colton's trees to support the Master Plan and increase public appreciation of the wide spectrum of aesthetic, energy and water conservation, health, business, and property value benefits from public and private trees.

City of Colton Municipal Code. The City of Colton's Municipal Code[1] (CMC) does not contain any sections that apply to native or heritage/historical vegetation, trees, etc. The only MC section applicable to biological resources of any kind is CMC Chapter 12.20, *Trees and Shrubs*, commonly known as the "Street Tree Ordinance", but it does not apply to the site at this time as it is vacant and does not contain any street trees.

The CMC policies that are not applicable to the site at the moment include: Section 12.20.040 on permit required for planting, trimming, removal, chemical treatment or otherwise disturb any City tree, Section 12.20.041 on tree protection guidelines, Section 12.20.100 on tree planting in new

[1] City of Colton Municipal Code, updated December 29, 2017. Website accessed August 17, 2021. https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT12STOTPUPL_CH12.20TRSH_12.20.010TI.

subdivisions and development payment, and Section 12.20.130 on uniformity of tree species along streets all apply after the establishment of new development at Reche Canyon.

4.4.5 Thresholds of Significance

Based on Appendix G of the *CEQA Guidelines*, biological resource impacts would occur if the proposed Project would:

Threshold 4.4-1 **Would the project have a substantial adverse effect, either directly or indirectly or through habitat modification, on any species identified as a candidate, sensitive, or special- status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS?**

Threshold 4.4-2 **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or the USFWS?**

Threshold 4.4-3 **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Threshold 4.4-4 **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native or resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Threshold 4.4-5 **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Threshold 4.4-6 **Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?**

4.4.6 Impact Analysis

4.4.6.1 Candidate, Non-listed Sensitive, or Special-Status Plant and Wildlife Species

Threshold 4.4-1 ***Would the proposed 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?***

The biological survey found no evidence of listed, candidate, non-listed sensitive, or special-status plant or wildlife species on the site. The proposed project site is graded and regularly disked to reduce fire hazards, is surrounded by existing development, has low habitat quality for native plants and animals, and is relatively small (2.9 acres) compared to other areas with suitable habitat within Reche Canyon and the surrounding region (i.e., Loma Linda Hills to the east). Although wild burro

may use the site from time to time passing through the Reche Canyon area, the burros are not using the site as a nursery. In addition, the wild burro is not a protected species. The site contained no evidence of occupancy or suitable habitat for any listed, special status, or otherwise sensitive species or biological habitat.

Impact Conclusion. The project would have **no impacts** to listed species or any other special-status species and no mitigation required.

4.4.6.2 Riparian Habitat or Other Sensitive Natural Communities

Threshold 4.4-2 ***Would the proposed 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?***

Riparian Habitat. The on-site retention basin was constructed in uplands, as part of the Reche Canyon Road realignment project in 2014, to capture localized storm water runoff. The retention basin receives runoff collected by local roads, residential curb and gutters, and storm drains. The retention basin is temporary storm water infrastructure, created in uplands, for the purpose of collecting storm water runoff. This temporary retention basin would not be subject to federal or State regulatory authority as identified above. As part of project grading, the basin would be filled and the street runoff would be directed into the regional storm water drainage system along Reche Canyon Road. Any vegetation currently in the basin does not constitute riparian vegetation under the definitions of the California Fish and Game Code. The basin is not a streambed with bed and bank. The project site does not contain any water-related resources subject to federal jurisdiction and any federally protected wetlands. Therefore, there are **no impacts** to riparian habitat and no mitigation is required.

Sensitive Natural Communities. The site has been previously graded, is regularly disked to prevent fire hazards, and thus contains no sensitive natural communities. Therefore, there are **no impacts** in this regard and no mitigation required.

Impact Conclusion. The project would have **no impacts** to riparian habitat or sensitive natural communities and no mitigation is required.

4.4.6.3 Jurisdictional Waters/Wetlands

Threshold 4.4-3 ***Would the proposed Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

The on-site retention basin was constructed in uplands, as part of the Reche Canyon Road realignment project in 2014, to capture localized storm water runoff. The retention basin receives runoff collected by local roads, residential curb and gutters, and storm drains. The retention basin is temporary storm water infrastructure, created in uplands, for the purpose of collecting storm water runoff. This temporary retention basin would not be subject to federal or State regulatory authority

as identified above. Therefore, the project will have no effects on jurisdictional waters, wetlands and streambeds. The biological survey determined the project site did not contain any resources subject to federal or state jurisdiction (i.e., no "waters of the US" or "waters of the state") and did not contain any federally protected wetlands. Therefore, there are **no impacts** on wetlands and mitigation is not required.

Impact Conclusion. The project would have **no impacts** on wetlands and no mitigation is required.

4.4.6.4 Wildlife Movement and Nesting/Migratory Birds

Threshold 4.4-4 ***Would the proposed 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?***

Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates the two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted to another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors may include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The project area was evaluated for its function as a corridor for wildlife to use to move between habitat areas. Features typically used by wildlife as corridors include mountain canyons and riparian corridors. There are no riparian corridors are present on the project site. The stormwater retention basin collects stormwater runoff from surrounding lands and roads, residential curbs and gutters, and storm drains. It was constructed to serve as a temporary erosion and control measure as part of the realignment of Reche Canyon Road and is not a jurisdictional water per federal or state regulations. The stormwater retention is an isolated feature on the project site and does not provide a connection to other habitats. Therefore, the stormwater retention basin does not constitute a riparian corridor. Furthermore, no native or migratory fish or riparian-dependent wildlife species occur on the project site.[1]

The project site is located within a mountain canyon area, consisting of large areas of open space and areas of clustered residential development. The open space areas in the canyon may provide for the movement of native or migratory wildlife species or serve as native wildlife nursery sites. However, the project site is not located in these more remote locations. The project site is located along Reche Canyon Road, which is a major transportation corridor, and is surrounded by other smaller local roads. Reche Canyon Road represents a significant roadkill hazard to local wildlife traveling within Reche Canyon. The project site is also within an area of clustered development,

[1] NOP Comments 7, 13, 17, 53 and 57

including residential development to the west, south and east (across Reche Canyon Road) and commercial development to the south. Additionally, the project site is relatively small (2.9 acres) and is heavily disturbed by regular disking activities to prevent fire hazards.

Local neighbors indicate that smaller mammals, deer, and coyote, regularly travel through Reche Canyon between the Santa Ana River to the northeast and various upland areas to the south and southwest. While the undeveloped areas of the canyon are likely to serve as a wildlife corridor, the project site itself is small and isolated by surrounding development, including roadways and infrastructure, and therefore does not provide for the regional movement of wildlife.

Furthermore, because the project site is within a cluster of existing development, the proposed project has a low potential to indirectly affect wildlife movement through edge effects, which are indirect effects associated with artificial lighting; increased noise; unnatural predators (e.g., domestic cats and other non-native animals); competitors (e.g., exotic plants and non-native animals); unauthorized recreational use that may damage vegetation and/or habitat; increased generation of dust and trash/debris; and effects on storm water and water quality.

Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors and impacts would be **less than significant**. No mitigation is required.

Under the Migratory Bird Treaty Act (MBTA), it is illegal to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to Federal regulations. The MBTA similarly protects the nests of migratory birds. Various sections of the California Fish and Game provide protection to nesting birds, birds of prey, and species protected under the MBTA. As previously discussed, the biological survey concluded the project site did not contain suitable nesting habitat for any tree-, shrub-, and ground-nesting avian species or special-status migratory birds or raptor species covered by the MBTA and/or California Fish and Game Code (Sections 3505, 3505.5, and 3800). Therefore, the project will have **no impacts** associated with interference of the use of native wildlife nursery. No mitigation is required.

Impact Conclusion. The project would have a **less than significant impact** on wildlife movement and **no impact** on nesting and migratory birds; therefore, no mitigation is required.

4.4.6.5 Adopted Policies and/or Ordinances

Threshold 4.4-5 Would the proposed project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Table 4.4.B demonstrates the Project is consistent with City's General Plan goals and policies in the Open Space and Conservation Element. There are no goals and/or policies in the Reche Canyon Specific Plan that relate to biological resources.

Table 4.4.B: General Plan Consistency Analysis, Biological Resources

General Plan Goals and Targets	General Plan Consistency Analysis
Open Space and Conservation Element	
Principle 6: Restrict development in canyons and hillsides and control the plan of development to prevent obstruction of natural runoff or water courses and to prevent unwarranted scarring of hillsides.	**Consistent.** The proposed Project does not require modifications to major hillsides, ridges, and other major natural features and therefore, the development is consistent with this General Plan objective.
Standard 3: The use of natural and drought-tolerant vegetation shall be encouraged for landscaping in order that maintenance and water consumption are minimized.	**Consistent.** The proposed Project would utilize drought-tolerant landscaping as per City's Municipal Code (Chapter 18) and therefore would be consistent with this objective.

The City's Street Tree Ordinance (CMC 12.20) does not apply to the project site at present as it is vacant and has no street trees. The proposed project will comply with the ordinance as necessary for any street trees that are installed as part of this project. As a result, there would be **no impact** and no mitigation is required.

Impact Conclusion. The project is consistent with the goals and policies of the City's General Plan and Municipal Code and therefore, it would have **no impact** on policies that protect wildlife species and no mitigation is required.

4.4.6.6 Adopted Habitat Conservation Plans

Threshold 4.4-6 ***Would the proposed Project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?***

There are no Habitat Conservation Plans (HCPs), Natural Community Conservation Plans (NCCPs), or other approved, local, regional, or state biological resource protection plans in place to protect biological resources within Reche Canyon at this time. The City of Colton does have a Habitat Conservation Plan (HCP) established for the Delhi Sands flower-loving fly but that HCP is in the western portion of the City and does not affect Reche Canyon. Therefore, the proposed Project would have **no impacts** in this regard, and no mitigation is required.

Impact Conclusion. The project is not located within or adjacent to an adopted HCP or NCCP therefore, it would have **no impact** on habitat plans that protect biological species and no mitigation is required.

4.4.7 Programmatic Analysis

4.4.7.1 Environmental Setting

The RTS is located in an urbanized area of Colton. The parcel is currently developed with structures, paved surfaces, and ornamental landscaping. No native vegetation or natural communities, drainage features, or connectivity to other natural/open space areas is present on or adjacent to the parcel.

The RTS is not located in an area of exposed Delhi soil or within the limits of an adopted habitat conservation plan (including the West Valley Habitat Conservation Plan[1]).

4.4.7.2 Programmatic Impact Analysis

Development of the RTS, subsequent to the approval of the GPA and zone change, would likely necessitate the removal of existing structures and landscaping. In the absence of any native habitat, natural communities, or jurisdictional features on the RTS, subsequent development would have no impact on any endangered, threatened, rare, or sensitive species or its habitat. Because no drainage features are present, subsequent development of the RTS would not impact wetlands, riparian areas, or other areas jurisdictional to the California Department of Fish and Wildlife (CDFW) or United States Army Corps of Engineers (USACE). The RTS is not located within the limits of the West Valley Habitat Conservation Plan or other plan adopted for the protection of sensitive species; therefore, subsequent development of the RTS would have no impact related to such plans.

While no native vegetation or natural community is located on or adjacent to this parcel, depending on the date of construction, removal of trees may affect nesting birds protected under the Migratory Bird Treaty Act (MBTA). The MBTA makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, or barter any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. The USFWS has statutory authority and responsibility for enforcing the MBTA. The MBTA applies to the individual nests of these species, but it does not regulate impacts to the species' habitats. Due to the presence of several trees on the RTS, there is a potential for bird species protected under the MBTA to be impacted during the future redevelopment of the RTS site. Therefore, **Programmatic Mitigation Measure BIO-1** has been identified. With implementation of **Programmatic Mitigation Measure BIO-1**, biological resources impacts would be **less than significant**.

Programmatic Mitigation Measure BIO-1: Vegetation removal and trimming during the breeding season for birds (i.e., between February 15 and August 31) should be avoided to the extent practicable. If vegetation removal and trimming cannot be avoided during the breeding season, prior to the removal of any tree or vegetation from the Residential Transfer Site (RTS), the applicant for said removal shall provide evidence to the City of Colton that a nesting bird survey has been completed. The nesting bird survey shall be completed no longer than 3 days prior to vegetation removal. Should no nesting birds be identified, no further action is required. In the event nesting birds are identified, a qualified biologist shall determine an appropriate buffer around the nest within which

[1] RBF. 2014. *Exhibit 3, West Valley Habitat Conservation Plan for the Issuance of an Incidental Take Permit Under Section 10(A)(1)(B) of the Endangered Species Act for the Federally Endangered Delhi Sands Flower-loving Fly Projects within Colton, California of San Bernardino County.*

disturbance shall be avoided until after its occupants have fledged.

4.4.8 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. The cumulative area for biological resources for the proposed project is Reche Canyon and surrounding lands within the Reche Canyon Specific Plan (RCSP). There are no goals and policies in the RCSP that relate to biological resources.

Focused biological resource studies have been conducted to assess potential impacts associated with development of the proposed uses. As outlined in Section 4.4.5, the project would not have potentially significant impacts on plant communities, sensitive wildlife species, habitat fragmentation, wildlife movement, jurisdictional waters, habitat conservation plans, or local ordinances or regulations protecting biological resources.

All private development and public works projects within the cumulative impact area would be required to comply with CEQA. In this way, potential impacts on biological resources would be evaluated and mitigated by each individual private development or public works project. With any required mitigation, potential project-specific biological resource impacts would be effectively reduced to less than significant levels. Since all projects within the cumulative area would be required to implement appropriate mitigation measures, development in compliance with CEQA furthers stated regional and local biological conservation goals. Therefore, there would be **no cumulatively significant impacts** on biological resource impacts and no mitigation in required.

4.5 CULTURAL RESOURCES

This section identifies and evaluates the project's potential adverse impacts related to archaeological, and historical resources. The resources of concern include, but are not limited to, prehistoric and historic artifacts and/or historic structure. This section provides a detailed discussion of impacts potentially attributable to the proposed project, and criteria used to determine impact significance to cultural resources.

The project's potential impacts to burial sites and other sites of religious or cultural significance to Native American groups are addressed in Section 4.18, *Tribal Cultural Resources*. That section also includes a summary of the Native American contact and consultation conducted for the project.

The analysis contained in this section is based in part on the following technical study prepared for the proposed project:

- *Cultural Resources Assessment for the Colton Reche Canyon Plaza Project in the City of Colton, San Bernardino County, California,* LSA, July 2019 (Appendix D).

In addition to this technical study, the analysis contained in this section is also based on the following reference documents:

- *City of Colton General Plan,* Open Space and Conservation Element, adopted 1987.
- *Reche Canyon Specific Plan.* 1991.
- *City of Colton General Plan, Cultural Resources Element, 2000.*
- *City of Colton General Plan Update: Land Use, Housing, and Mobility Elements, Environmental Impact Report (SCH# 2013031037).* Hogle-Ireland, May 2013.
- *Roquet Ranch Draft Environmental Impact Report (SCH# 2016061056).* City of Colton. August 2, 2017.

4.5.1 Existing Setting

Archaeology is the recovery and study of material evidence of human life and culture of past ages. With the passage of time, such evidence may become hidden from view and not easily identified during surface surveys. The potential for archaeological resources within any specific site may be based on other geography, vegetation, and other indicators known to be associated with human life and culture. Archaeological resources include both prehistoric remains and remains dating to the historical period. Prehistoric (or Native American) archaeological resources are physical properties resulting from human activities that predate written records and may include village sites, temporary camps, lithic (stone tool) scatters, rock art, roasting pits/hearths, milling features, rock features, and burials. Historic archaeological resources can include refuse heaps, bottle dumps, ceramic scatters, privies, foundations, and burials and are generally associated with the Spanish Mission Period through the mid-20th century.

Historical resources are buildings, structures, sites, places, or objects that are listed in or eligible for listing in the National Register of Historic Places (National Register), California Register of Historical

Resources (California Register), or a local register of historical resources. When supported by substantial evidence, resources representing historically significant or associated with significant architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural persons or events may be considered a historical resource.

4.5.1.1 Archaeological Context

The project site is located within the traditional boundary interface between the Serrano and Cahuilla Native American groups. The Serrano, Cahuilla, and Gabrielino had similar material cultures and both groups have traditional use claims to the region encompassing the project site. Both the Serrano and Cahuilla were semi-nomadic hunter gatherers who subsisted by exploitation of seasonably available plant and animal resources.

Serrano Tribe. Generally, the Serrano lived along the northern and southern foothills of the San Bernardino Mountains. The Tribe's traditional use territory extended west into the Cajon Pass and east as far as Twentynine Palms, north to Victorville, and south to the Yucaipa Valley. "Serrano" is a Spanish term meaning mountaineer or highlander, but tribal members refer to themselves as the *Maarrenga'yam*. The Serrano were mainly hunter-gatherers who occasionally fished. Vegetable staples consisted of acorns, piñon nuts, bulbs and tubers, shoot and roots, mesquite, barrel cacti, and Joshua trees. Settlement locations were highly dependent on water availability, so most Serrano lived in small villages near water sources. Serrano dwellings were generally circular in plan and they were utilized primarily for sleeping and storage while most activities were conducted outdoors. Today, many Serrano live either on the Morongo or San Manuel Reservations.

Cahuilla Tribe. The territory of the Cahuilla ranges from the area near the Salton Sea up into the San Bernardino Mountains and San Gorgonio Pass. The Cahuilla are generally divided into three groups: Desert Cahuilla, Mountain Cahuilla, and Western Cahuilla. The distinctions are believed to be primarily geographic, although linguistic and cultural differences may have existed to varying degrees. Cahuilla villages generally were located near water sources such as creeks or springs within canyons or near alluvial fans (e.g., such as found in the upper Reche Canyon). Cahuilla villages were made of groups of related individuals, generally from a single lineage, and the territory around the village was owned by the villagers. Like other Native American groups in southern California, the Cahuilla were semi-nomadic peoples leaving their villages and utilizing temporary campsites to exploit seasonably available plant and animal resources.

Gabrielino Tribe. The territory of the Gabrielino included portions of Los Angeles, Orange, and San Bernardino Counties during ethnohistoric times, and also extended inland into northwestern Riverside County. It encompassed an extremely diverse environment that included coastal beaches, lagoons and marshes, inland river valleys, foothills and mountains. The Gabrielino caught and collected seasonally available food resources, and led a semi-sedentary lifestyle, living in permanent communities along inland watercourses and coastal estuaries. Individuals from these villages took advantage of the varied resources available. Seasonally, as foods became available, native groups moved to temporary camps to collect plant foods such as acorns, buckwheat, chía, berries, and fruits, and to conduct communal rabbit and deer hunts. The nearest historically known Gabrielino community was *Horuuvunga* (also known to the Serrano as *Jurupet* and described to Alfred Kroeber

as *Hurumpa*), was purportedly located approximately 10 miles to the west somewhere between the Jurupa Mountains and the Pedley Hills (refer to Appendix D).

4.5.1.2 Historic Context

Mexican Rancho Period (1821–1848). The period following Mexico's independence from Spain, from 1821 to 1848, is referred to here as the Mexican Rancho Period. It was during this period of time that tracts of land in excess of 1,000 acres, termed *ranchos*, were granted by the various governors of *Alta* California, usually to individuals who had worked in the service of the Mexican government. In 1833, the Mexican Government's Secularization Act changed missions into civil parishes. The Secularization Act resulted in the transfer of large land tracts to politically prominent individuals.

American Period (Post-1848). Following the signing of the Treaty of Guadalupe Hidalgo in 1848, the United States took possession of California. The treaty bound the United States to honor the legitimate land claims of Mexican citizens residing in ceded territories. The Land Act of 1851 established a board of Land Commissioners to review and adjudicate land claims and charged the Surveyor General with surveying confirmed land grants. Rejected land claims reverted to public domain, and the land then became available for (sometimes unauthorized) settlement. While the land claims of some owners were eventually substantiated, many owners lost their lands through bankruptcy or legal debt. Many of the original rancho owners eventually lost their land to the United States. Unsurveyed land boundaries created a loophole through which squatters could occupy plots on the fringes of land grants and eventually come to own those plots through squatters' rights.

The project area was never included in a Mexican rancho and, by 1846, it was considered public land. The closest ranchos were Rancho Muscupiabe (to the east), owned by Michael C. White (granted in 1843), and Rancho Cucamonga (to the southwest), a land grant awarded in 1839 to Tiburcio Tapia. Many of these rancho land grants were unable to stay intact after the 1848 Treaty of Guadalupe Hidalgo and the influx of immigrants. The Federal Land Act of 1851 requiring landowners to show proof of land ownership and floods during the winters of 1862 and 1864 that decimated the cattle industry led to the further decline of the large ranchos.

The Community of Colton.[1] After the San Gabriel Mission was established in 1810, the Mexican government granted the land for the San Bernardino and Jurupa ranchos by 1840. After the Mexican-American War, the ranchos began to be subdivided into smaller ranchos. George Cooley of Kent, England purchased one of these subdivisions in 1854 and began to develop the "Cooley Ranch" within present-day City of Colton. Cooley, who was a member of the San Bernardino Board of Supervisors, continued to add land to his property until about 1873. At this time, Cooley Ranch had grown to over 400 acres. The development of the City of Colton began in 1875, when the Southern Pacific Railway (SPRW) line reached Cooley Ranch. The SPRW stopped at Cooley Ranch to establish a railway depot, competing with nearby San Bernardino. Subsequently, the headquarters of the rail line moved to the new Cooley Ranch depot, and as a result, railway workers and executives settled in the vicinity. Colton is named after a former Civil War General and SPRW Vice President David Colton that relocated to the Cooley Ranch depot once it was established. Colton

[1] City description modified from similar text in the Roquet Ranch EIR, page 4.4-4 and 4.4-5, issued in 2016.

continued to prosper as the SPRW moved north, likely due to the sustainable citrus economy that supplemented the remaining ranchos and the establishment of Colton Crossing. Colton Crossing was established in 1883, when the California Southern Railroad won the rights to cross over the SPRW, increasing the importance of Colton as a hub of industrial production between northern, southern, eastern, and western California. People continued to settle in Colton, and in 1887, the City became incorporated.

The population of Colton grew rapidly in the early 1900s, experiencing a 209 percent increase from the year 1900 to the year 1910. The first City Hall was built in 1890, the Colton Electric Utility was founded in 1896, the Colton Fire Department was founded in 1889, and the Colton Police Department was established in 1937. Larger increases in the population of the City of Colton occurred during the 1930s, 1950s, and 1990s.

Brief History of Reche Canyon. The following information is summarized from a research paper authored by Mr. Nicolas Perry, a local historian, in 2009 entitled *"The Changing Land of Many Hills – A History of Reche Canyon"* (refer to Appendix D). The canyon is mainly known today for Reche Canyon Road, a cut-through for drivers trying to avoid traffic congestion on the I-215 and SR-60 freeways. However, Mr. Perry's research indicates Native Americans utilized the canyon and its resources long before European settlers came to this area. Serrano and Cahuilla Indians utilized the canyon for its plentiful game and healing springs, the most notable of which were called the "Two Sisters and One Brother Life Springs" in the upper canyon. In fact, the Cahuilla called the canyon "*Humaba*" (the land of many hills). The Homoa (or Homora) Creek historically flowed down the canyon, but now it flows only seasonally and many of the historic springs have dried up. Beginning in the early 1800's, a series of European settlers and businessmen also exploited the land and resources within the canyon for various purposes, including the bottling and selling of healing spring water (i.e., "Console Mineral Water"). The canyon is named for the Reche brothers who moved here from Canada around 1854 and opened the Reche Exchange Hotel. A Butterfield Stagecoach Line ran through the canyon in the 1880's, and the small Vital Reche Post Office was opened in 1883. Although once rumored to hold bandit's gold[1] or untapped oil, the canyon's real and enduring treasure is its rural location and lifestyle a stone's throw from major urban/suburban centers in San Bernardino and Riverside Counties. Mr. Perry indicates there is evidence that the remains of at least one Cahuilla village and a possibly a small town or village of settlers' homes (i.e., the town of Reche) may be located somewhere in the canyon.

4.5.2 NOP/Scoping Meeting Comments

No comments related to archaeological or historic were received during the NOP public period or during the Public Scoping Meeting. Comments addressing potential impacts to Native American cultural resources are detailed in Section 4.18 *Tribal Cultural Resources*.

4.5.3 Methodology

A records search was conducted by a senior archaeologist with LSA in July of 2019 at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. A portion

[1] Mexican bandit Castillo was rumored to have hidden $80,000 in gold bricks somewhere in the canyon before he was killed by local deputies in the early 1900s.

of the records search radius fell within Riverside County; therefore, a search was also conducted on at the Eastern Information Center (EIC) located at the University of California Riverside. The records search included a review of all recorded historic and prehistoric archaeological sites within one mile of the project, as well as a review of known cultural resource survey and excavation reports. In addition, the California State Historic Property Data File, which includes the National Register of Historic Places, California Historical Landmarks, and California Points of Historical Interest, was also searched.

Further, on June 13, 2019, the project area was surveyed by a qualified archaeologist from LSA, who walked transects spaced approximately 10 meters apart. Visibility was excellent to poor, with approximately 50 percent of the ground surface obscured by vegetation.

4.5.4 Existing Policies and Regulations

4.5.4.1 Federal Regulations

National Historic Preservation Act (NHPA) of 1966 (as amended), Section 106. The NHPA declares a national policy of historic preservation to protect, rehabilitate, restore, and reuse districts, sites, buildings, structures, and objects significant in American architecture, history, archaeology, and culture. The NHPA established the National Register, State Historic Preservation Offices (SHPOs) and programs, and the Advisory Council on Historic Preservation. This Act applies to all properties on or eligible for inclusion in the National Register. The Section 106 review process[1] requires consultation to mitigate damage to "historic properties" as places that qualify for the National Register), including Native American traditional cultural places (TCPs). Evaluation of cultural resources consists of determining whether it is significant (i.e., whether it meets one or more of the criteria[2] for listing in the National Register) as follows:

> The quality of significance in America history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association:
>
> A. That is associated with events that have made a significant contribution to the broad patterns of our history;
>
> B. That is associated with the lives of persons significant in our past;
>
> C. That embodies the distinctive characteristics of a type, period or method of construction, or that represents the work of a master, or possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; and/or
>
> D. That has yielded, or may be likely to yield, information important to prehistory or history.

1 36 CFR 800.16[1].
2 36 CFR 60.4.

4.5.4.2 State Regulations

California Register of Historical Resources. The California Register is used in the consideration of historical resources relative to significance for purposes of CEQA. The California Register includes California State Historical Landmarks; eligible Points of Historical Interest; and resources listed, or formally determined eligible for listing, in the National Register. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts), or that have been identified in a local historical resources inventory, may be eligible for listing in the California Register and are presumed to be significant resources for purposes of CEQA, unless a preponderance of evidence indicates otherwise.

Generally, a resource is considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register,[1] consisting of the following:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

2. It is associated with the lives of persons important to local, California, or national history;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;

4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

California Environmental Quality Act (CEQA). A "historical resource" includes, but is not limited to, any object, building, site, area, place, record, or manuscript that is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.[2] CEQA mandates that lead agencies consider a resource "historically significant" if it meets the criteria for listing in the California Register, as described above. These criteria mimic those utilized to determine eligibility for the National Register.

Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance.

Historical resources other than potential Native American burials may be accidentally discovered during project construction.[3] This guideline recommends that immediate evaluation defined by qualified archaeologists be included in mitigation measures. This guideline also recommends that if

1 Public Resources Code, § 5024.1.
2. Public Resources Code, § 5020.1(j).
3 Public Resources Code § 21083.2 and *CEQA Guidelines* § 15064.5(f).

the find is determined to be a historical resource, then contingency funding and time allotments sufficient to allow for implementation of mitigation or avoidance measures be made available.

CEQA requires a lead agency to determine whether a project may have a significant effect on paleontological resources. State of California environmental regulations[1] address construction activities that may affect paleontological resources and provide a checklist of questions that a lead agency should normally address if relevant to a project's environmental impacts. Identifiable fossil remains (particularly of vertebrates), if any, recovered at the project site will be significant if they represent new or rare species, geologic (temporal) and/or geographic range extensions, age-diagnostic taxa, and/or more complete specimens than are now available for their respective taxa.

Senate Bill 18 (SB 18). SB 18 requires a City or County to consult with California Native American tribes for the purpose of preserving specified places, features, and objects located prior to the adoption or amendment of a General Plan or Specific Plan. This bill requires the planning agency to refer to the California Native American tribes specified by the Native American Heritage Commission (NAHC) and to provide them with opportunities for involvement.

Details regarding government-to-government consultation between the City and California Native American tribes are discussed in Section 4.18, *Tribal Cultural Resources*, of this EIR.

Assembly Bill 52 (AB 52). Pursuant to AB 52,[2] Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. The City is in the process of consulting with California Native American tribes pursuant to AB 52. Details regarding government-to-government consultation between the City and California Native American tribes are discussed in Section 4.18, *Tribal Cultural Resources*, of this EIR.

California Health and Safety Code. The California Health and Safety Code Section 7050.5 states that if human remains are discovered on site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. This regulation is applicable to any project where ground disturbance would occur.

4.5.4.3 Local Regulations

City of Colton General Plan. The City's General Plan is the blueprint for future growth and development in the City. Goals and policies of the City's General Plan regarding archaeological resources are listed below and analyzed later in Table 4.5.B. The City's General Plan does not have any goals or policies that directly relate to paleontological resources.

1 *CEQA Guidelines* §15064.5, Appendix G.
2 Public Resources Code §21080.3.1.

Cultural Resources Element (2000)

Goal 1: Identify, protect, and preserve Colton's rich archaeological resources for the enjoyment of future generations.

Policy 1a. Conserve in their entirety the largest and most unique archaeological sites.

Policy 1b. Develop public policy to protect archaeological resources from the encroachment of development.

Goal 2: Identify, designate and preserve specific historically significant structures, landscapes and facilities.

Policy 2f. Ensure future development is compatible with existing structures and district characteristics.

City of Colton Municipal Code.

Historic and Scenic Preservation Ordinance. The City of Colton Ordinance No. 0-11-87 (known as the "Historic and Scenic Preservation Ordinance of the City of Colton") was adopted by the City in 1987, and established rules and regulations governing the designation, preservation, and perpetuation of historic and scenic properties within the City. This ordinance establishes a nomination and designation program for historic resources and authorizes a Historic and Scenic Preservation Commission. The Historic Preservation Commission consists of seven members appointed by the City Council to make recommendations, decisions, and determinations concerning the designation, preservation, protection, enhancement, and perpetuation of historic and cultural resources in the City.

Historic Preservation Ordinance. The City of Colton adopted Ordinance No. 0-11-96 (known as the "Historic Preservation Ordinance of the City of Colton") in 1996. This ordinance further established rules and regulations governing the designation, preservation, and perpetuation of historic and scenic properties. In 1999, Ordinance No. 0—2-99 amended the previous Historic Preservation Ordinance No. 0-11-96 to facilitate the placement of historic districts on the list of nominated historic resources. The amendment also defined the City Manager as the Historic Preservation Officer authorized to appoint a staff liaison to the Historic Preservation Commission. The City has six designated historic districts, nine Mills Act Homes, and 53 designated Landmark properties.

4.5.5 Thresholds of Significance

Appendix G of the State *CEQA Guidelines* recognizes the following significance thresholds related to cultural resources. Based on these significance thresholds, a project would have a significant impact on cultural resources if it would:

Threshold 4.5-1 **Cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* § 15064.5?**

Threshold 4.5-2 **Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* § 15064.5?**

Threshold 4.5-3 Disturb any human remains, including those interred outside of formal cemeteries?

4.5.6 Impact Analysis

4.5.6.1 Archaeological and Historic Resources

Threshold 4.5-1 Would the proposed project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 of the State CEQA Guidelines?

Threshold 4.5-2 Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The cultural resources records research identified nine cultural resources studies that have occurred within one mile of the project site. As shown in Table 4.5.A, one archaeological and two historical sites have been documented within the one mile radius search of the project. These sites have been mapped and are on file at the SCCIC and the EIC and documented on California Department of Parks and Recreation (DPR) forms (refer to Appendix D). None of the sites are located on or adjacent to the project property.

Table 4.5.A: Cultural Resources Within One Mile of the Project Site

Primary #	Site Description
33-001067	Prehistoric bedrock milling feature
36-026050	Devers – Vista #1 transmission line; constructed in 1966
36-026051	Hayfield – Chino transmission line; constructed in 1945

The three cultural resources consist of one prehistoric milling site (archaeological site) and two historic-period transmission lines (historic sites). All three resources are more than one-half mile from the project site.

Table 4.5.B below evaluates the potential impacts of the project on cultural resources relative to the City's General Plan goals and policies. The table indicates the project site will not have significant impacts on any archaeological resources. In addition, the project site does not contain any historical resources, so the project is consistent with the two City Municipal Code ordinances regarding historical resources.

Local research[1] indicates Native Americans utilized the canyon and its resources, including a number of springs, long before the arrival of European settlers. Starting in the early to mid-1800s, a series of European settlers and businessmen utilized lands and resources within the canyon for various purposes. There is anecdotal evidence that at least one Native American village and a collection of settler's homes (i.e., village) may also have been located somewhere in the canyon.

[1] "The Changing Land of Many Hills – A History of Reche Canyon" issued by Nicolas Perry in 2009 (see Appendix D)

Table 4.5.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Cultural Resources Element Goal 1: Identify, protect, and preserve Colton's rich archaeological resources for the enjoyment of future generations.	
Policy 1a. Conserve in their entirety the largest and most unique archaeological sites.	**Consistent.** The project site has been previously graded and regularly cleared for weed abatement, so no surficial cultural resources are visible at present. The project records search identified one archaeological resource within a mile of the project site. Potential impacts to any buried archaeological resources are addressed by Mitigation Measures 4.5.1 through 4.5.4.
Policy 1b. Develop public policy to protect archaeological resources from the encroachment of development.	
Cultural Resources Element Goal 2: Identify, designate and preserve specific historically significant structures, landscapes and facilities.	
Policy 2f. Ensure future development is compatible with existing structures and district characteristics.	**Consistent.** The project site has been previously graded and regularly cleared for weed abatement, so no surficial cultural resources are visible at present. The project records search identified one archaeological resource and two historic within one mile of the project site. Potential impacts to any buried archaeological resources are addressed by Mitigation Measures 4.5.1 through 4.5.4.

Source: Cultural Resources Element, City of Colton General Plan, 2000.

Based on available archival information, there is likely a low sensitivity for buried cultural resources on the project site. However, to address concerns expressed by local Native American tribes, the following measures are recommended to prevent impacts to any cultural resources (both archaeological and historical) that might be uncovered during project grading.

Mitigation Measures. The following **Mitigation Measures 4.5.1 through 4.5.3** are proposed to address the potential inadvertent discovery of cultural resources to reduce potential impacts to subsurface archaeological or historical resources to less than significant levels.

4.5.1 **Cultural Resources Treatment Plan.** Prior to the issuance of grading permits, the applicant shall retain a qualified professional archaeologist to prepare a Cultural Resources Treatment Plan to be submitted to the City for review and approval for its implementation during ground-disturbing activities (e.g., vegetation removal, grading, excavation, and/or trenching) occurring onsite for the purposes of cultural resources monitoring (i.e., archaeological or historical resources).

The Cultural Resources Treatment Plan shall specify (but not be limited to) the following:

- The professional qualification(s) and/or approval of cultural resources monitor(s);
- The professional standards and procedures to be following during archaeological excavation and/or monitoring;

- The construction schedule, term/schedule of onsite archaeological monitor(s) and the extent of areas and activities to be monitored;
- The authority of archaeological monitor(s) to redirect construction activity in the vicinity of any inadvertent discovery;
- The treatment, including recordation, testing and evaluation, and/or retrieval, of any inadvertent discovery;
- Curation of any cultural resources recovered, excluding items covered by the provisions of applicable Treatment Plans or Agreements pursuant to **Mitigation Measure 4.18.1;**
- The responsibilities of the archaeological monitor(s) including any requirement for the completion of daily monitoring logs and end-of-monitoring reporting;
- Any insurance, specialized training or safety requirement necessary for archaeological monitor(s) working within the proposed construction area.

Should the City (i.e., Lead Agency) determine through consultation with the project archaeologist and Native American tribes that any inadvertent discovery is a potential Tribal Cultural Resource as defined in AB 52, treatment of such resources shall occur in accordance with **Mitigation Measures 4.18.1** through **4.18.3** (see EIR Section 4.18, *Tribal Resources*). This mitigation measure, including the contact information of the project archaeologist, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City.

4.5.2 **Cultural Resources Treatment Plan Final Monitoring Report.** A final monitoring compliance report detailing the implementation of the Cultural Resources Treatment Plan, including, but not limited to, the significance and treatment of discovered cultural resources and associated DPR 523 forms, shall be prepared by the project archaeologist and submitted to the City and the South Central Coastal Information Center at California State University Fullerton.

This mitigation measure shall be incorporated in all construction contract documentation and implemented to the satisfaction of the City.

4.5.3 **Inadvertent Discovery of Cultural Resources.** If any suspected cultural resources are discovered during ground-disturbing activities and the cultural resources monitor is not present, the construction supervisor is obligated to halt work within a 50-foot radius around the find and call the project archaeologist to the site to assess the significance of the find.

This mitigation measure, including the contact information of the project archaeologist, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City.

Impact Conclusion. With implementation of **Mitigation Measures 4.5.1** through **4.5.3,** potential impacts to archaeological and historical resources will be reduced **to less than significant.**

4.5.6.2 Human Remains

Threshold 4.5-3 Would the proposed project disturb any human remains, including those interred outside of dedicated cemeteries?

Human remains are defined as any physical remains of a human being. The term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal traditions included, but were not limited to, the burial of associated cultural resources (funerary objects) with the deceased, and the ceremonial burning (cremation) of human remains (which are treated in the same manner as bone fragments that remain intact). Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Although no evidence exists to suggest the project site has been utilized in the past for human burials, onsite construction could uncover previously unknown buried human remains. In the event of an accidental discovery or recognition of any suspected human remains, California State Health and Safety Code Section 7050.5 dictates that no further excavation or disturbance of the site (or any nearby area reasonably suspected to overlie adjacent human remains) may occur until the San Bernardino County Coroner determines that no investigation of the cause of death is required.

The inadvertent discovery of any potential Native American human remains is a potentially significant impact requiring mitigation.

Mitigation Measures. The following measures have been identified to address potential impact to Native American burials:

4.5.4 **Inadvertent Discovery of Human Remains.** In the event that human remains (or remains that may be human) are discovered within the construction areas, all activity within 50 feet of the find shall be immediately halted. Any discovery of human remains shall be immediately reported by the Native American monitor(s) to the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), who shall appoint a Most Likely Descendant in accordance with California Public Resources Code 5097.98. Further required actions, as determined necessary by the Most Likely Descendant, shall include but shall not be limited to:

- Funerary objects and burned ceremonial remains (cremations) shall be treated in the same manner as bone fragments.
- The discovery of any Native American human remains and/or funerary objects shall be kept confidential and secure to prevent any further disturbance. In the case where discovered human remains cannot be fully documented and

recovered on the same day, the remains and associated funerary objects, sacred objects and/or objects of cultural patrimony shall be covered with an opaque material or placed in opaque cloth bags. A physical barrier (e.g., metal plate, concrete slab that can be moved by heavy equipment) shall be placed over the excavation opening to protect the remains until examination by the Most Likely Descendant can occur. If this type of protective barrier is not available, a 24-hour guard shall be posted outside of working hours.

- The Most Likely Descendant shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Most Likely Descendant shall identify and direct the most appropriate means of treating the human remains and any associated funerary object(s). As determined through consultation with the City, the Most Likely Descendant shall make recommendations that allow the burial to remain in situ and protected.

- In the event the burial must be removed, the Most Likely Descendant shall work closely with the Qualified Archaeologist to ensure the removal of human remains and associated funerary object(s) is conducted carefully, ethically and respectfully. Cremations shall either be removed in bulk or by a means to ensure completely recovery of all material. As approved by the Most Likely Descendant, data recovery documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. As approved by the Most Likely Descendant, additional types of documentation shall be permitted for data recovery purposes.

- Human remains and associated funerary objects shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site at a location at a site to be protected in perpetuity identified by the Most Likely Descendant and the City.

- In the event the discovery includes six or more burials, the location shall be considered a cemetery pursuant to California Health and Safety Code (§ 7003) and a treatment plan shall be prepared. The construction contractor shall consult with the Most Likely Descendant regarding avoidance of all such cemetery sites.

- Once complete, a final report of all activities associated with or resulting from the discovery of human remains shall be submitted to the Native American Heritage Commission.

This mitigation measure, including the contact information of the qualified Native American monitor(s), shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City.

Impact Conclusion. Adherence to **Mitigation Measure 4.5.4** and applicable provisions of existing State law (required of all development projects) would render potential impacts to buried native American remains and associated funerary objects to a **less than significant**

4.5.7 Programmatic Analysis

4.5.7.1 Environmental Setting

The RTS is located in an urbanized portion of Colton. The parcel is currently developed with structures, paved surfaces, and ornamental landscaping. The on-site structures have a minimum age of 73 years[1]. Per the City's Cultural Resources Preservation Element,[2] the RTS is not located within an identified historic district, nor is it located in an area where archaeological resources have previously been identified. The existing structures on the RTS are not included on the City's list of designated historic sites.

Colton is located within the traditional boundaries of a number of Native American groups. Archaeological evidence suggests that numerous Serrano villages may have been located within the vicinity of Colton. In particular, the west bank of Lytle Creek, to the north of Colton, where thousands of Indian artifacts have been found throughout the years, appears to have been a major Serrano occupation area sometime prior to the entry of the Spanish into the area in 1776. Areas along the terraces of the Santa Ana River and the sand dune areas in and near the La Loma Hills, Blue Mountain/Reche Canyon area, and along the old Warm Creek and Lytle Creek have a particularly high potential for prehistoric archaeological resources to exist. These areas are located a substantial distance from the RTS. The City's General Plan does not identify the RTS as an area sensitive for archaeological resources, nor have archaeological resources previously been identified or recorded on or adjacent to the RTS.

4.5.7.2 Programmatic Impact Analysis

A "substantial adverse change" to a historical resource, according to Public Resources Code (PRC) §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The City's Historic and Scenic Preservation Ordinance establishes rules and regulations governing the designation, preservation, and perpetuation of historic and scenic properties in Colton. Generally, structures older than 50 years in age are commonly evaluated for historic significance. The 50-year rule is one of the most commonly accepted principles in American historic preservation. As stated in National Register Bulletin 22, the purpose of the rule is to "assure historical perspective and avoid judgments based on current or recent popular trends…"[3] . The 50-year threshold originally comes from 36 Code of Federal Regulations (CFR) 60.4, which pertains to the National Register of Historic Places (National Register). Those regulations require a resource to be

1 San Bernardino County Property Information Management System. n.d. Characteristics Report for Parcel 0163-172-48-0000 (accessed March 22, 2023).

2 City of Colton. September 2000. General Plan, Cultural Resources and Preservation Element, Figures 1–3 and Appendices B and C.

3 National Park Service. 1998. Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years.

"exceptionally important" to be considered eligible for listing if less than 50 years old. On the other hand, the California Register of Historical Resources criteria (California Code of Regulations [CCR] §4852) state that in order for a resource to achieve significance within the past 50 years, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. The language provided in CCR §4852(d)(2), is much broader than the National Register eligibility requirement for exceptional significance. So, while 50 years is the general rule, a lesser timeframe may be warranted for some CEQA-only projects.

The proposed GPA and zone change, in and of themselves, do not propose any development on the RTS. Rather, as influenced by economic conditions and market demand, the proposed land use actions would allow the redevelopment of RTS with residential uses at a future point in time. While not identified in previous historic inventories prepared for the City, due to the age of the existing structures, future development of the RTS has the potential to affect a historic resource (the on-site structures).

As the RTS has not been formally surveyed, a development-specific historic structures evaluation is required prior to demolition or removal of any on-site structures. **Programmatic Mitigation Measure CUL-1** has been identified to ensure the appropriate evaluation of a structure(s) that may be affected by future development on the RTS.

The RTS and surrounding areas are currently developed with urban uses and have been substantially altered over the past 70+ years. Future redevelopment of the RTS would adhere to applicable City General Plan policies related to the identification and assessment of archaeological resources.

Due to the current nature of the RTS and the absence of previously known and/or recorded cultural material on the RTS, the proposed GPA and zone change and the subsequent redevelopment of residential uses on the RTS are not expected to cause a substantial adverse change in the significance of an archaeological resource.

With implementation of **Programmatic Mitigation Measure CUL-1**, cultural resources impacts would be **less than significant**.

Programmatic Mitigation Measure CUL-1: Prior to any modification or demolition of on-site structures, the applicant for said action shall provide the City of Colton (City) evidence that an appropriate evaluation of the on-site structures has been completed by a Secretary of Interior qualified architectural historian. Should the evaluation determine that the historic structures are not historically significant pursuant to California Environmental Quality Act (CEQA) §15064.5, no further action is required. In the event the evaluation determines the structure(s) are historically significant pursuant to CEQA §15064.5, prior to the issuance of demolition permits, the project applicant shall provide evidence to the City

for review and approval that the measures detailed in the historic evaluation have been appropriately satisfied.

4.5.8 Cumulative Impacts

The cumulative area for cultural resources is the Reche Canyon portion of the City of Colton and surrounding environs, as outlined in the Reche Canyon Specific Plan. Past, present, and reasonably foreseeable future projects in the City would include ground-disturbing activities similar to those of the proposed project which have the potential to destroy, damage, or displace surface or previously undiscovered subsurface archaeological, historical, or paleontological resources. Therefore, the proposed project, in combination with the identified cumulative projects, has the potential to result in a significant cumulative impact.

Although a potential exists that ground-disturbing activities associated with the project and other cumulative projects could result in impacts to previously undetected archaeological, historic, and/or paleontological resources or human remains, implementation of **Mitigation Measures 4.5.1** through **4.5.4,** and **4.18.1** through **4.18.3** would reduce potential project-related impacts to such impact to less than significant levels. Similarly, it is reasonable to assume other cumulative development projects would have similar measures applied during their respective CEQA processes if potential impacts to such resources were identified for those projects.

In conclusion, the proposed project would have a **less than considerable cumulative impact** on archeological and historic resources.

4.6 ENERGY

This section discusses energy use resulting from implementation of the proposed project and evaluates whether the project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency. The energy use analysis in this section is based on the *Air Quality Update for the Reche Canyon Plaza Project in Colton, California (Air Quality Update)*, which is provided in Appendix B-1 of this Environmental Impact Report (EIR). Annual natural gas and electricity usage for operation of the proposed project was obtained from the California Emissions Estimator Model (CalEEMod) version 2020.4.0 modeling results generated for the *Air Quality Update* memorandum.

4.6.1 Existing Environmental Setting

4.6.1.1 Electricity

Electricity is a manmade resource. The production of electricity requires the consumption or conversion of energy resources (including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources) into energy. Electricity is used for a variety of purposes (e.g., lighting, heating, cooling, and refrigeration, and for operating appliances, computers, electronics, machinery, and public transportation systems).[1]

In 2020, California's electricity was generated primarily by natural gas (48.35 percent), large hydroelectric (9.40 percent), nuclear (8.53 percent), and renewable sources (33.35 percent). Total electricity generation in California in 2020 was 272,576 gigawatt-hours (GWh), down 2 percent from the 2019 total generation of 277,704 GWh.[2] In 2020, California produced approximately 70 percent and imported 30 percent of the electricity it used.[3]

The project site is within the service territory of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000-square-mile (sq mi) area of Central, Coastal, and Southern California.[4] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2020 was 83,534 GWh. (33,249 GWh for the commercial sector).[5] Total electricity consumption in San Bernardino County in 2020 was 15,969 GWh (6,103 GWh for the residential sector and 9,866 GWh for the non-residential sector).[6]

1 United States Energy Information Administration (EIA). 2019b. Electricity Explained. Website: https:// www.eia.gov/energyexplained/electricity/ (accessed September 21, 2022).
2 California Energy Commission. 2020 Total System Electric Generation. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation/2020 (accessed September 21, 2022).
3 Ibid.
4 Southern California Edison (SCE). 2022. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed September 21, 2022).
5 CEC. 2022a. Electricity Consumption by Entity. Website: http://www.ecdms.energy.ca.gov/elecbyutil.aspx (accessed September 21, 2022).
6 CEC. 2022b. Electricity Consumption by County. Website: https://ecdms.energy.ca.gov/elecbycounty.aspx (accessed September 21, 2022).

4.6.1.2 Natural Gas

Natural gas is a non-renewable fossil fuel. Fossil fuels are formed when layers of decomposing plant and animal matter are exposed to intense heat and pressure under the surface of the Earth over millions of years. Natural gas is a combustible mixture of hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas is found in naturally occurring reservoirs in deep underground rock formations. Natural gas is used for a variety of uses such as heating buildings, generating electricity, and powering appliances such as stoves, washing machines and dryers, gas fireplaces, and gas grills.[1]

Natural gas consumed in California is used for electricity generation (45 percent), residential uses (21 percent), industrial uses (25 percent), and commercial uses (9 percent). California continues to depend upon out-of-state imports for nearly 90 percent of its natural gas supply.[2]

The Southern California Gas Company (SoCalGas) is the natural gas service provider for the project site. SoCalGas provides natural gas to approximately 21.8 million people in a 24,000 sq mi service area throughout Central and Southern California, from Visalia to the Mexican border.[3] According to the CEC, total natural gas consumption in the SoCalGas service area in 2020 was 5,232 million therms (890 million therms for the commercial sector).[4] Total natural gas consumption in San Bernardino County in 2020 was 527 million therms (267 million therms for the residential sector and 260 therms for the non-residential sector).[5]

4.6.1.3 Petroleum/Transportation Energy

Petroleum is also a non-renewable fossil fuel. Petroleum is a thick, flammable, yellow-to-black mixture of gaseous, liquid, and solid hydrocarbons that occurs naturally beneath the earth's surface. Petroleum is primarily recovered by oil drilling. It is refined into a large number of consumer products, primarily fuel oil, gasoline, and diesel.

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. In 2020, total gasoline consumption in California was 289,918 thousand barrels (12.2 billion gallons) or 1,464.7 trillion British Thermal Units (BTU).[6] Of the total gasoline consumption, 273,289 thousand barrels (11.5

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1 EIA. 2022a. Natural Gas Explained- Use of Natural Gas. Website: https://www.eia.gov/energyexplained/natural-gas/use-of-natural-gas.php (accessed September 21, 2022).

2 CEC. 2022c. Supply and Demand of Natural Gas in California. Website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed September 21, 2022).

3 Southern California Gas Company (SoCalGas). 2022. About SoCalGas. Website: https://www.socalgas.com/about-us/company-profile (accessed September 21, 2022).

4 CEC. 2022d. Gas Consumption by Entity. Website: http://www.ecdms.energy.ca.gov/gasbyutil.aspx (accessed September 21, 2022).

5 CEC. 2022e. Gas Consumption by County. Website: http://www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed September 21, 2022).

6 EIA. 2022b. California State Profile and Energy Estimates, Data. Website: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA (accessed September 21, 2022).

billion gallons) or 1,380.7 trillion BTU were consumed for transportation.[1] Based on fuel consumption obtained from CARB's California Emissions Factor Model, Version 2021 (EMFAC2021), approximately 321.6 million gallons of diesel and approximately 915.5 million gallons of gasoline will be consumed from vehicle trips in San Bernardino County in 2022.

4.6.2 NOP/Scoping Meeting Comments

No Notice of Preparation (NOP) or Scoping comments pertaining to energy were received.

4.6.3 Methodology

Annual natural gas and electricity usage for operation of the proposed project were obtained from CalEEMod in the *Air Quality Update* memorandum (Appendix B-1).

Estimates of fuel consumption (diesel fuel and gasoline) from construction trucks and construction worker vehicles were based on trip estimates from CalEEMod in the *Air Quality Update* memorandum and fuel efficiencies from the California Air Resources Board (CARB) Emission Factor Computer Model (EMFAC) off-model.[2] Fuel consumption (diesel fuel and gasoline) from vehicle trips during operation was estimated for the opening year (2023) of the proposed project based on trip estimates from CalEEMod in the *Air Quality Update* memorandum and fuel efficiencies from the CARB EMFAC off-model.

4.6.4 Existing Policies and Regulations

4.6.4.1 Federal Regulations

Corporate Average Fuel Economy. Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. Corporate Average Fuel Economy (CAFE) standards are federal regulations that are set to reduce energy consumed by on-road motor vehicles. The U.S. Department of Transportation's (USDOT) National Highway Traffic Safety Administration (NHTSA) regulates the standards and the United States Environmental Protection Agency (EPA) measures vehicle fuel efficiency. The standards specify minimum fuel consumption efficiency standards for new automobiles sold in the United States. The law has become more stringent over time.

On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the U.S. On April 1, 2010, the EPA and NHTSA announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the U.S. The first phase of the national program applied to passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2012 through 2016.

On September 15, 2011, the EPA and the USDOT issued final rule for the first national standards to improve fuel efficiency of medium- and heavy-duty trucks and buses, model years 2014 to 2018. For

1 *Ibid.*

2 CARB prepared off-model CO2 emission adjustment factors to account for the impact of the SAFE Vehicles Rule, which went into effect on June 29, 2020.

combination tractors, the agencies proposed engine and vehicle standards that would achieve up to a 20 percent reduction from the model year 2014 in fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies proposed separate gasoline and diesel truck standards, which would achieve up to a 10 percent reduction from the model year 2014 for gasoline vehicles and a 15 percent reduction for diesel vehicles (12 and 17 percent, respectively, if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10 percent reduction from model year 2014 in fuel consumption.[1] On October 25, 2016, the EPA and USDOT issued Phase 2 of the national standards to improve fuel efficiency standards for medium- and heavy-duty trucks and buses for model years 2021 to 2027 to achieve vehicle fuel savings as high as 25 percent, depending on the vehicle category.[2]

On August 2, 2018, the previous Administration released a notice of proposed rulemaking, *The Safer Affordable Fuel-Efficient* (SAFE) *Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule) to amend the CAFE and greenhouse gas emission standards established in 2012 for model years 2021 through 2026. The SAFE Vehicle Rule would decrease fuel economy and would withdraw the California Waiver for the California Advanced Clean Car program, Zero Emissions Vehicle mandate, and greenhouse gas emission standards for model years 2021 through 2026.

The current administration withdrew portions of the SAFE Rule, concluding that the SAFE Rule overstepped the agency's legal authority and finalized updated CAFE Standards for model years 2024 through 2026. The final rule establishes standards that would require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024 and 2025, and 10 percent annually for model years 2026. The agency projects the final standards will save consumers nearly $1,400 in total fuel expenses over the lifetimes of vehicles produced in these model years and avoid the consumption of about 234 billion gallons of gas between model years 2030 to 2050. The NHTSA also projects that the standards will cut greenhouse gases from the atmosphere, reduce air pollution, and reduce the country's dependence on oil.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (Public Law 110–140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The Act sets increased CAFE Standards; the Renewable Fuel Standard; appliance energy efficiency standards; building energy efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal

[1] United States Environmental Protection Agency (EPA). 2022a. Final Rule for Phase 1 Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles. https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-phase-1-greenhouse-gas-emissions-standards (accessed September 21, 2022).

[2] *Ibid.*

energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration.[1]

Energy Policy Act of 2015. The Energy Policy Act of 2015[2] was passed by the United States Congress on July 29, 2005 and signed into law by President George W. Bush on August 8, 2005 and was the first major energy law enacted by the federal government in over a decade. The Energy Policy Act of 2005 seeks to reduce reliance on non-renewable energy resources and provide incentives to reduce current demand on these resources. For example, under this Act, consumers and businesses can obtain federal tax credits for purchasing fuel-efficient appliances and products (including hybrid vehicles), building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary micro turbine power plants, and solar power equipment.[3]

4.6.4.2 State Regulations

Assembly Bill 1575, Warren-Alquist Act. In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted Assembly Bill (AB) 1575 (also known as the Warren-Alquist Act), which created the CEC. The statutory mission of the CEC is to forecast future energy needs; license power plants of 50 megawatts (MW) or larger; develop energy technologies and renewable energy resources; plan for and direct State responses to energy emergencies; and, perhaps most importantly, promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code (PRC) Section 21100(b)(3) and *State CEQA Guidelines* Section 15126.4 to require EIRs to include, where relevant, mitigation measures proposed to minimize the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F to the *State CEQA Guidelines*. Appendix F assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the *State CEQA Guidelines* also states that the goal of conserving energy implies the wise and efficient use of energy and the means of achieving this goal, including (1) decreasing overall per capita energy consumption; (2) decreasing reliance on fossil fuels such as coal, natural gas, and oil; and (3) increasing reliance on renewable energy sources.

Senate Bill 1389, Energy: Planning and Forecasting. In 2002, the State Legislature passed Senate Bill (SB) 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles (ZEVs)

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1 United States Environmental Protection Agency (EPA). 2022b. Summary of the Energy Independence and Security Act. https://www.epa.gov/laws-regulations/summary-energy-independence-and-security-act (accessed September 21, 2022).

2 42 USC §13201 et seq.

3 Federal Energy Regulatory Commission. 2006. Energy Policy Act of 2005-Fact Sheet. https://www.ferc.gov/sites/default/files/2020-04/epact-fact-sheet.pdf (accessed September 21, 2022).

and their infrastructure needs, and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

In compliance with the requirements of SB 1389, the CEC adopts an Integrated Energy Policy Report every two years and an update every other year. The most recently adopted reports include the Final 2019 Integrated Energy Policy Report[1] and the 2020 Integrated Energy Policy Report Update.[2] The CEC is currently undergoing the process to adopt the 2021 Integrated Energy Policy Report and the 2022 Update. The 2019 Integrated Energy Policy Report was adopted February 20, 2020, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2019 Integrated Energy Policy Report focuses on a variety of topics such decarbonizing buildings and the State's gas system, climate adaptation activities for the energy sector, the California Energy Demand Forecast, and the Clean Transportation Program. as including the environmental performance of the electricity generation system, landscape-scale planning, the response to the gas leak at the Aliso Canyon natural gas storage facility, transportation fuel supply reliability issues, updates on Southern California electricity reliability, methane leakage, climate adaptation activities for the energy sector, climate and sea level rise scenarios, and the California Energy Demand Forecast. The 2020 Update included a review of the implementation of California's energy policies and updated the 2019 California energy demand forecasts that were adopted as part of the 2019 Integrated Energy Policy Report proceedings.

Renewable Portfolio Standards. SB 1078 established the California Renewable Portfolio Standards program in 2002. SB 1078 initially required that 20 percent of electricity retail sales be served by renewable resources by 2017; however, this standard has become more stringent over time. In 2006, SB 107 accelerated the standard by requiring that the 20 percent mandate be met by 2010. In April 2011, SB 2 required that 33 percent of electricity retail sales be served by renewable resources by 2020. In 2015, SB 350 established tiered increases to the Renewable Portfolio Standards of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. In 2018, SB 100 increased the requirement to 60 percent by 2030 and required that all State's electricity to come from carbon-free resources by 2045. SB 100 took effect on January 1, 2019.

Title 24, California Building Code. Energy consumption by new buildings in California is regulated by the Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations (CCR), known as the California Building Code (CBC). The CEC first adopted the Building Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the State. The CBC is updated every 3 years, and the current 2019 CBC went into effect on January 1, 2020. The efficiency standards apply to both new construction and rehabilitation of both residential and non-residential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government

[1] California Energy Commission (CEC). 2019 Integrated Energy Policy Report. Adopted February 20, 2020. https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2019-integrated-energy-policy-report (accessed September 23, 2022).

[2] California Energy Commission (CEC). 2020 Integrated Energy Policy Report Update. February 2020. https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update (accessed September 23, 2022).

agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in CCR Title 24.

California Green Building Standards Code (CALGreen Code). In 2010, the California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards, referred to as the California Green Building Standards Code (CALGreen Code). The CALGreen Code took effect on January 1, 2011. The CALGreen Code is updated on a regular basis, with the most recent update consisting of the 2019 CALGreen Code standards that became effective January 1, 2020. The CALGreen Code established mandatory measures for residential and non-residential building construction and encouraged sustainable construction practices in the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. Although the CALGreen Code was adopted as part of the State's efforts to reduce GHG emissions, the CALGreen Code standards have co-benefits of reducing energy consumption from residential and non-residential buildings subject to the standard.

California Energy Efficiency Strategic Plan. On September 18, 2008, the California Public Utilities Commission (CPUC) adopted California's first Long-Term Energy Efficiency Strategic Plan, presenting a roadmap for energy efficiency in California.[1] The plan articulates a long-term vision and goals for each economic sector and identifies specific near-term, mid-term, and long-term strategies to assist in achieving those goals. The Plan also reiterates the following four specific programmatic goals known as the "Big Bold Energy Efficiency Strategies," established by the CPUC in Decisions D.07-10-032 and D.07-12-051:

- All new residential construction will be zero net energy (ZNE) by 2020.
- All new commercial construction will be ZNE by 2030.
- 50 percent of commercial buildings will be retrofitted to ZNE by 2030.
- 50 percent of new major renovations of State buildings will be ZNE by 2025.

Assembly Bill 1493, Pavley, Vehicular Emissions: Greenhouse Gases. In response to the transportation sector accounting for more than half of California's carbon dioxide emissions, AB 1493 was enacted on July 22, 2002, requiring CARB to develop and adopt regulations that sets fuel economy and greenhouse gas emission standards for passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011.

Assembly Bill 1007, State Alternative Fuels Plan. Approved by Governor Arnold Schwarzenegger on September 29, 2005, AB 1007 required the CEC to prepare a plan to increase the use of alternative fuels in California. The State Alternative Fuels Plan was prepared by the CEC with CARB and in consultation with other federal, State, and local agencies to reduce petroleum consumption; increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and

[1] California Public Utilities Commission (CPUC). California Long Term Energy Efficiency Strategic Plan. September 2008. https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/demand-side-management/energy-efficiency/energy-efficiency-strategic-plan (accessed September 23, 2022).

hydrogen); reduce greenhouse gas emissions; and increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that would increase the use of alternative fuels; result in significant improvements in the energy efficiency of vehicles; and reduce trips and VMT through changes in travel habits and land management policies. The Alternative Fuels and Vehicle Technologies Funding Program legislation (AB 118, Statutes of 2007) proactively implements this plan.

Executive Order S-01-07, Low Carbon Fuel Standard. Governor Arnold Schwarzenegger signed Executive Order S-01-07 on January 18, 2007. The order mandated that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the Executive Order established a Low Carbon Fuel Standard and directed the Secretary for Environmental Protection to coordinate the actions of the CEC, the CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. This analysis supporting development of the protocols was included in the SIP for alternative fuels (State Alternative Fuels Plan adopted by the CEC on December 24, 2007) and was submitted to the CARB for consideration as an "early action" item under AB 32. The CARB adopted the Low Carbon Fuel Standard on April 23, 2009. After revisions in response to litigation, the Final Rulemaking Package adopting the regulation was filed with Office of Administrative Law (OAL) on October 2, 2015.

Title 20 Appliance Efficiency Standards. The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the CEC on October 11, 2006 and approved by the OAL on December 14, 2006. The Appliance Efficiency Regulations regulates the sale of appliances in California and include energy performance, energy design, water performance, and water design standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the State and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

Title 13 California Code of Regulations. CCR Title 13, Article 4.8, Chapter 9, Section 2449 (General Requirements for In-Use Off-Road Diesel-Fueled Fleets) limits idling of off-road diesel-fueled vehicles (including construction vehicles) to less than 5 consecutive minutes. Although this regulation is specifically for reduction of air pollutant emissions, it also reduces fuel consumption.

4.6.4.3 Regional and Local Regulations

There are no regional regulations related to energy that are applicable to the proposed project.

City of Colton.

City of Colton General Plan. The City General Plan identifies goals, policies, and programs related to energy use within the City. Table 4.6.A addresses the project's consistency with General Plan goals, policies, and programs applicable to energy.

Table 4.6.A: General Plan Consistency Analysis, Energy

General Plan Goals, Policies, and Programs	General Plan Consistency Analysis
City of Colton General Plan –Model Air Quality Element	
Goal 6: Reduced emissions through reduced energy consumption.	
Policy 6.1: Reduce energy consumption through conservation improvements and requirements.	
Program 6.1.2: Adopt incentives and regulations to enact energy conservation requirements for private development.	**Consistent:** The project would include "Green" building practices that meet the California Building Energy Standards of the California Building Code and CALGreen Building Standards in accordance with City Municipal Code Chapter 15.04 (Codes Adoption). Each new building would be inspected for compliance and would include an operation manual to help end-users maintain and effectively use the sustainable building features provided. The project would be developed to conserve energy where feasible pursuant to CALGreen Building Standards and Sustainability Guidelines.
Policy 6.2: Reduce water heating emissions resulting from swimming pool heaters and residential and commercial water heaters.	
Program 6.2.2: Adopt incentives and regulations to reduce emissions from residential and commercial water heating (d-5).	**Consistent:** The project would include "Green" building practices that meet the California Building Energy Standards of the California Building Code and CALGreen Building Standards in accordance with City Municipal Code Chapter 15.04 (Codes Adoption). Each new building would be inspected for compliance and would include an operation manual to help end-users maintain and effectively use the sustainable building features provided. The project would be developed in accordance with CALGreen Building Standards and Sustainability Guidelines, including regulations related to water heating.
Policy 6.3: Recycle Wastes.	
Program 6.3.1: Implement provisions of AB 939 and adopt incentives, regulations and procedures to specify local recycling requirements.	**Consistent:** The project would be developed in accordance with CALGreen Building Standards and Sustainability Guidelines. Where feasible and appropriate, the following strategies will be implemented: ● Consider the use of previous materials for walkways and parking lots. ● Incorporate recycled materials, rapidly renewable materials and durable materials into building, landscape and/or infrastructure design. ● Design adequate space to facilitate recycling collection and to incorporate a solid waste management program that reduces waste generation. ● Establish a construction waste recycling program with a local waste management company, with recycling no less than 65 percent of the construction waste generated by construction of the project. Excavated soil and land-clearing debris do not contribute to this requirement. ● The waste disposal company shall be responsible for providing recycle bin(s) to facilitate recycling.
City of Colton General Plan –Land Use Element	
Goal LU 4: Incorporate green building and other sustainable building practices.	
Policy LU 4.2: Facilitate the use of green building standards and Leadership in Energy and Environmental Design or similar programs in both private and public projects.	**Consistent:** The project would include "Green" building practices that meet the California Building Energy Standards of the California Building Code and CALGreen Building Standards in accordance with City Municipal Code Chapter 15.04 (Codes Adoption). Each new building would be inspected for compliance and would include an operation manual to help end-users maintain and effectively use the sustainable
Policy LU 4.3: Promote sustainable building practices that go beyond the requirement of	

Table 4.6.A: General Plan Consistency Analysis, Energy

General Plan Goals, Policies, and Programs	General Plan Consistency Analysis
Title 24 of the California Administrative Code and encourage energy-efficient design elements.	building features provided. The project would be developed to conserve energy where feasible pursuant to CALGreen Building Standards and Sustainability Guidelines.
Policy LU 4.4: Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.	
Policy LU 4.5: Promote adoptive reuse of existing buildings as an alternative to new construction.	
Policy LU 4.6: Require that land divisions and development projects incorporate designs and practices that respect natural site features and provide for groundwater recharge.	
Goal LU 5: reduce use of energy resources citywide, with a key goal of reducing the City's carbon footprint.	
Policy LU 5.1: Require the incorporation of energy conservation features into the design of all new construction and site development, as required by State law and local regulations.	**Consistent:** The project would include "Green" building practices that meet the California Building Energy Standards of the California Building Code and CALGreen Building Standards in accordance with City Municipal Code Chapter 15.04 (Codes Adoption). Each new building would be inspected for compliance and would include an operation manual to help end-users maintain and effectively use the sustainable building features provided. The project would be developed to conserve energy where feasible pursuant to CALGreen Building Standards and Sustainability Guidelines.
Policy LU 5.3: Educate the public using a variety of outreach channels regarding the need for energy conservation, techniques which can be employed, and systems which are available.	**Consistent:** Employees and patrons on the project site would have the opportunity to educate themselves on resource conservation through programs and events that are offered by the City. Implementation of the proposed project would not preclude employees and patrons of continued education of resource conservation.

Source: City of Colton General Plan; Model Air Quality Element adopted 1991; Land Use Element adopted October 2003, updated August 20, 2013.

Colton Municipal Code. The City of Colton adopted the 2019 California Green Building Standards Code (CALGreen Code) and incorporated the CALGreen Code by reference into the City Municipal Code (Chapter 15.04, Codes Adoption).

4.6.5 Thresholds of Significance

The thresholds for energy impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines.* The proposed project may be deemed to have a significant impact with respect to energy if it would:

Threshold 4.6-1 **Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Threshold 4.6-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

4.6.6 Impact Analysis

4.6.6.1 Wasteful, Inefficient, or Unnecessary Consumption of Energy

Threshold 4.6-1 Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy during project construction or operation?

Construction. Construction would require energy for the manufacture and transportation of building materials, preparation of the site for grading activities, utility installation, paving, and building construction and architectural coating. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, energy usage on the project site during construction would be temporary.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption. Construction trucks and vendor trucks hauling materials to and from the project site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the project site would be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses depends on the type and number of trips, VMT, the fuel efficiency of the vehicles, and the travel mode.

Estimates of fuel consumption (diesel fuel and gasoline) from construction equipment, construction trucks, and construction worker vehicles were based on default construction equipment assumptions and trip estimates from CalEEMod and fuel efficiencies from EMFAC2021. Fuel consumption estimates are presented in Table 4.6.B. CalEEMod output sheets are included in Appendix B-1, and detailed energy calculations are included in Appendix B-2.

Table 4.6.B: Proposed Project Energy Consumption Estimates During Construction

Energy Type	Total Energy Consumption	Percentage Increase Countywide
Gasoline Fuel (total gallons)	12,296.4	<0.01
Diesel (total gallons)	22,022.1	0.01

Source: Compiled by LSA (September 2022).

As indicated in Table 4.6.B, the project would consume approximately 22,021.1 gallons of diesel fuel and approximately 12,296.4 gallons of gasoline during construction. Based on fuel consumption obtained from EMFAC2021, approximately 915.5 million gallons of gasoline and approximately 321.6 million gallons of diesel fuel will be consumed from vehicle trips in San Bernardino County in 2022. Therefore, construction of the proposed project would increase the annual construction generated fuel use in San Bernardino County by approximately 0.01 percent for diesel fuel usage

and by less than 0.01 percent for gasoline fuel usage. As such, project construction would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to San Bernardino County's overall use of the State's available energy resources.

In addition, the CalEEMod output for energy consumption incorporates project compliance with Title 13-Section 2449 of the CCR, and California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program regulations, which include implementation of standard control measures and Best Available Control Measures for equipment emissions and materials recycling.

Best Available Control Measures include, but are not limited to, requirements that the project Applicant utilize only low-sulfur fuel having a sulfur content of 15 parts per million by weight or less; ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 65 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen).

Compliance with Title 13-Section 2449 of the CCR and the CALGreen Program is required as a matter of regulatory policy (**RCM 4.6.1**).

In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. The project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. in addition, no unusual project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. For these reasons, fuel consumption during construction would not be inefficient, wasteful, or unnecessary.

Regulatory Compliance Measure. No mitigation is required; however, the following Regulatory Compliance Measure (RCM) is a regulatory requirement implemented as a routine action conditioned by the City to ensure impacts related to energy demand during construction remain less than significant.

RCM 4.6.1 **Compliance with Title 13-Section 2449 of the California Code of Regulations and the California Green Building Standards.** Prior to issuance of grading and building permits, the City of Colton shall verify that the Project Applicant and his/her contractor(s) submit plans to the City indicating incorporation of Best Available

> Control Measures during construction of the Project. Best Available Control Measures include, but are not limited to, requirements that the Project Applicant ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; and register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor must recycle/reuse at least 65 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CALGreen regulations. This condition shall be implemented to the satisfaction of the City of Colton Development Services Director or designee, and/or Building Official, or designee.

Through compliance with Title 13-Section 2449 of the CCR and the CALGreen Program as a matter of regulatory policy (**RCM 4.6.1**), construction of the project would demand only the energy required and would not result in wasteful, inefficient, or unnecessary energy consumption.

Operation. Operational energy use is typically associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with a project. Energy consumption was estimated for the proposed project using default energy intensities by land use type in CalEEMod.

The proposed project would also result in energy usage associated with gasoline and diesel fuel consumed by project-related vehicle and truck trips. Fuel use associated with vehicle and truck trips generated by the proposed project was calculated based on the project's Traffic Impact Study (Appendix I) which identifies that the proposed project would generate approximately 1,246 average daily trips. The amount of operational fuel use was estimated using CARB's EMFAC2021 model, which provided projections for typical daily fuel usage in San Bernardino County.

Electricity, natural gas, and fuel usage estimates associated with the proposed project are shown in Table 4.6.C.

Table 4.6.C: Estimated Annual Energy Use of the Proposed Project

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Electricity Consumption (kWh/year)	172,752	<0.01
Natural Gas Consumption (therms/year)	848	<0.01
Automobile Fuel Consumption		
Gasoline (gallons/ year)	143,829.2	0.02
Diesel Fuel (gallons/ year)	19,042.2	0.01

Source: LSA Associates, Inc. *Air Quality Update for the Reche Canyon Plaza Project in Colton, California*. CalEEMod modeling outputs. December 2021. (Appendix B-1).
kBTU = thousand British thermal units
kWh = kilowatt-hours

As identified in Table 4.6.C, proposed uses on the project site would demand a total of 172,752 kWh of electricity per year. Total electricity consumption in San Bernardino County in 2020 was 15,969 GWh (15,968,515,536 kWh). Therefore, operation of the proposed project would increase the annual electricity consumption in San Bernardino by less than 0.01 percent. The estimated potential increase in natural gas demand associated with the proposed project is 848 therms per year. Total natural gas consumption in San Bernardino County in 2020 was 527 million therms (527,236,428 therms). Therefore, operation of the proposed project would negligibly increase the annual natural gas consumption in San Bernardino County by less than 0.01 percent.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the CCR, known as the California Building Code (CBC). The CBC is updated every three years, and the current 2019 CBC went into effect in January 2020. The California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) in 2010 as part of the State's efforts to reduce GHG emissions and energy consumption from residential and nonresidential buildings. CALGreen covers the following five categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) indoor environmental quality. The City has adopted both the CBC and CALGreen Code pertaining to energy conservation standards pursuant respectively to Chapter 15.04 of the City Municipal Code. Accordingly, the project would comply with the current 2019 CALGreen Code requirements and Title 24 efficiency standards, which would further improve energy efficiency during operation.

The project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. As such, electrical and natural gas demand associated with project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

As shown in Table 4.6.C, fuel use associated with the vehicle trips generated by the proposed project is estimated at 143,829.2 gallons of gasoline and 19,042.2 gallons of diesel fuel per year. This analysis conservatively assumes that all vehicle trips generated as a result of project operation would be new to San Bernardino County. Based on fuel consumption obtained from EMFAC2021,

approximately 915.5 million gallons of gasoline and approximately 321.6 million gallons of diesel fuel will be consumed from vehicle trips in San Bernardino County in 2022. Therefore, vehicle and truck trips associated with the proposed project would increase the annual fuel use in San Bernardino County by approximately 0.02 percent for gasoline fuel usage and by approximately 0.01 percent for diesel fuel usage. Fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.9 mpg in 2020.[1] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007, which originally mandated a national fuel economy standard of 35 mpg by the year 2020, and would be applicable to cars and light trucks of Model Years 2011 through 2020. The EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) amended the existing Corporate Average Fuel Economy (CAFE) standard. The new vehicle rules under the latest CAFE standards will require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026 and increasing efficiency by 8 percent annually for model years 2024 and 2025, and 10 percent annually for model year 2026.[2] As such, the fuel efficiency of vehicles associated with the project site would increase throughout the life of the project as fuel efficiency of vehicles continues to improve in order to meet the State's 2050 GHG emission reduction goals. In addition, as the price and efficiency of electric passenger vehicles improve more people will buy them, reducing the number and use of fossil fuel dependent vehicles on the road. The result is a decrease the gasoline fuel demand in the transportation sector, including transit buses and passenger vehicles.

Impact Conclusion. Increasingly stringent electricity, natural gas, and fuel efficiency standards combined with compliance with the CBC and CALGreen Code as part of Chapter 15.04 of the City Municipal Code would ensure operation of the project would demand only the energy required. Construction and operation of the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts from wasteful, inefficient, or unnecessary energy consumption would be **less than significant.** Mitigation is not required.

4.6.6.2 Energy Efficiency

Threshold 4.6-2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed above, the State of California provides a minimum standard for building design and construction standards through Title 24 of the CCR, known as the California Building Code (CBC). Compliance with Title 24 is mandatory at the time new building permits are issued by local

1 Department of Transportation, Bureau of Transportation Statistics. Average Fuel Efficiency of U.S. Light Duty Vehicles. Table 4-23. https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed September 23, 2022).

2 United States Department of Transportation. The Corporate Average Fuel Economy, 2022. https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy (accessed September 29, 2022).

governments. The California Building Standards Commission adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) in 2010 as part of the State's efforts to reduce greenhouse gas (GHG) emissions and energy consumption from residential and nonresidential buildings. The City has adopted both the CBC and CALGreen Code pertaining to energy conservation standards as part of Chapter 15.04 of the City Municipal Code. Therefore, the project would comply with the CBC and CALGreen Code pertaining to energy conservation standards in effect at the time of construction and the project would be consistent with applicable plans related to renewable energy and energy efficiency.

Impact Conclusion. With adherence to CBC and CALGreen Code, **no impact** would occur and no mitigation is required.

4.6.7 Programmatic Analysis

4.6.7.1 Environmental Setting

In 2020, California's electricity was generated primarily by natural gas (48.35 percent), large hydroelectric (9.40 percent), nuclear (8.53 percent), and renewable sources (33.35 percent). Total electricity generation in California in 2020 was 272,576 gigawatt-hours (GWh), down 2 percent from the 2019 total generation of 277,704 GWh.[1] In 2020, California produced approximately 70 percent and imported 30 percent of the electricity it used.[2]

The project site is within the service area of Colton Electric Utility (CEU), a publicly owned utility that provides electrical service to residential, commercial, and other uses within Colton. CEU owns and operates its own power plant, five substations, and the entire electrical infrastructure, including the transmission and distribution lines within the Colton city boundaries. The utility serves approximately 16,000 residential customers and 2,500 commercial and industrial customers.[3] In 2021, electricity usage with the CEU service area totaled approximately 382.51 GWh,[4] of which approximately 32 percent was for residential demand. The RTS is located within the service area of the Southern California Gas Company (SoCal Gas), which provides natural gas to approximately 21.8 million people in a 24,000-square-mile service area throughout Central and Southern California, from Visalia to the Mexican border. In 2020, residential natural gas consumption in San Bernardino County totaled 260 therms. Due to conservation, improved building and appliance standards, and aggressive energy efficiency programs, the average annual natural demand for residential customers

1 California Energy Commission. n.d. 2020 Total System Electric Generation. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation/2020 (accessed September 21, 2022).
2 *Ibid.*
3 City of Colton. n.d. Electric Utility Information. Website: https://www.ci.colton.ca.us/316/Electric-Utility-Information (accessed March 28, 2023).
4 California Energy Commission. n.d. Electricity Consumption by Entity. Website: http://www.ecdms.energy.ca.gov/elecbyutil.aspx (accessed March 28, 2023).

within California is anticipated to drop from 468 therms/year/customer to 238 therms/year/customer by 2035[1,2]

4.6.7.2 Programmatic Impact Analysis

The proposed GPA and zone change, in and of themselves, do not propose any redevelopment on the RTS site. Rather, as influenced by economic conditions and market demand, the proposed land use actions would allow the development of mixed-use (including residential) uses at some future point in time; therefore, the proposed GPA and zone change themselves would not generate any new or additional demand for energy resources.

Any construction on the RTS would require energy for the manufacture and transportation of building materials, preparation of the site for grading activities, utility installation, paving, building construction, architectural coating as well as the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles. Operational energy use is typically associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with a project. Occupation of any use on the RTS, whether with existing or redeveloped uses, would generate a demand for vehicle fuels, electricity, and natural gas. It is logical to anticipate that any future use on the site would incorporate the most current energy efficient/energy conserving designs, adhere to vehicle fuel efficiency requirements, and install the fixtures, features, and facilities that meet the energy efficiency requirements in effect at the time of development. In adherence to established standards related to fuel efficiency, the incorporation of energy conservation measures into project design and the installation of energy-efficient features is required of any development in Colton. It is reasonable, therefore, that future development on the RTS pursuant to the proposed GPA and zone change would not use energy in a wasteful, inefficient, or wasteful manner. Therefore, impacts associated with the inefficient or wasteful use of energy or conflicts with State or local plans addressing renewable energy and/or energy efficiency would be **less than significant**.

4.6.8 Cumulative Impacts

The geographic area for electricity service is the SCE boundaries and for natural gas service is the SoCalGas boundaries. The proposed project would result in an increased services demand in electricity and natural gas. Although the proposed project would result in a net increase in electricity usage, this increase would not require SCE to expand or construct infrastructure that could cause substantial environmental impacts. As discussed previously, the total annual electricity consumption in the SCE service area in 2020 was 272,576 GWh. By 2030, consumption is anticipated to increase by approximately 12,000 GWh for the low-demand scenario to 22,000 GWh for the high-demand scenario.[3] While this forecast represents a large increase in electricity consumption, the project's

1 California Gas and Utilities. 2020. 2020 California Gas Report, page 99.

2 California Energy Commission (CEC). 2022. Electricity Consumption by County. Website: https://ecdms.energy.ca.gov/elecbycounty.aspx (accessed September 21, 2022).

3 California Energy Commission (CEC). California Energy Demand 2018–2030 Revised Forecast-Commission Final Report. February 2018. file:///C:/Users/CDavis/Downloads/TN223244_20180419T154213_California_Energy_Demand_20182030_Revised_Forecast%20(16).pdf (accessed September 23, 2022).

percentage of cumulative consumption would be less than 0.00005 percent[1] assuming the high-demand scenario. The project, in combination with cumulative development (see Traffic Impact Study, Table B [Appendix I]), is well within SCE's system-wide net increase in electricity supplies annually over the 2018 to 2030 period, and there are sufficient planned electricity supplies in the region for estimated net increases in energy demands.

Similarly, additional natural gas infrastructure is not anticipated due to cumulative development. Total natural gas consumption in the SoCalGas service area in 2020 was 5,232 million therms. Total natural gas consumption in SoCalGas's service area is forecast to remain steady between 2018 and 2035 for the low- and mid-demand scenarios and to increase by approximately 650 million therms in the high-demand scenario due to intense energy efficiency efforts.[2] The project's percentage of cumulative consumption of natural gas in the SoCalGas service area would be less than 0.00394 percent assuming the high-demand scenario.[3] It is anticipated that SoCalGas would be able to meet the natural gas demand of the related projects without additional facilities. In addition, both SCE and SoCalGas's demand forecasts include the growth contemplated by the project and the related projects. SCE and SoCalGas plan to continue to provide reliable service to their customers and upgrade their distribution systems as necessary to meet future demand.

Transportation energy use would also increase; however, this transportation energy use would not represent a major amount of energy use when compared to the amount of existing development and to total number of vehicle trips and vehicle miles traveled throughout San Bernardino County and the region.

The proposed project and related projects are required to comply with various federal and State government legislation to improve energy efficiency in buildings, equipment, and appliances and reduce vehicle miles traveled. Increased energy efficiency to comply with building energy efficiency standards would reduce energy consumption on a per square foot basis. In addition, utility companies are required to increase their renewable energy sources to meet the Renewable Portfolio Standards mandate of 60 percent renewable supplies by 2030. Further, compliance with the existing regulatory requirements would ensure that proposed project does not result in an inefficient, wasteful and unnecessary consumption of energy. Therefore, the proposed project's contribution to impacts related to the inefficient, wasteful and unnecessary consumption of energy would **not be cumulatively considerable**, and no mitigation is required.

1 0.172752 GWh ÷ 272,576 GWh + 22,000 GWh (294,576 GWh) = 0.00005 percent.

2 California Energy Commission (CEC). California Energy Demand 2018–2030 Revised Forecast-Commission Final Report. February 2018. file:///C:/Users/CDavis/Downloads/TN223244_20180419T154213_California_Energy_Demand_20182030_Revised_Forecast%20(16).pdf (accessed September 23, 2022).

3 0.232 million therms ÷ 5,232 million therms + 650 million therms (5,882) = 0.00394 percent.

4.7 GEOLOGY AND SOILS

This section describes the location of the project relative to known geologic features and soil conditions and qualitatively evaluates potential impacts. Additionally, this chapter evaluates whether development on the project site would significantly be affected by fault rupture, seismic shaking, erosion or unstable slopes, liquefaction, soil settlement, expansive soils, or other soil or geologic conditions.

The analysis contained in this section is based on the following technical study prepared for the project:

- *Geotechnical Engineering Investigation, Proposed Commercial Development, Reche Canyon Road & Crystal Ridge Lane, Colton, California*. Salem Engineering Group, Inc. October 18, 2016. (Appendix E).

It should be noted the site-specific geotechnical study itself contains supporting information that may be referenced in the discussions of potential project impacts. As relevant, this information is cited and identified as being included in Appendix E.

Additionally, the following analysis is further supported by the following reference documents:

- *City of Colton General Plan, Safety Element*. 1987.
- *Draft Environmental Impact Report for Colton General Plan Update*, Section 5.1 Soils and Geology. August 2003.
- *Reche Canyon Specific Plan*. City of Colton, California. February, 1991.
- *Draft Environmental Impact Report for the Roquet Ranch Specific Plan*, SCH No. 2016061056. City of Colton. August 2, 2017.
- *San Bernardino South Quadrangle, California* 7.5 Minute Series (Topographic). Effective January 1, 1977. California Department of Conservation, Special Studies Zones. http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps (accessed September 8, 2021).

4.7.1 Existing Setting

A geotechnical grading plan review (geotechnical investigation) of the project site was prepared to determine the onsite geotechnical conditions and to confirm the site can be developed from a geotechnical perspective. The existing setting for geology and soils discussed below is as described in the geotechnical grading plan review and includes regional geology, faulting and seismicity, soils, and geologic and seismic hazards.

4.7.1.1 Regional Geology

The project site is located along the western edge of the San Bernardino Valley within the northern portion of the Peninsular Range Geomorphic Province, a 900-mile long northwest-southeast trending structural block that extends from the tip of Baja California to the Transverse Ranges and includes the Los Angeles Basin. This region is characterized by a series of mountain ranges separated by northwest-trending valleys sub-parallel to faults branching from the San Andreas Fault. The trend of topography is similar to that of the Coast Ranges Geomorphic Province located to the north, but the geology is more like that of the Sierra Nevada, with granitic rock intruding on the older metamorphic rocks. It contains extensive pre-Cretaceous (greater than 65 million years ago) igneous and metamorphic rocks covered by limited exposures of post-Cretaceous sedimentary deposits. Older alluvial fan deposits emanating from the San Gabriel Mountains and San Gorgonio Mountains have formed the Santa Ana River which traverses the flood plain less than two miles north of the project area, below the mouth of Reche Canyon.

4.7.1.2 Faulting and Seismicity

Southern California is situated within a seismically active region as a result of being near the active margin between the North American and Pacific tectonic plates. Several active or potentially active faults have been mapped in the region. As defined by the California Geological Survey (CGS), an active fault is a fault, which has had surface displacement within Holocene time (about the last 11,000 years). This definition is used when delineating Earthquake Fault Zones as mandated by the Alquist-Priolo Geologic Hazards Zones Act of 1972 (as revised 2007). The intent of this act is to require fault investigations on sites located within Earthquake Fault Zones to ensure that certain inhabited structures are not constructed across the traces of active faults.

The Project site is located in the northern Peninsular Ranges Geomorphic Province of Southern California along the western edge of the San Bernardino Valley. Strike-slip faults, such as the San Jacinto Fault Zone, are prevalent within the Peninsular Ranges.[1] The official Earthquake Fault Zone map of the San Bernardino South Quadrangle[2] reveals the project site is not located within a State of California [Alquist-Priolo] Earthquake Fault Zone. The nearest active fault zone is the San Jacinto Fault Zone located approximately 1.5 miles to the east of the project site, and the next nearest active fault zone is the Crafton Hills Fault Zone located approximately 5 miles west of the project site. The San Andreas Fault Zone is located 9.1 miles north of the project site.

4.7.1.3 Soils

The majority of the project site is underlain by San Emigdio fine sandy loam (2 to 9 percent slope), with the southwest corner of the site underlain by Tujunga loamy sand (0 to 5 percent slope).[3] Soils observed on site appeared consistent with these designations despite having been previously graded. These materials have been deposited over time from runoff down Reche Canyon as carried

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1 *Draft Environmental Impact Report for the Roquet Ranch Specific Plan*, SCH No. 2016061056. Page 4.5-1. City of Colton. August 2, 2017.

2 *San Bernardino South Quadrangle, California* 7.5 Minute Series (Topographic). Effective January 1, 1977. California Department of Conservation, Special Studies Zones. http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps (accessed July 26, 2021).

3 *Soil Survey of San Bernardino County, Southwestern Part, California*. G.A. Woodruff. USGS 1980.

by Reche Canyon Creek and related drainages out of side canyons along the main canyon. Soil materials are mainly derived from Quatenrnary alluvium from the mountains to the east and southeast near the head of Reche Canyon, and from Blue Mountain and its associated slopes to the west.[1]

The geotechnical investigation of the project site (Appendix E) found surficial units, including artificial fill, colluvium, and topsoil (not mapped), to be collapsible under saturated conditions and therefore susceptible to settlement under load. Accordingly, onsite soils will require overexcavation and recompaction during grading. Based on laboratory testing, onsite soil units have a "very low" expansion potential and are not considered corrosive.

4.7.1.4 Geologic and Seismic Hazards

Geologic and seismic hazards discussed in this subsection include the following:

- Surface rupture;
- Ground shaking;
- Liquefaction;
- Subsidence and seismic settlement;
- Landslides/slope stability; and
- Compressible, expansive, and collapsible soils.

Surface Rupture. Surface rupture occurs where displacement or fissuring occurs along a fault zone. Although primary ground damage due to earthquake fault rupture typically results in a relatively small percentage of the total damage in an earthquake, the location of structures or facilities too close to a rupturing fault can cause profound damage. It is difficult to reduce the hazards of surface rupture through structural design. The primary method to avoid this hazard is to either set structures and facilities away from active faults, or avoid their construction in close proximity to an active fault.

Faults throughout southern California have formed over millions of years. Some of these faults are considered inactive under present geologic conditions and other faults are known to be active.[2] Such faults have either generated earthquakes in historic times (200 years), or show geologic and geomorphic indications of movement within the last 11,000 years. Faults that have moved in the relatively recent geological past are generally presumed to be the most likely candidates to generate damaging earthquakes in the lifetimes of residents, buildings, or communities.

As previously noted, the project site is not located within a State of California [Alquist-Priolo] Earthquake Fault Zone. The nearest active fault zone is the San Jacinto Fault Zone located approximately 1.5 miles to the east of the project site, and the next nearest active fault zone is the

[1] Geologic Map of the San Bernardino South Quadrangle, San Bernardino and Riverside Counties, California. 1978. Department of the Interior, United States Geological Survey. https://pubs.usgs.gov/of/1978/0020/plate-1.pdf (Accessed July 26, 2021).

[2] The Alquist-Priolo Earthquake Fault Zoning Act defines active faults as those showing proven displacement of the ground surface within the last 11,000 years. Potentially active faults are those showing evidence of movement within the last 1.6 million years.

Crafton Hills Fault Zone located approximately 5 miles west of the project site. The San Andreas Fault Zone is located 9.1 miles north of the project site.

Ground Shaking. The vast majority of earthquake damage is caused by ground shaking. The extent of shaking is a result of the size of the earthquake and distance from the epicenter. The exact way rocks and other earth materials move along the fault can also influence shaking, as can the subsurface orientation of the fault.

The primary threat associated with nearby faults is the intensity of potential ground shaking at the project site. The known regionally active and potentially active faults that could produce the most significant ground shaking at the site include the San Jacinto and Crafton Hills Faults, which can generate magnitudes ranging from moment magnitude (M_w) 6.0 to 7.0, and the regionally-significant San Andreas Fault, which can generate magnitudes ranging from moment magnitude (M_w) 6.8 to 8.0.[1]

Liquefaction. Liquefaction occurs primarily in saturated, loose, fine-to-medium-grained alluvial soils in areas where the groundwater table is within 50 feet of the surface. Shaking suddenly causes soils to lose strength and behave as a liquid. Liquefaction-related effects include loss of bearing strength, lateral spreading, and flow failures or slumping. According to the City's General Plan, the vast majority of the City has a low susceptibility to liquefaction due to historically low groundwater levels and generally coarse sediments; however, two areas of Colton have a high liquefaction potential: the area to the southeast of the Interstate 10/Interstate 215 junction, and the southwestern portion of the City in the vicinity fo the Santa Ana River.[2] According to the RCSP, localized liquefaction of soils during a large earthquake is a possibility in some areas of the canyon and should be evaluated at the time of development.[3]

The site was evaluated for liquefaction potential as part of the geotechnical investigation. Onsite exploratory borings, which reached 50 feet below grade, did not encounter groundwater. The liquefaction analysis indicated that the onsite soils have a low potential for liquefaction under seismic conditions.

Subsidence and Seismic Settlement. Ground subsidence is typically a gradual settling or sinking of the ground surface with little or no horizontal movement, although fissures (cracks and separations) can result from lowering of the ground surface. The common causes of subsidence that can produce small or local collapses to broad regional subsidence include:

- Dewatering of peat or organic soils;
- Dissolution in limestone aquifers;
- First-time wetting of dry low-density soils (hydrocompaction);
- Natural compaction;
- Liquefaction;

1 Southern California Earthquake Data Center, Division of Geological and Planetary Sciences. California Institute of Technology. http://scedc.caltech.edu/significant/index.html (accessed July 26, 2021).
2 *Safety Element*. Page 7-2. City of Colton General Plan. 1987.
3 *Reche Canyon Specific Plan*. Page 27. City of Colton. February 1991.

- Crustal deformation;
- Ground shaking;
- Subterranean mining; and
- Withdrawal of fluids (groundwater, petroleum, or geothermal).

Most of the damage caused by subsidence is the result of oil, gas, or groundwater extraction from below the ground surface. Ground subsidence may occur as a response to natural forces such as earthquake movements, which can cause abrupt elevation changes of several feet or densification of low density granular soils during an earthquake event that may cause several inches of settlement.

As stated previously, post-liquefaction settlement of liquefied sands is a seismic hazard which could cause damage to the proposed development during seismic shaking; however, the liquefaction analysis indicated that the onsite soils have a low potential for liquefaction under seismic conditions. According to the City's General Plan, subsidence due to groundwater withdrawal and/or hydrocompaction are likely the only types of subsidence that could occur in the Colton area.[1] Field and laboratory tests suggest that the near-surface onsite soils are moisture-sensitive and are moderately compressible (collapsible soil) under saturated conditions. Structures within the project vicinity have experienced excessive post-construction settlement when the foundation soils become near saturated. The deeper native soils are moderately strong and slightly compressible. Recommendations in the project-specific greotechnical investigation include overexcavation and recompaction during grading to minimize the risk of subsidence and settlement from hydrocompaction.

Landslides/Slope Stability. Factors that contribute to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. The site does not lie within a landslide susceptible zone.[2] There are no known landslides at the site, nor is the site in the path of any known or potential landslides.

Alluvial Soils. Alluvial soil is formed from water-transported sediments, such as river sediments. The near-surface deposits in the project site and vicinity are comprised of Quaternary older alluvial fan deposits of loose to medium dense silty sand with various amounts of clay and gravel, loose to dense silty sand/sand with various amounts of gravel, and stiff to very stiff sandy silt.

Expansive Soils. Expansive soils generally have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. All soils observed on the project site are relatively granular with an expansion index between 0 and 20 per American Society for Testing and Materials (ASTM) Test Method D4829 and therefore considered to be non-critically expansive.

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1 *Ibid.* Page 7-3.

2 Geologic Hazard Overlays. FH30 C, San Bernardino South. San Bernardino County General Plan, Land Use Plan. March 9, 2010.

Collapse Potential. Hydrocompaction, or soil collapse, typically occurs in recently deposited Holocene (less than 11,000 years before present time) soils that were deposited in an arid or semi-arid environment. Soils prone to collapse are commonly associated with man-made fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. Sudden substantial settlement may occur when saturated, collapsible soils lose their cohesion. An increase in surface water infiltration (such as from irrigation) or a rise in the groundwater table, combined with the weight of a building or structure, may initiate settlement, causing foundations and walls to crack.

As stated previously, field and laboratory tests suggest that the near-surface onsite soils are moisture-sensitive and are moderately compressible (collapsible soil) under saturated conditions. Structures within the project vicinity have experienced excessive post-construction settlement when the foundation soils become near saturated. The deeper native soils are moderately strong and slightly compressible. Recommendations in the project-specific greotechnical investigation include overexcavation and recompaction during grading to minimize the risk of soil collapse from hydrocompaction.

4.7.2 NOP/Scoping Meeting Comments

No comment letters were received from the public or agencies during the NOP period regarding geology, soils or paleontological resources. In addition, no geology-related issues or questions were raised by members of the public during the Public Scoping Meeting.

4.7.3 Methodology

The analysis of potential geologic and soil-related impacts is based upon the site-specific geotechnical investigation for the project. The City's Safety Element of the General Plan and information from State agencies was referenced to establish the existing on-site geologic conditions. The geotechnical study included a site reconnaissance, review of published reports, maps and aerial photographs, geotechnical field exploration, laboratory testing, engineering analysis, and a third party [peer] review of fault trench excavations. In determining the level of significance, the analysis assumes that construction and operation of the project would comply with relevant State laws and regulations, as well as City General Plan policies.

4.7.4 Existing Policies and Regulations

4.7.4.1 Federal Regulations

There are no relevant federal regulations related to geology and soils applicable to the project.

4.7.4.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act. The major State legislation regarding earthquake fault zones is the *Alquist-Priolo Earthquake Fault Zoning Act* (A-P Act). In 1972, the State of California began delineating "Earthquake Fault Zones" (called Special Studies Zones prior to 1994) around and along faults that are "sufficiently active" and "well defined" to reduce fault-rupture risks to

structures for human occupancy.[1] The boundary of an "Earthquake Fault Zone" is generally 500 feet from major active faults and from 200 to 300 feet from well-defined minor faults. The mapping of active faults is conducted by the State Geologist, and these maps are distributed to all affected cities, counties, and State agencies for their use in developing planning policies and controlling renovation or new construction.

Before a project can be permitted within an identified Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is identified, a structure intended for human occupancy cannot be placed over the trace of the fault and must be set back from the fault a minimum of 50 feet.

The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

The Seismic Hazards Mapping Act. Passed in 1990, the Seismic Hazards Mapping Act (SHMA) addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The CGS is the principal State agency charged with implementing the 1990 SHMA. Pursuant to the SHMA, the CGS is directed to provide local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The goal is to minimize loss of life and property by identifying and mitigating seismic hazards. The seismic hazard zones delineated by the CGS are referred to as "zones of required investigation." Site-specific geotechnical hazard investigations are required by SHMA when construction projects fall within these areas.

Natural Hazards Disclosure Act. Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas. If a property is located in a Seismic Hazard Zone as shown on a map issued by the State Geologist, the seller or the seller's agent must disclose this fact to potential buyers.

California Public Resources Code Section 5097.5. PRC Section 5097.5 protects nonrenewable resources including fossils, described as follows:

- A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological, or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands.

- As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.

[1] California Public Resources Code §§ 2621–2630.

A violation of this section is a misdemeanor.

California Public Resources Code Section 5097.5. Section 5097.5 of the PRC provides for the protection of cultural and paleontological resources and prohibits the removal, destruction, injury, or defacement of archaeological and paleontological features on any lands under the jurisdiction of State or local authorities.

4.7.4.3 Local Regulations

City General Plan and RCSP Policies. Tables 4.7.A and 4.7.B respectively outline the City General Plan and Reche Canyon Specific Plan (RCSP) goals and policies related to geologic and seismic hazards that are applicable to the project and evaluates the consistency of the project to these goals and policies.

Table 4.7.A: General Plan Consistency Analysis

General Plan Principals, Standards, and Proposals	General Plan Consistency Analysis
Safety Element - Geologic Hazards Principle 1: Identify geologic conditions that need special management, restrict widespread urban development in areas of geologic hazards and designate land areas determined unfit for structures of human occupancy as open space land.	
Standard 1: Require geologic studies on proposed developments for human occupancy within areas with identified hazards.	**Consistent:** The project site is not mapped within any State of California [Alquist-Priolo] Earthquake Fault Zone; however, soils on the project site are moisture-sensitive and are moderately compressible (collapsible soil) under saturated conditions. Structures within the project vicinity have experienced excessive post-construction settlement when the foundation soils become near saturated. The deeper native soils are moderately strong and slightly compressible. A project-specific geotechnical investigation (Appendix E) was prepared that includes onsite risks from seismic shaking and soil hazards and incorporates recommendations on the design, planning, and construction stages of the project. The project will be constructed consistent with current State and local laws and regulations regarding seismic and building safety with independent review by City staff and/or designated technical experts.
Standard 2: Structural design shall be compatible with the local geologic hazard.	

Source: Safety Element. Pages 7-5 and 7-6. City of Colton General Plan. 1987.

Table 4.7.B: RCSP Consistency Analysis

RCSP Goals and Objectives	RCSP Consistency Analysis
RCSP Goal Three. Reduce or, where practical, eliminate adverse effects on the public health, safety, and welfare that could result from inappropriate development.	
Objective 2. Require grading, landscaping, and building setback standards that will reduce the potential for damage from landslides and/or increased erosion in the area's hilly terrain.	**Consistent:** A project-specific geotechnical investigation (Appendix E) was prepared that includes onsite risks from geologic hazards and incorporates recommendations on the design, planning, and construction stages of the project. The project will be constructed consistent with current State and local laws and regulations regarding seismic and building safety with independent review by City staff and/or designated technical experts. Grading of the project site will be conducted in accordance with the geotechnical investigation. Completed cut and fill slopes shall be immediately landscaped and irrigated to ensure surficial slope stability. The project site is located in a relatively flat area of Reche Canyon and is not within a landslide susceptible zone. There are no known landslides at the site, nor is the site in the path of any known or potential landslides.

Source: *Reche Canyon Specific Plan.* City of Colton. Page 29. February 1991.

4.7.5 Thresholds of Significance

The City of Colton has not established local CEQA significance thresholds as described in Section 15064.7 of the State *CEQA Guidelines*. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State *CEQA Guidelines* to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts to geology and soils are based on Appendix G of the *CEQA Guidelines.* A project would have a significant impact related to geology and soils if it would:

Threshold 4.7-1 **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 Zone Maps issued by the State Geologist for the area or based on other substantial evidence of a known fault.**
- **Strong seismic ground shaking.**
- **Seismic-related ground failure, including liquefaction.**
- **Landslides.**

Threshold 4.7-2 **Result in substantial soil erosion or the loss of topsoil?**

Threshold 4.7-3 **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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?**

Threshold 4.7-4 **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994 or most current edition), creating substantial risks to life or property?**

Threshold 4.7-5 **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?**

Threshold 4.7-6 **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

4.7.6 Impacts Analysis

4.7.6.1 Fault Rupture, Strong Seismic Ground Shaking, Seismic-Related Ground Failure, Including Liquefaction, and Landslides

Threshold 4.7-1 ***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 Zone Maps issued by the State Geologist for the area or based on other substantial evidence of a known fault.***
- ***Strong seismic ground shaking.***

- ***Seismic-related ground failure, including liquefaction.***
- ***Landslides.***

Fault Rupture. Southern California is situated within a seismically active region as a result of being near the active margin between the North American and Pacific tectonic plates. Several active or potentially active faults have been mapped in the region; however, the project site is not within or adjacent to any State of California [Alquist-Priolo] Earthquake Fault Zone.

> ***Impact Conclusion.*** There are no identified active fault zones on or adjacent to the project site; therefore, fault-related setbacks are not required pursuant to the Alquist-Priolo Geologic Hazards Zones Act. Impacts related to fault rupture will be **less than significant**, and no mitigation is required.

4.7.6.2 Ground Shaking, Liquefaction, and Landslides

Southern California is a seismically active area and, therefore, will continue to be subject to ground shaking from seismic activity on regional faults. The project site is located within Seismic Zone 4 as defined by the Uniform Building Code (UBC), but it is not located within a State of California [Alquist-Priolo] Earthquake Fault Zone. Accordingly, the project site could be subjected to moderate to severe ground shaking from regional faults (e.g., San Jacinto Fault, Crafton Hills Fault, and/or San Andreas Fault) during the lifetime of the project.

Liquefaction occurs primarily in saturated, loose, fine-to-medium-grained alluvial soils in areas where the groundwater table is within 50 feet of the surface. Shaking suddenly causes soils to lose strength and behave as a liquid. Liquefaction-related effects include loss of bearing strength, lateral spreading, and flow failures or slumping. According to the RCSP, localized liquefaction of soils during a large earthquake is a possibility in some areas of the canyon and should be evaluated at the time of development.[1]

The project-specific geotechnical investigation did not encounter groundwater in the exploratory borings, which reached 50 feet below grade. The site was evaluated for liquefaction potential as part of the geotechnical investigation. Onsite exploratory borings, which reached 50 feet below grade, did not encounter groundwater. The liquefaction analysis indicated that the onsite soils have a low potential for liquefaction under seismic conditions.

Factors that contribute to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. The site is relatively flat and does not lie within a landslide susceptible zone.[2] There are no known landslides at the site, nor is the site in the path of any known or potential landslides.

Compliance with Existing Regulations. The geotechnical investigation concluded the main seismic hazard potentially affecting the project site is from ground shaking and hydrocompaction. State law requires the design and construction of new structures comply with current California Building Code

1 *Reche Canyon Specific Plan*. Page 27. City of Colton. February 1991.
2 *Geologic Hazard Overlays*. FH30 C, San Bernardino South. San Bernardino County General Plan, Land Use Plan. March 9, 2010.

(CBC) requirements which addresses general geologic, seismic, and soil constraints for new buildings. Recommendations presented in the geotechnical investigation are intended to provide sufficient information to develop the project site in general accordance with the 2019 CBC requirements. Prior to issuance of any building permits the City shall review and approve plans to confirm that the siting, design, and construction of all structures and facilities are in accordance with the regulations established in the 2019 CBC, City Building Code, and professional engineering standards appropriate for the seismic zone in which such construction may occur.

Mitigation Measures. The following measures are recommended to help ensure potential impacts from ground shaking, ground failure/liquefaction, and/or landslides are reduced to less than significant levels.

4.7.1 **California Building Code.** Prior to the issuance of grading or building permits, the applicant shall provide evidence the following note is included on grading and building plans. Project contractor(s) shall comply with provisions of the note:

Construction activities shall occur in accordance with all applicable requirements of the California Code of Regulations (CCR), Title 24 (also known as the California Building Standards Code or the California Building Code) in effect at the time of construction.

This note also shall be included in bid documents issued to prospective construction contractors. Failure to comply with the California Building Code shall result in the immediate stoppage of earthwork and/or building construction and withholding of occupancy permit until compliance with the California Building Code is demonstrated to the City Engineering Division and/or City Building and Safety Division.

4.7.2 **Implementation of Final Site-Specific Geotechnical Measures.** Prior to the issuance of grading and building permits, the applicant shall provide to the City Engineer for review and approval detailed grading and construction plans that demonstrate the recommendations specified in project- and site-specific geotechnical investigation(s) previously approved by the City have been incorporated into the onsite earthworks and structures.

The developer and all contractors shall follow the recommendations of the geotechnical investigation, which include but are not limited to 1) a 40-scale geotechnical grading plan review by the project geotechnical engineer prior to construction of the project, 2) preparation of the project site via removal of surface obstructions, vegetation, and debris, 3) removal of unsuitable or unconsolidated fill materials, 4) overexcavation of surficial units, including artificial fill, colluvium, and topsoil up to five feet below existing grade or four feet below proposed footing bottom, whichever is deeper, to ensure all unsuitable fill is removed prior to replacing it with properly compacted fill, 5) maintenance of properly compacted fill to near optimum moisture content, 6) immediate landscaping, irrigation, and maintenance of any engineered slopes, 7) consultation with a qualified corrosion engineer regarding protection of buried steel or ductile iron piping and conduit or,

at a minimum, applicable manufacturer's recommendations for corrosion protection of buried metal pipe be closely followed, 8) caisson foundation to have a minimum depth of ten feet below the lowest adjacent grade, 9) maintaining appropriate drainage and infiltration throughout the project site in accordance with regulatory requirements, 10) review by the project geotechnical engineer of any updated rough or precise grading or conventional retaining wall or foundation plans to ensure implementation of the recommendations in the geotechnical investigation, and 11) geotechnical observation and/or testing at the following stages of construction:

- During rough grading (removal/over-excavation bottoms, fill placement, etc.);
- Geologic mapping of temporary backcuts;
- During retaining wall backfill and compaction;
- During utility trench backfill and compaction;
- During precise grading;
- After presoaking building pads and other concrete-flatwork subgrades, and prior to placement of aggregate base or concrete;
- Preparation of pavement subgrade and placement of aggregate base;
- After building and wall footing excavation and prior to placement of steel reinforcement and/or concrete; and
- When any unusual soil conditions are encountered during any construction operation.

Implementation of **Mitigation Measures 4.7.1** and **4.7.2** will provide adequate protection for the proposed development to the extent required to reduce seismic risk to an "acceptable level." The "acceptable level" of risk is defined by the California Code of Regulations as "that level that provides reasonable protection of the public safety, though it does not necessarily ensure continued structural integrity and functionality of the project" [Section 3721(a)]. Therefore, repair and remedial work of the proposed improvements may be required after a significant seismic event.

With implementation of **Mitigation Measures 4.7.1** and **4.7.2**, total settlement due to static load utilizing conventional shallow foundations for the proposed buildings will be within 1 inch, and the corresponding differential settlement will be less than ½ inch.

Impact Conclusion. With the implementation of existing laws and regulations regarding seismic, geologic, and soil constraints outlined in Section 4.7.4, the recommendations of the site-specific geotechnical investigation, and **Mitigation Measures 4.7.1** and **4.7.2**, the project would have a **less than significant** impact regarding ground shaking, ground failure/liquefaction, and/or landslides.

4.7.6.3 Soil Erosion or Loss of Topsoil

Threshold 4.7.2 Would the project result in substantial soil erosion or the loss of topsoil?

In accordance with the project-specific geotechnical investigation, existing onsite native materials and fill soils shall be removed to expose competent soils and replaced as properly compacted fill. From a geotechnical perspective, on-site native soils are suitable for use as general compacted fill provided they have an Expansion Index of 20 or less, do not contain deleterious matter, organic material, or rock material larger than 3 inches in maximum dimension. Volumetric changes in earth quantities will occur when excavated on-site earth materials are replaced as properly compacted fill, so the project site may not balance upon completion of grading. However, it is difficult to predict actual soil shrinkage factors, so it is not certain at this time if soil would have to be imported or exported during grading activities.

Disturbance of surface soils by site preparation and construction could result in loss of soil through wind and water erosion. In accordance with **Mitigation Measure 4.7.2**, the project applicant will be required to prepare and submit detailed grading plans prepared in conformance with applicable standards of the City prior to issuance of grading permits. Execution of the project grading plans would be subject to the recommendations of the project-specific geotechnical investigation, which include measures designed to minimize soil erosion and loss of topsoil through proper fill compaction; construction of stabilization fill keyways to ensure slope stability and prevention of landslides; immediate landscaping, irrigation, and maintenance of engineered slopes; and geotechnical observation and/or testing during grading and other earthwork activities.

As detailed in Section 4.10, *Hydrology and Water Quality*, development of the project site would involve the disturbance of more than one acre. Therefore, the project is s subject to the requirements of the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and construction BMPs detailed in the SWPPP would be implemented during construction, in compliance with the requirements of the CGP to address the erosion and discharge impacts associated with the proposed on-site grading. Compliance with storm water regulations include minimizing storm water contact with potential pollutants by providing covers and secondary containment for construction materials, designating areas away from storm drain systems for storing equipment and materials and implementing good housekeeping practices at the construction site.

Typical erosion control measures are required as part of the City's development review process and include, but are not limited to, the following:

- Protect all storm drain inlets and streams located near the construction site to prevent sediment-laden water from entering the storm drain system.
- Prevent erosion by implementing one or more of the following soil stabilization practices: mulching, surface roughening, permanent or temporary seeding.
- Limit vehicular access to and from the site. Stabilize construction entrances/exits to minimize the track out of dirt and mud onto adjacent streets. Conduct frequent street sweeping.

- Protect stockpiles and construction materials from winds and rain by storing them under a roof, secured impermeable tarp or plastic sheeting.
- Avoid storing or stockpiling materials near storm drain inlets, gullies or streams.
- Phase grading operations to limit disturbed areas and duration of exposure.
- Perform major maintenance and repairs of vehicles and equipment off site.
- Wash out concrete mixers only in designated washout areas at the construction site.
- Set up and operate small concrete mixers on tarps or heavy plastic drop cloths.
- Keep construction sites clean by removing trash, debris, wastes, etc. on a regular basis.
- Clean up spills immediately using dry clean-up methods (e.g., absorbent materials such as cat litter, sand or rags for liquid spills; sweeping for dry spills such as cement, mortar or fertilizer) and by removing the contaminated soil from spills on dirt areas.
- Maintain all vehicles and equipment in good working condition. Inspect frequently for leaks, and repair promptly.
- Cover open dumpsters with secured tarps or plastic sheeting. Clean out dumpsters only in approved locations on the construction site.
- Arrange for an adequate debris disposal schedule to ensure that dumpsters do not overflow.

Although adherence to the CGP requirements is required of all development within the City, these requirements are incorporated as **Regulatory Compliance Measure (RCM) 4.10.1** (As detailed in Section 4.10, *Hydrology and Water Quality*) to ensure that any development on the project site obtains coverage under the CGP.

The project-specific Water Quality Management Plan (WQMP) contains the following post-construction measures, which will be enforced through implementation of **RCM 4.10.3 and 4.10.4** (As detailed in Section 4.10, *Hydrology and Water Quality*) to reduce potential impacts to soil erosion to less than significant levels:

- **Preserve Existing Drainage Patterns:** The project condition will generally maintain present drainage patterns. The project-specific time of concentration will generally increase due to the increase in impervious cover accompanying conversion of vacant land to developed area.
- **Revegetate Disturbed Areas:** Open spaces, slopes, and parkways will be landscaped.
- **Preserve Natural Infiltration Capacity:** The project site consists of soil type B, classified as soil having moderate infiltration rates when thoroughly wetted. Runoff will drain to three onsite infiltration basins, where it will infiltrate at natural rates. Infiltration basins A, B, and C will retain the full LID Design Capture Volume (DCV) on site with 30,996 cubic feet excess runoff volume capture capacity.
- **Minimize Impervious Area:** Impervious surfaces have been minimized and disconnected by incorporating landscaped areas throughout the project site on lots and parkways, open spaces, and surrounding the proposed buildings.

The WQMP is incorporated by reference and attached to the project's SWPPP as the Post-Construction Management Plan. The majority of the project site is underlain by San Emigdio fine sandy loam (2 to 9 percent slope), with the southwest corner underlain by Tujunga loamy sand (0 to 5 percent slope).[1] The erosion potential of these soils is low when exposed to wind or flowing water due to their well-drained characteristics and low to very low runoff class.

Compliance with Existing Regulations. Prior to issuance of any building permits, the City shall review and approve plans to confirm that the siting, design and construction of all structures and facilities are in accordance with the regulations established in the 2016 CBC and/or professional engineering standards appropriate for the seismic zone in which such construction may occur.

Impact Conclusion. The project will be required to comply with the requirements of the geotechnical investigation that was prepared for this project, including for erosion-related effects, in accordance with **Mitigation Measure 4.7.2**. Additionally, preparation and adherence to the requirements of the CGP in accordance with **RCM 4.10.1** and a WQMP in accordance with **RCM 4.10.3** would substantially reduce potential construction and operational impacts associated with soil erosion hazards. With the implementation of **Mitigation Measures 4.7.2, and Regulatory Compliance Measures 4.10.1, 4.10.3, and 4.10.4**, the project would have a **less than significant impact** regarding soil erosion or loss of topsoil.

4.7.6.4 Seismic-Related Ground Failure

Threshold 4.7.3 ***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-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?***

The parent material of the soils on the project site is granitic alluvium deposited by the coalesced alluvial fans emanating from the surrounding mountains to the east and southeast near the head of Reche Canyon, and from Blue Mountain and its associated slopes to the west.

Factors that contribute to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. The site does not lie within a landslide susceptible zone.[2] There are no known landslides at the site, nor is the site in the path of any known or potential landslides.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the seismic inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements, and such movement typically damages pipelines, utilities, bridges, and structures. The site was evaluated for liquefaction potential as part of the geotechnical investigation. Onsite exploratory borings, which reached 50

1 Soil Survey of San Bernardino County, Southwestern Part, California. G.A. Woodruff. USGS 1980.
2 Geologic Hazard Overlays. FH30 C, San Bernardino South. San Bernardino County General Plan, Land Use Plan. March 9, 2010.

feet below grade, did not encounter groundwater. The liquefaction analysis indicated that the onsite soils have a low potential for liquefaction under seismic conditions. A **less than significant** impact from liquefaction will occur, and no mitigation is required. Due to the very low probability of liquefaction, the potential for lateral spreading also is considered very low. A **less than significant** impact from lateral spreading will occur, and no mitigation is required.

According to the General Plan, subsidence due to groundwater withdrawal and/or hydrocompaction are likely the only types of subsidence that could occur in the Colton area.[1] Field and laboratory tests suggest that the near-surface onsite soils are moisture-sensitive and are moderately compressible (collapsible soil) under saturated conditions. Structures within the project vicinity have experienced excessive post-construction settlement when the foundation soils become near saturated. The deeper native soils are moderately strong and slightly compressible.

Implementation of **Mitigation Measure 4.7.1** would ensure the project is constructed according to current CBC. Furthermore, implementation of **Mitigation Measure 4.7.2** with regard to 1) overexcavation of surficial units, including artificial fill, colluvium, and topsoil up to up to five feet below existing grade or four feet below proposed footing bottom, whichever is deeper, to ensure all unsuitable fill is removed prior to replacing it with properly compacted fill, 2) maintenance of properly compacted fill to near optimum moisture content, and 3) immediate landscaping, irrigation, and maintenance of engineered slopes, would ensure total settlement due to static load utilizing conventional shallow foundations for the proposed buildings will be within 1 inch, and the corresponding differential settlement will be less than 0.5 inch. With implementation of **Mitigation Measures 4.7.1** and **4.7.2**, impacts resulting from subsidence, settlement, and soil collapse from hydrocompaction are reduced to less than significant levels.

Impact Conclusion. With regard to seismic-related ground failure, implementation of **Mitigation Measure 4.7.1** would ensure the project is constructed according to current CBC, and implementation of **Mitigation Measure 4.7.2** will ensure the recommendations contained in the geotechnical investigation are implemented as reasonable protection against potential damaging effects from onsite or offsite landslides, lateral spreading, subsidence, liquefaction, and/or collapse. Therefore, impacts from seismic-related ground failure would be reduced to **less than significant** levels.

4.7.6.5 Expansive Soils

Threshold 4.7.4 Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

As previously identified, expansive soils generally have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. All soils observed on the project site are relatively granular with an expansion index

[1] *Ibid*. Page 7-3.

between 0 and 20 per American Society for Testing and Materials (ASTM) Test Method D4829 and therefore considered to be non-critically expansive.

Out of an abundance of caution, recommendations to minimize soils' shrink/swell potential via 1) overexcavation of surficial units, including artificial fill, colluvium, and topsoil up to five feet below existing grade or four feet below proposed footing bottom, whichever is deeper, to ensure all unsuitable fill is removed prior to replacing it with properly compacted fill, 2) maintenance of properly compacted fill to near optimum moisture content, and 3) additional evaluation of soils for expansion potential conducted by the geotechnical engineer during grading operations are presented in the project-specific geotechnical investigation. **Mitigation Measure 4.7.2** ensures the recommendations detailed in the project-specific geotechnical investigation are implemented.

Impact Conclusion. With regard to expansive soils, **Mitigation Measure 4.7.2** will ensure the recommendations contained in the geotechnical investigation are implemented as reasonable protection against potential damaging effects from expansive soils and, therefore, will reduce impacts from such hazards to **less than significant levels**.

4.7.6.6 Septic Tanks

Threshold 4.7.5 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 project does not include the installation or use of septic systems. Onsite wastewater flows will be collected in and conveyed to new or existing wastewater pipelines connecting to the existing municipal wastewater collection system. In the absence of any onsite septic use, **no impact** will occur, and no mitigation is required.

Impact Conclusion. The project will not use septic systems, so there will be **no impact** relative to septic system or alternative wastewater disposal systems. No mitigation is required.

4.7.6.7 Paleontological Resources

Threshold 4.7.6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Project site is underlain by unindurated alluvial sand, gravel, and clay of valley areas (Qa) covered in soil.[1] Based on the geology of the site, construction of the project would not affect, either directly or indirectly, any known unique paleontological resource or site of unique geologic features. Given the site's history of disturbance, the potential for undiscovered paleontological or geological resources is considered low. However, ground-disturbing activities at the project site still have the potential to disturb previously unknown resources. Therefore, **Mitigation Measure 4.7.3** is

[1] Geologic Map of the Riverside East/South 1/2 of San Bernardino South Quadrangles, San Bernardino and Riverside County, California. Dibblee, T.W., and Minch, J.A. United States Geological Survey. 2003. https://ngmdb.usgs.gov/Prodesc/proddesc_71743.htm (accessed July 26, 2021).

required in the event that unanticipated paleontological resources are unearthed during Project construction.

Impact Conclusion. With regard to the protection of paleontological resources and unique geological features, **Mitigation Measure 4.7.3** will ensure the recommendations contained in the geotechnical investigation are implemented as reasonable protection against potential damaging effects from expansive soils and, therefore, will reduce impacts from such hazards to **less than significant** levels.

Mitigation Measures. The following measures are recommended to help ensure potential impacts related to preserving paleontological resources are reduced to less than significant levels.

4.7.3 **Inadvertent Discovery of Paleontological Resources.** Prior to issuance of grading permits, the City of Colton shall verify that the following note is included on the construction plans:

> **"**If paleontological resources are encountered during the course of ground disturbance, work within 60 feet of the find shall be halted and an exclusionary buffer shall be established. A qualified paleontologist shall be contacted to assess the find for scientific significance. No ground-disturbing activity within the 60-foot exclusionary buffer may occur without the consent of the paleontologist and the City of Colton. If determined to be significant, the fossil(s) shall be collected from the field. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the collection."

4.7.7 Programmatic Analysis

4.7.7.1 Environmental Setting

As stated previously, the RTS is in an urbanized portion of Colton and is currently developed with structures, paved surfaces, and ornamental landscaping. Per the City's General Plan Safety Element, the RTS is not located an area of active faulting, within an Alquist-Priolo Special Study Zone, or within an area potentially susceptible to landslides.[1] No ponds, lakes, or other large man-made open-water retention features exist on or adjacent to the RTS; therefore, the possibility of seiches or tsunamis affecting the RTS is very low. The Seven Oaks Dam is located on the Santa Ana River, 12 miles upstream of Colton. While this facility has a maximum capacity of more than 47-billion gallons of water when full, the dam's main function is to retain water for flood control purposes, which means that most of the time there is little or no water held behind Seven Oaks Dam, thereby reducing the potential for flooding associated with dam failure.

[1] City of Colton. 2018. General Plan Safety Element, Figures S-2 through S-5.

4.7.7.2 Programmatic Impact Analysis

The RTS is not located in an Alquist-Priolo earthquake fault zone and does not show evidence of active faulting; therefore, the RTS would not directly or indirectly cause potential on- or off-site impacts related to fault rupture. While active faults are not known to exist on the RTS, both the San Andreas and San Jacinto fault zones can produce strong ground shaking in case of a fault rupture in this area. State regulations protecting human-occupied structures from seismic hazards are provided in the most recent (2019) California Building Code (CBC) (CCR Title 24, Part 2). The CBC (adopted by reference in Chapter 15.04 [Codes Adoption] of the City's Municipal Code) contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on site, and the strength of ground motion with specified probability of occurring. Compliance with applicable standards and regulations would ensure that structures and facilities are designed to withstand the ground shaking during design seismic event. Per the City's General Plan and Local Hazard Mitigation Plan, the RTS is not located in an area susceptible to secondary seismic hazards (i.e., lurching, ground rupture, liquefaction, dynamic settlement, flooding, tsunamis, and seiches); therefore, impacts related to hazards associated with these secondary seismic effects are expected to be less than significant.

The proposed GPA and zone change, in and of themselves, do not propose any development on the RTS. Rather, as influenced by economic conditions and market demand, the proposed land use actions would allow the development of residential uses. As required by the City during any redevelopment of the RTS, a development-specific geotechnical investigation would evaluate on-site conditions and assess whether these conditions are suitable for the specific development (including structures, facilities, and ancillary features) proposed. Development of any future uses on the RTS would be governed by the site-specific design and construction recommendations identified in the future geotechnical evaluation. Adherence to these recommendations would ensure that primary and secondary seismic effects would remain less than significant.

The construction contractor would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) and associated Best Management Practices (BMPs) in compliance with the Construction General Permit (CGP) during grading and construction. Compliance with these requirements is standard for all development in Colton; therefore, it is reasonable to expect that any redevelopment occurring on the RTS pursuant to the proposed GPA and zone change would fully comply with existing regulations to reduce soil erosion impacts to a less than significant level. It is reasonable to conclude that development at the RTS would be required to adhere to applicable State regulations, CBC standards, and the design and siting standards required by local agencies. Therefore, geological impacts from the project would be **less than significant**.

4.7.8 Cumulative Impacts

The cumulative area for geologic and soils issues is the City of Colton and the San Bernardino Valley, and due to the larger context of seismicity, this portion of Southern California. As the entire southern California area contains a number of major regional and local faults, including the Cucamonga, San Jacinto, and San Andreas Fault Zones, although the project area itself has a relatively low potential for geotechnical and soils constraints.

The presence of regional faults and potential for seismic shaking create the potential for damage to structures or injury to persons during seismic events. However, City and State regulations provide guidelines for development in areas with geologic constraints and ensure that the design of buildings is in accordance with applicable CBC standards and other applicable standards, which reduces potential property damage and human safety risks to less than significant levels.

Anticipated development in the City and surrounding area in general would not have a cumulatively considerable impact on earth resources, soils conditions or constraints, nor would regional geotechnical constraints have a cumulatively considerable impact on the project or cumulative projects, as long as proper design and engineering are implemented based on available seismic and other geotechnical data. The project represents only an incremental portion of this potential impact, so the project would not have cumulatively significant impacts in this regard.

Because it is reasonable to conclude that all development within seismically active areas would be required to adhere to applicable State regulations, CBC standards, and the design and siting standards required by local agencies, geological impacts from the project are **not cumulatively significant.** No mitigation is required.

4.8 GREENHOUSE GAS EMISSIONS

This section analyzes the proposed project's potential greenhouse gas (GHG) impacts based on the following technical study provided as Appendix B-1 to this EIR.

- *Air Quality and Greenhouse Gas Analysis Reche Canyon Plaza Project, City of Colton, California*, LSA, December 9, 2021.

The discussion of climate and meteorology in the project area has been previously discussed in Section 4.3.1.2, *Air Quality*.

4.8.1 Background on Global Climate Change and Greenhouse Gas Emissions

4.8.1.1 Global Climate Change

Global climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (e.g., precipitation or wind) that last for an extended period of time. The Earth's average near-surface atmospheric temperature rose 0.6 ± 0.2° Celsius (°C) or 1.1 ± 0.4° Fahrenheit (°F) in the 20th century. The prevailing scientific opinion on climate change is that most of the warming observed over the last 50 years is attributable to human activities. The increased amounts of carbon dioxide (CO2) and other GHGs are the primary causes of the human-induced component of warming. GHGs are released by the burning of fossil fuels, land clearing, agriculture, and other activities, and lead to an increase in the greenhouse effect. Climate change refers to any change in measures of weather (e.g., temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change may result from natural factors (e.g., changes in the sun's intensity), natural processes within the climate system (e.g., changes in ocean circulation), or human activities (e.g., the burning of fossil fuels, land clearing, or agriculture).

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. While climate change may increase the concentration of ground-level ozone, the magnitude of the effect and, therefore, its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would exacerbate air quality. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat related deaths, illnesses, and asthma attacks throughout the state (California Department of Public Health 2014). However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus reducing the pollution associated with wildfires.

4.8.1.2 Greenhouse Gases

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere.

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are the following:

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF_6)

Over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which some scientists believe can cause global warming. While GHGs produced by human activities include naturally occurring GHGs (e.g., CO_2, CH_4, and N_2O), some gases (e.g., HFCs, PFCs, and SF_6) are completely new to the atmosphere. Certain other gases (e.g., water vapor) are short-lived in the atmosphere as compared to these GHGs that remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is generally excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes (e.g., oceanic evaporation). For the purposes of this EIR, the term "GHGs" will refer collectively to the six gases identified above.

These gases vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas in absorbing infrared radiation and the length of time that the gas remains in the atmosphere ("atmospheric lifetime"). GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of metric tons[1] of "CO_2 equivalents" (MT CO_2e). For example, N_2O is a 265 times more potent contributor to global warming than CO_2. Table 4.8.A identifies the GWP for each type of GHG in this EIR.

Table 4.8.A: Global Warming Potential of Greenhouse Gases

Gas	Atmospheric Lifetime (Years)	Global Warming Potential (100-year Time Horizon)
Carbon Dioxide (CO_2)	~100	1
Methane (CH_4)	12	21
Nitrous Oxide (N_2O)	120	310
HFC-23	260	11,700
HFC-134a	1	140
HFC-152a	1	140
PFC: Tetrafluoromethane (CF_4)	50,000	6,500
PFC: Hexafluoromethane (C_2F_6)	10,000	9,200
Sulfur Hexafluoride (SF_6)	3,200	23,900

Source: *Second Update to the Climate Change Scoping Plan: Building on the Framework* (CARB 2017). Website: www.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2017-scoping-plan-documents (accessed September 2022).

[1] A metric ton is equivalent to approximately 1.1 tons.

The following discussion summarizes the characteristics of the six primary GHGs.

Carbon Dioxide. In the atmosphere, carbon generally exists in its oxidized form, as CO_2. Natural sources of CO_2 include the respiration (breathing) of humans, animals, and plants; volcanic outgassing; decomposition of organic matter; and evaporation from the oceans. Human-caused sources of CO_2 include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. The Earth maintains a natural carbon balance, and when concentrations of CO_2 are upset, the system gradually returns to its natural state through natural processes. Natural changes to the carbon cycle work slowly, especially compared to the rapid rate at which humans are adding CO_2 to the atmosphere. Natural removal processes (e.g., photosynthesis by land- and ocean-dwelling plant species) cannot keep pace with this extra input of human-made CO_2; consequently, the gas is building up in the atmosphere. The concentration of CO_2 in the atmosphere has risen from about 280 parts per million (ppm) prior to the Industrial Revolution to more than 400 ppm currently (NOAA 2016).

Methane. CH_4 is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources of CH_4 include fires, geologic processes, and bacteria that produce CH_4 in a variety of settings (most notably, wetlands) (University of New Hampshire 2010). Anthropogenic sources include rice cultivation, livestock, landfills and waste treatment, biomass burning, and fossil fuel combustion (e.g., the burning of coal, oil, and natural gas). As with CO_2, the major removal process of atmospheric CH_4—a chemical breakdown in the atmosphere—cannot keep pace with source emissions, and CH_4 concentrations in the atmosphere are increasing.

Nitrous Oxide. N_2O is produced naturally by a wide variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. N_2O is also a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion sources emit N_2O. The quantity of N_2O emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated N_2O emissions in the State.

Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride. HFCs are primarily used as substitutes for O_3-depleting substances regulated under the Montreal Protocol.[1] PFCs and SF_6 are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. There is no aluminum or magnesium production in the State; however, the rapid growth in the semiconductor industry, which is active in the State, has led to greater use of PFCs. However, there are no known project-related emissions of these three GHGs; therefore, these substances are not discussed further in this analysis.

[1] The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designated to protect the ozone layer by phasing out the production of several groups of halogenated hydrocarbons believed to be responsible for O3 depletion and which are also potent GHGs.

4.8.1.3 Effects of Global Climate Change

Effects from global climate change may arise from temperature increases, climate-sensitive diseases, extreme weather events, and air quality. There may be direct temperature effects through increases in average temperature leading to more extreme heat waves and less extreme cold spells. Those living in warmer climates are likely to experience more stress and heat-related problems. Heat-related problems include heat rash and heat stroke. In addition, climate-sensitive diseases may increase, such as those spread by mosquitoes and other disease-carrying insects. Such diseases include malaria, dengue fever, yellow fever, and encephalitis. Extreme events such as flooding and hurricanes can displace people and agriculture. Global climate change may also result in impacts to local air quality from increased ground-level ozone and particulate matter.[1]

Additionally, according to the 2006 California Climate Action Team (CAT) Report,[2] the following climate change effects, which are based on trends established by the United Nations Intergovernmental Panel on Climate Change (IPCC), can be expected in California over the course of the next century:

- The loss of sea ice and mountain snowpack, resulting in higher sea levels and higher sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;[3]

- Rise in global average sea level, primarily due to thermal expansion and melting of glaciers and ice caps in the Greenland and Antarctic ice sheets;[4]

- Changes in weather that include widespread changes in precipitation, ocean salinity, wind patterns, and more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;[5]

- Decline of the Sierra snowpack, which accounts for approximately one-half of the surface water storage in California by 70 percent to as much as 90 percent over the next 100 years;[6]

- Increase in the number of days conducive to ozone (O_3) formation by 25 to 85 percent (depending on the future temperature scenario) in high O_3 areas of Los Angeles and the San Joaquin Valley by the end of the 21st century;[7] and

1 USEPA. 2020. Air Quality and Climate Change Research. Website: https://www.epa.gov/air-research/air-quality-and-climate-change-research (accessed June 2022).
2 California Environmental Protection Agency (CalEPA). 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature*. March.
3 *Ibid.*
4 *Ibid.*
5 Intergovernmental Panel on Climate Change (IPCC). 2007. *Climate Change 2007: The Physical Science Basis, Summary for Policymakers*. February.
6 CalEPA. 2006, op. cit.
7 *Ibid.*

- High potential for erosion of California's coastlines and seawater intrusion into the Delta and levee systems due to the rise in sea level.[1]

A summary of these potential effects is provided in Table 4.8.B.

Table 4.8.B: Potential Impacts of Global Warming and Expected Consequences for California

Potential Water Resource Impacts	Anticipated Consequences Statewide
Reduction of the State's average annual snowpack	● The decline of the Sierra snowpack would lead to a loss in half of the surface water storage in California by 70% to 90% over the next 100 years ● Potential loss of 5 million acre-feet or more of average annual water storage in the State's snowpack ● Increased challenges for reservoir management and balancing the competing concerns of flood protection and water supply ● Higher surface evaporation rates with a corresponding increase in tropospheric water vapor
Rise in average sea level	● Potential economic impacts related to coastal tourism, commercial fisheries, coastal agriculture, and ports ● Increased risk of flooding, coastal erosion along the State's coastline, seawater intrusion into the Sacramento-San Joaquin River Delta (Delta) and levee systems
Changes in weather	● Changes in precipitation, ocean salinity, and wind patterns ● Increased likelihood for extreme weather events, including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones
Changes in the timing, intensity, location, amount, and variability of precipitation	● Potential increased storm intensity and increased potential for flooding ● Possible increased potential for droughts ● Long-term changes in vegetation and increased incidence of wildfires ● Changes in the intensity and timing of runoff ● Possible increased incidence of flooding and increased sedimentation ● Sea level rise and inundation of coastal marshes and estuaries ● Increased salinity intrusion into the Delta ● Increased potential for Delta levee failure ● Increased potential for salinity intrusion into coastal aquifers (groundwater) ● Increased potential for flooding near the mouths of rivers due to backwater effects
Increased water temperatures	● Increased environmental water demand for temperature control ● Possible increased problems with foreign invasive species in aquatic ecosystems ● Potential adverse changes in water quality, including the reduction of dissolved oxygen levels ● Possible critical effects on listed and endangered aquatic species
Changes in urban and agricultural water demand	● Changes in demand patterns and evapotranspiration
Increase in the number of days conducive to O_3 formation	● Increased temperatures ● Potential health effects, including adverse impacts to respiratory systems

Source: Environmental Water Account Draft Supplemental EIS/EIR to the Environmental Water Account Final EIS/EIR, Bureau of Reclamation Mid-Pacific Region, Sacramento, California (U.S. Department of the Interior, October 2007).

EIR = Environmental Impact Report EIS = Environmental Impact Statement O_3 = ozone

[1] *Ibid.*

4.8.1.4 Greenhouse Gas Emissions Sources and Inventories

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, national, State, and local GHG emission inventories. However, because GHGs persist for a long time in the atmosphere (Table 4.8.A), accumulate over time, and are generally well mixed, their impact on the atmosphere and climate cannot be tied to a specific point of emission.

United States Emissions. In 2020, the United States emitted approximately 5,222 million metric tons of CO_2e (MMT CO_2e), down by 11 percent from 2019 to 2020. The primary driver for the decrease was an 11 percent decrease in CO_2 emissions from fossil fuel combustion. This decrease was primarily due to a 13 percent decrease in transportation emissions driven by decreased demand due to the ongoing COVID-19 pandemic. Electric power sector emissions also decreased 10 percent, reflecting both a slight decrease in demand from the COVID-19 pandemic and a continued shift from coal to less carbon intensive natural gas and renewables. The total United States GHG emissions were approximately 21 percent less than 2005 levels.[1]

State of California Emissions. According to CARB emission inventory estimates, the State emitted approximately 418.2 MMT CO_2e emissions in 2019.[2] California GHG emissions dropped below the 2020 GHG limit of 431 MMTCO_2e in 2016 established under AB 32 and have remained below the 2020 GHG limit since then, generally dropping since 2004. Transportation emissions continued to decline in 2019 as they had done in 2018, with even more substantial reductions due to a significant increase in renewable diesel (up 61 percent from 2018), making diesel fuel bio-components (biodiesel and renewable diesel) 27 percent of total on-road diesel sold in California. Total electric power emissions decreased by almost 7 percent in 2019, due to a continuing increase in renewable energy, including a 46 percent increase in available hydropower in 2019.

4.8.2 NOP/Scoping Meeting Comments

No comments related to Greenhouse Gas Emissions were received during the scoping period.

4.8.3 Methodology

As the SCAQMD has recognized, the analysis of GHGs is a much different analysis than the analysis of criteria pollutants. For criteria pollutants, significance thresholds are based on daily emissions because attainment or nonattainment is based on daily exceedances of applicable AAQS. Furthermore, several AAQS are based on relatively short-term exposure effects on human health (e.g., 1-hour and 8-hour). However, since the half-life of CO_2 is approximately 100 years, for example, the effects of GHGs are longer term and affect global climate over a relatively long-time

[1] United States Environmental Protection Agency (EPA). Inventory of U.S. Greenhouse Gas Emissions and Sinks. Website: www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks, accessed September 2022.

[2] California Air Resources Board, Current California GHG Emission Inventory Data. Website: www.arb.ca.gov/ghg-inventory-data, accessed September 2022.

frame. As a result, the SCAQMD's current position is to evaluate GHG effects over a longer time frame than a single day.

The analysis of project GHG emissions and climate change is based on methodologies and information available at the time this EIR was prepared. Estimation of GHG emissions in the future does not account for changes in technology that may reduce such emissions; therefore, the estimates are based on past performance, and each represents a scenario that is worse than that which is likely to be encountered. Additionally, as explained in greater detail below, many uncertainties exist regarding the precise relationship between specific levels of GHG emissions and the ultimate impact on global climate. Significant uncertainties also exist regarding the reduction potential of mitigation strategies. Thus, while information is presented below to assist the public and the City's decision-makers in understanding the project's potential contribution to global climate change impacts, the information available to the City is not sufficiently detailed to allow a direct comparison between particular project characteristics and particular climate change impacts, nor between any particular proposed mitigation measure and any reduction in climate change impacts.

CEQA Guidelines Section 15064.4(b)(1) states that a lead agency may use a model or methodology to quantify GHG emissions associated with a project.

In 2020, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) released the latest version of CalEEMod (v2020.4.0). The purpose of this model is to calculate more accurately construction-source and operational-source criteria pollutant (NOx, VOC, PM_{10}, $PM_{2.5}$, SOx, and CO) and GHG emissions from direct and indirect sources; and to quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this project to determine construction and operational GHG impacts.

4.8.3.1 Construction Emissions

Construction activities associated with the proposed project will result in emissions of CO_2 and CH_4. For construction phase emissions, GHGs are quantified and amortized over the life of the project. To amortize the emissions over the life of the project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions.

4.8.3.2 Operational Emissions

Operational activities associated with the proposed project will result in emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions, energy source emissions, mobile source emissions, solid waste disposal, and water supply, treatment and distribution.

- **Area Source Emissions.** These include landscape maintenance equipment, which would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the project. The emissions associated with

landscape maintenance equipment were calculated based on assumptions provided in the CalEEMod.

- **Energy Source Emissions.** These include combustion emissions associated with the consumption of natural gas and electricity. GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere, which are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels, which are considered to be indirect emissions. Unless otherwise noted, CalEEMod default parameters were used.

- **Mobile Source Emissions.** The detailed assumptions used to estimate air pollutant emissions from vehicular sources are detailed in Section 4.3.5.2. These include assumptions about trip generation, trip length, and distribution.

- **Solid Waste.** New commercial retail uses will result in the generation and disposal of solid waste. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed project were calculated by the CalEEMod using default parameters.

- **Water Supply, Treatment and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

A detailed description of the assumptions used to estimate GHG emissions is included in Appendix B-1 to this EIR.

4.8.4 Existing Policies and Regulations

4.8.4.1 Federal Regulations

Clean Air Act. In 2007, through Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), the U.S. Supreme Court held that the United States Environmental Protection Agency (USEPA) has authority to regulate GHGs. As such, the U.S. Supreme Court ruled that the USEPA should be required to regulate carbon dioxide and other GHGs as pollutants under Section 202(a)(1) of the federal Clean Air Act (CAA).

On December 7, 2009, the EPA Administrator signed a final action under the CAA, finding that six GHGs (i.e., CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to global climate change.

On March 31, 2020, the EPA and the National Highway Traffic Safety Administration (NHTSA) issued the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule (EPA 2021) that increased the stringency of CAFE and CO_2 emissions standards by 1.5% each year through model year 2026. The current administration withdrew portions of the SAFE Rule, concluding that the SAFE Rule overstepped the agency's legal authority and finalized updated CAFE Standards for model years 2024 through 2026. The final rule establishes standards that would require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024 and 2025, and 10 percent annually for model years 2026. The agency projects the final standards will save consumers nearly $1,400 in total fuel expenses over the lifetimes of vehicles produced in these model years and avoid the consumption of about 234 billion gallons of gas between model years 2030 to 2050. The NHTSA also projects that the standards will cut greenhouse gases from the atmosphere, reduce air pollution, and reduce the country's dependence on oil.

4.8.4.2 State Regulations

California Air Resources Board Standards and Programs. The California Air Resources Board (CARB), a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control and climate change programs within California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards (CAAQS)), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment.

Executive Order S-3-05. On June 1, 2005, California Governor Arnold Schwarzenegger announced through Executive Order S-3-05, the following GHG emissions targets:

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

The EO S-3-05 also laid out responsibilities among the state agencies for implementation and for reporting on progress toward the targets.

Executive Order B-30-15. On April 29, 2015, California Governor Jerry Brown announced through Executive Order B-30-15, the following GHG emissions target:

- By 2030, California shall reduce GHG emissions to 40 percent below 1990 levels

The emission reduction target of 40 percent below 1990 levels by 2030 is an interim-year goal to make it possible to reach the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050. The order directs CARB to provide a plan with specific regulations to reduce statewide sources of GHG emissions. The Executive Order does not include a specific guideline for local governments.

Assembly Bill 1493, Clean Car Standards. Known as "Pavley I," AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 requires CARB to adopt vehicle standards that will

lower GHG emissions from new light-duty autos to the maximum extent feasible. Additional strengthening of the Pavley standards (referred to previously as "Pavley II," now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 miles per gallon by 2020 (and more for years beyond 2020).

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 requires CARB to reduce statewide GHG emissions to 1990 level by 2020. As part of this legislation, CARB was required to prepare a "Scoping Plan" that demonstrates how the State will achieve this goal. The Scoping Plan was adopted in 2011 and in it, local governments were described as "essential partners" in meeting the statewide goal, recommending a GHG reduction level 15 percent below 2005—2008 levels, depending on when a full emissions inventory is available, by 2020.

In December 2017, CARB adopted the second update to the scoping plan (CARB 2017) that describes the actions the State will take to achieve the SB 32 climate goal of reducing GHG emissions at least 40 percent below 1990 levels by 2030. It outlines an approach that cuts across economic sectors to combine GHG reductions with reductions of smog-causing pollutants, while also safeguarding public health and economic goals. The 2017 Scoping Plan reflects the direction from the Legislature on the Cap-and-Trade Program, as described in AB 398, and the need to extend key existing emissions reductions programs, and acknowledges the parallel actions required under AB 617 to strengthen monitoring and reduce air pollution at the community level.

The actions identified in the 2017 Scoping Plan can reduce overall GHG emissions in California and deliver strong policy signals that will continue to drive investment and certainty in a low-carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the original Scoping Plan and the 2014 Scoping Plan while also identifying new, technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities.

Although the 2017 Scoping Plan does not impose any specific mandates or policies that specifically apply to individual development projects such as the proposed project, the Scoping Plan encourages local municipalities to update building codes and establish sustainable development practices for accommodating future growth. Key policies that involve the residential and commercial building sectors that are indirectly applicable to the proposed project include the implementation of SB 275 (promoting infill development and high-density housing in high-quality transit areas), implementing green building practices (i.e., the California Green Building Standards Code), energy efficiency and water conservation policies, and waste diversion efforts. The 2022 Scoping Plan[1] assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan Update 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.

[1] CARB. 2021. op. cit.

Assembly Bill 341 (Commercial Recycling). AB 341 sets a statewide goal of 75 percent recycling, composting, or source reduction of solid waste by the year 2020. As required by AB 341, CalRecycle adopted the Mandatory Commercial Recycling Regulation on January 17, 2012. The regulation was approved by the Office of Administrative Law on May 7, 2012 and became effective immediately and clarifies the responsibilities in implementing mandatory commercial recycling. The Mandatory Commercial Recycling Regulation focuses on increased commercial waste diversion as a method to reduce GHG emissions. The regulation is designed to achieve a reduction in GHG emissions of 5 million metric tons of carbon dioxide which equates to roughly an additional 2 to 3 million tons of currently disposed commercial solid waste being recycled by 2020 and thereafter.

Senate Bill 97 (SB 97). SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. The legislation directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the State CEQA Guidelines. CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the CEQA Guideline amendments that became effective in 2010 and describes the criteria needed in a GHG reduction plan that would allow for the tiering and streamlining of CEQA analysis for development projects.

Executive Order S-1-07, Low Carbon Fuel Standard (LCFS). Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and (2) that an LCFS for transportation fuels be established in California. CARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009.

Executive Order S-13-08, The Climate Adaptation and Sea Level Rise Planning Directive. Executive Order S-13-08 provides clear direction for how the state should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Adaptation Strategy (CAS) that will assess the state's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies.

- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California to inform state planning and development efforts.

- Issue interim guidance to state agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects.

- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise.

California Code of Regulations (CCR) Title 24, Part 6. CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24), was established in 1978 to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels and natural gas use result in GHG emissions and energy efficient buildings require less electricity and natural gas. Therefore, increased energy efficiency results in decreased GHG emissions.

The California Energy Commission (CEC) published the 2019 Standards on July 1, 2019 . The Standards were adopted to provide California with an adequate, reasonably priced, and environmentally sound supply of energy; to pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs; to meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes every three years; and to meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards. The latest update of CCR Title 24, Part 6 went into effect January 1, 2020, which significantly increases the energy efficiency of new residential and non-residential buildings.

Senate Bill 375, Sustainable Communities Strategy (SCS). SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 requires regional transportation plans, developed by metropolitan planning organizations (MPOs) to incorporate a sustainable communities strategy (SCS) in their regional transportation plans (RTPs). The goal of the SCS is to reduce regional vehicle miles traveled (VMT) through land use planning and consequent transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development.

CALGreen Building Code. CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen), was first released in 2008 and contained only voluntary standards. The 2019 CALGreen Code was updated in 2019, became effective on January 1, 2020, and applies to nonresidential and residential developments. The CALGreen Code contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning, which is a process for the verification that all building systems, such as heating and cooling equipment and lighting systems, function at their maximum efficiency.

SB x7-7. SB x7-7 requires water suppliers to reduce urban per capita water consumption 20 percent from a baseline level by 2020.

Renewable Portfolio Standard. The Renewable Portfolio Standard (RPS) is one of California's key programs for advancing renewable energy. The program sets continuously escalating renewable energy procurement requirements for the state's load-serving entities. Generation must be procured from RPS-certified facilities. This lowers GHG emission rates (i.e., fewer GHG emissions per kilowatt-hour used) from utilities across the state, including the Colton Electric Department.

4.8.4.3 Regional and Local Regulations

Southern California Association of Governments. A Sustainable Communities Strategy (SCS) within Regional Transportation Plan (RTP) demonstrates the region's ability to attain and exceed the GHG emission reduction targets set by the CARB. The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network, which emphasizes system preservation, active transportation, and transportation demand management measures.

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 RTP/SCS). Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements.

South Coast Air Quality Management District. In April 2008, the SCAQMD, to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents, convened a "GHG CEQA Significance Threshold Working Group." The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until the CARB (or some other State agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA. Initially, SCAQMD staff presented the working group with a significance threshold that could be applied to various types of projects—residential, non-residential, industrial, etc. However, the threshold is still under development. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold for stationary source projects in which it is the lead agency. This threshold uses a tiered approach to determine a project's significance, with 3,000 MT CO_2e as a screening numerical threshold for industrial or commercial projects.[1]

San Bernardino County Regional Greenhouse Gas Reduction Plan. In 2011, in response to the State GHG reduction initiatives, 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. The plan is the San Bernardino County Greenhouse Gas Reduction Plan (GHGRP). In June 2021 an update to the plan was released. The 25 Partnership jurisdictions participating in this study are Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa, Yucca Valley, and the County of San

[1] Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf

Bernardino. These 25 Cities aim to develop consistent information in an efficient manner that can subsequently be used by individual jurisdictions that choose to develop and adopt CAPs for their jurisdictions and/or implement specific GHG reduction measures. In addition to State measures, the GHGRP describes additional local reduction measures. The local reduction measures were developed collaboratively with the 24 cities within San Bernardino County through the San Bernardino Council of Governments (SBCOG) GHGRP. These are the GHG reduction strategies:

- **Energy**
  - **Energy Goal 1:** Energy Efficiency Programs for Existing Homes and Businesses
  - **Energy Goal 2:** Weatherizing Low-Income Homes
  - **Energy Goal 3:** Energy Efficiency Retrofits for Existing Commercial/Industrial Users
  - **Energy-Goal 7:** Solar Installation on Existing Homes
  - **Energy-Goal 8:** Solar Installation on Existing Commercial/Industrial Uses
  - **Energy Goal 10:** Urban Tree Planting for Shading and Energy Savings
- **On-Road Transportation**
  - **On-Road Goal 3:** Transportation Demand Management and Signal Synchronization
  - **On-Road Goal 4:** Expand Bike Routes
- **Off-Road Equipment**
  - **Off-Road Goal 2:** Idling Ordinance
- **Solid Waste Management**
  - **Waste Goal 2:** Waste Diversion and Reduction
- **Water Consumption**
  - **Water Goal 3:** Water-Efficient Landscaping Practices
- **GHG Performance Standard for New Development**
  - **DRP-1:** Development Review Process Setting Standards for New Development

The **Climate Action Plan for City of Colton**[1] is a crucial document presenting GHG inventories, effectiveness of California initiatives to reduce GHG emissions, and local measures selected by the City to reduce GHG emissions under the City's jurisdictional control and achieve the GHG reduction target.

[1] City of Colton. Climate Action Plan. Final version adopted by City of Colton City Council Resolution No. R-119-15 November 3, 2015. www.ci.colton.ca.us/DocumentCenter/View/2774/58470_ClimateActionPlan, accessed September 2022.

- **Local Measures: On-Road Transportation.**
    - **On Road-1: SB 375 Sustainable Communities Strategy (Regional).** The goal of the SCS is to reduce regional VMT through land use planning and associated transportation patterns.
- **Specific Local Measure Options Consistent with the SCS**
    - **On-Road-1.1: Improve Transit Travel Time and Connectivity (Regional).** To the extent feasible, reduce transit passenger travel time through reduced headways and increased speed. In addition, improve intermodal connectivity among transit systems.
    - **On-Road-1.12:** Pedestrian and Bicycle Network Improvements (Local/Regional). Provide improvement to the existing pedestrian and bicycle network.

4.8.4.4 City of Colton General Plan

The Land Use Element of the City's General Plan was updated in 2013 and contain the following goals or policies that are related to air quality but indirectly related to greenhouse gases as they also address energy conservation and sustainability.

Land Use Element

Goal LU-4: Incorporate green building and other sustainable building practices into development projects.

Policy LU-4.2: Facilitate the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar programs in both private and public projects.

Policy LU-4.3: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code and encourage energy-efficient design elements.

Policy LU-4.4: Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.

Goal LU-5: Reduce use of energy resources citywide, with a key goal of reducing the City's carbon footprint.

Policy LU-5.4: Support the ongoing efforts of the California Air Resources Board to implement AB32 and SB375, and fully follow any new AB32 and SB375-related regulations.

Policy LU-5.5: Develop and implement greenhouse gas emissions reduction measures, including discrete, early-action greenhouse gas reducing measures that are technologically feasible and cost effective.

Policy LU-5.6: Require detailed air quality and climate change analyses for all applications that have the potential to adversely affect air quality and incorporate the analyses into applicable CEQA documents. Projects with the potential to generate significant levels of air pollutants and greenhouse gases, such as manufacturing facilities and site development operations, shall be required to

incorporate mitigation into their design and operation, and to utilize the most advanced technological methods feasible.

Policy LU-5.7: Work with the South Coast Air Quality Management District and the Southern California Association of Governments to implement the Air Quality Management Plan (AQMP) and Regional Transportation Plan/Sustainable Communities Strategy, with the objective of meeting federal and state air quality standards for all pollutants. To ensure that new measures can be practically enforced in the region, participate in future amendments and updates of the AQMP.

Mobility Element

Goal M-2: Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.

The **Climate Action Plan for City of Colton** is a crucial document presenting GHG inventories, effectiveness of California initiatives to reduce GHG emissions, and local measures selected by the City to reduce GHG emissions under the City's jurisdictional control and achieve the GHG reduction target.

Local Measures: On-Road Transportation

Specific Local Measure Options Consistent with the SCS

On-Road-1.6: Traffic Calming (Local). Provide traffic calming measures to encourage people to walk or bike instead of using a vehicle.

On-Road-1.7: Traffic Signal Synchronization (Local). Improve travel speed by enhanced signal synchronization.

On-Road-1.12: Pedestrian and Bicycle Network Improvements (Local/Regional). Provide improvement to the existing pedestrian and bicycle network

Local Measures: Off-Road Equipment

Off-Road Equipment-1: Electric-Powered Construction Equipment. Establish a goal such that a percentage of construction equipment utilizes electric equipment (California Air Pollution Control Officers Association 2010).

Off-Road Equipment-2: Idling Ordinance. Adopt an ordinance that limits idling time for heavy-duty construction equipment beyond CARB or local air district regulations and if not already required as part of CEQA mitigation. Recommended idling limit is 3 minutes (California Air Pollution Control Officers Association 2010).

Off-Road Equipment-3: Electric Landscaping Equipment. Adopt an ordinance that reduces gasoline-powered landscaping equipment use and/or reduces the number and operating Require 75% of the cities' landscaping equipment be electric by 2020 and 100% by 2030 (California Air Pollution Control Officers Association 2010).

Other Land Use Measures (non-Transportation)

Land Use-1: Tree Planting Programs. Establishes a citywide tree planting goal or tree preservation goal.

Wastewater Treatment and Discharge

Water Conveyance

Water-1: Require Adoption of the Voluntary CALGreen Water Efficiency Measures for New Construction. This requires the adoption of voluntary CALGreen water efficiency measures (at least Tier 1) for new construction. CALGreen voluntary measures recommend the use of effective appliances and systems that enable cities to reach their water-saving targets.

Water-3: Encourage Water-Efficient Landscaping Practices. It encourages water-efficient landscaping practices through the adoption of a landscaping water conservation ordinance that exceeds the requirements in the Model Landscape Ordinance (AN 1881).

GHG Performance Standard for New Development

PS-1: GHG Performance Standard for New Development. Cities may adopt a GHG Performance Standard for new development (PS) to organize a program that allows the project to reduce its emissions. Under the PS, new projects would be required to quantify project generated GHG emissions and adopt feasible reduction measures to reduce project emissions to a level that is a certain percent below BAU project emissions.

4.8.5 Thresholds of Significance

The City of Colton has not established local CEQA significance thresholds; therefore, this Draft EIR incorporates the GHG questions included in Appendix G (CEQA Checklist) of the State CEQA Guidelines. Per the CEQA Checklist, a significant GHG impact would occur if the project was determined to:

Threshold 4.8-1 Would the project generate GHG emissions either directly or indirectly that may have a significant impact on the environment?

Threshold 4.8-2 Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

The SCAQMD employs a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

- **Tier 1. Exemptions:** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

- **Tier 2. Consistency with a locally adopted GHG Reduction Plan:** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project level and cumulative GHG emissions are less than significant.

- **Tier 3. Numerical Screening Threshold:** If GHG emissions are less than the numerical screening-level threshold, project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, the SCAQMD requires an assessment of GHG emissions. A "bright-line" screening-level threshold of 3,000 MT CO_2e annually is used for all land use types.

This bright-line threshold is based on a review of the Governor's Office of Planning and Research (OPR) database of CEQA projects. Based on its review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal and therefore less than cumulatively considerable impact on GHG emissions:

- **Tier 4. Performance Standards:** If emissions exceed the numerical screening threshold, a more detailed review of the project's GHG emissions is warranted. The SCAQMD has proposed an efficiency target for projects that exceed the bright-line threshold. The current recommended approach is per capita efficiency targets. The SCAQMD is not recommending use of a percent emissions reduction target. Instead, the SCAQMD has proposed the following 2020 efficiency target:[1]
    - 4.8 MT per year CO_2e per service population (MT CO_2e/year/Service Population) for project-level analyses; and
    - 6.6 MT per year CO_2e per Service Population for plan-level projects (e.g., program-level projects such as general plans).
- The GHG efficiency metric divides annualized GHG emissions by the Service Population, which is the sum of residents and employees, per the following equation:
- Rate of Emission: GHG Emissions (MT CO_2e/yr) ÷ Service Population (SP)

For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The Tier 3 Numerical Screening Threshold was used in this analysis. The City has selected this value as a significance criterion which has been supported by substantial evidence.

The 3,000 MT CO_2e per year threshold is based on a 90 percent emission "capture" rate methodology. Prior to its use by the SCAQMD, the 90 percent emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in

[1] The efficiency evaluation consists of comparing the project's efficiency metric to efficiency targets. Efficiency targets represent the maximum quantity of emissions each resident and employee in the State of California could emit in various years based on emission levels necessary to achieve the statewide GHG emissions reduction goals. A project that results in a lower rate of emissions would be more efficient than a project with a higher rate of emissions, based on the same service population. The metric considers GHG reduction measures integrated into a project's design and operation (or through mitigation). The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for the CARB's 2008 Scoping Plan.

their CEQA & Climate Change white paper.[1] A 90 percent emission capture rate means that unmitigated GHG emissions from the top 90 percent of all GHG-producing projects within a geographic area – the SCAB in this instance – would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10 percent of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90 percent emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State's GHG reduction targets, are allowed to proceed. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximate 1 percent of projected statewide GHG emissions in the Year 2050.[2]

In setting the threshold at 3,000 MT CO_2e per year, SCAQMD researched a database of projects kept by the Governor's Office of Planning and Research (OPR). That database contained 798 projects, 87 of which were removed because they were very large projects and/or outliers that would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate.[3] The SCAQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. Emissions from each of these projects were calculated by SCAQMD to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the SCAQMD analysis determined that the 90th percentile ranged between 2,983 to 3,143 MT CO_2e per year.[4] The SCAQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MT CO_2e per year) to define small projects that are considered less than significant and do not need to provide further analysis.

The City understands that the 3,000 MT CO_2e per year threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MT CO_2e per year threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance

1 SCAQMD. 2008. Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. December 5. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2 (accessed May 2023).

2 *Ibid.*

3 SCAQMD. 2009. Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13. August 26. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf?sfvrsn=2 (accessed May 2023).

4 *Ibid.*

Threshold[1] document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold "uses the Executive Order S-3-05 goal [80 percent below 1990 levels by 2050] as the basis for deriving the screening level" and, thus, remains valid for use in 2023.[2] Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Thus, for purposes of analysis in this EIR, if project-related GHG emissions do not exceed the 3,000 MT CO_2e per year threshold, then project-related GHG emissions would have a less-than-significant impact.

4.8.6 Impact Analysis

4.8.6.1 Greenhouse Gas Emissions

Threshold 4.8-1 Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction activities produce combustion GHG emissions from various sources, such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The construction phase in Table 4.8.C shows GHG emissions from equipment exhaust and energy use. Results indicate that project construction would generate approximately 246 MT of CO_2e. Amortized over 30 years, the total construction emissions would generate approximately 8 MT of CO_2e/yr.

1 SCAQMD. 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. October. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2 (accessed May 2023).

2 *Ibid.*

Table 4.8.C: Construction GHG Emissions

Construction Year	Annual Emissions (Metric Tons/Year)			Total Emissions (MT CO_2e)
	CO_2	CH_4	N_2O	
2022	54	<1	0	55
2023	189	<1	0	191
Total Construction Emissions				**246**
Total Construction Emissions Amortized over 30 years				**8**

Source: Compiled by LSA Associates, Inc. (November 2021).
CO_2 = carbon dioxide
N_2O = nitrous oxide
CO_2e = carbon dioxide equivalent
MT CO_2e = metric tons of carbon dioxide equivalent
CH_4 = methane
mt/yr = metric tons per year

Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Operational and construction GHG emissions, as detailed in Tables 4.8.C and 4.8.D, were calculated using CalEEMod (Version 2020.4.0). Based on SCAQMD guidance, construction emissions were amortized over 30 years (a typical project lifetime) and added to the total project operational emissions. Mobile-source emissions of GHGs would include project-generated vehicle trips associated with onsite facilities and residents of and visitors to the project site. Area-source emissions would be associated with activities including landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at offsite utility providers as a result of demand for electricity, natural gas, and water by the proposed project.

Table 4.8.D: Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT/yr)			
	CO_2	CH_4	N_2O	CO_2e
Construction Emissions Amortized over 30 Years				8
Operational Emissions				
Area	<1	0	0	<1
Energy	35	<1	<1	35
Mobile	1,326	<1	<1	1,348
Waste	3	<1	0	9
Water	4	<1	<1	5
Total Project Emissions	**1,365**	**<1**	**<1**	**1,405**
SCAQMD Tier 3 Threshold				**3,000**
Significant?				**No**

Source: Compiled by LSA (November 2021).
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
SCAQMD = South Coast Air Quality Management District

The GHG emission estimates presented in Table 4.8.D show the emissions associated with the level of development envisioned by the proposed project at opening. Area sources include architectural

coatings, consumer products, and landscaping. Energy sources include natural gas consumption for space heating.

As presented in Table 4.8.D, the proposed project would generate 1,405 MT CO_2e/yr. The project's emissions are less than the SCAQMD Tier 3 threshold of 3,000 MT CO_2e/yr. It should be noted that this analysis represents a worst-case scenario as it does not discount the increased GHG emissions that would result from ambient traffic growth and future development that could occur without the proposed project under the existing approved General Plan and Reche Canyon Specific Plan. Based on this conservative analysis, the proposed project would result in a less than significant increase in GHG emissions from future operations and construction.

Impact Conclusion. Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. As shown in Table 4.8.D project impacts would be **less than significant** and no mitigation is required.

4.8.6.2 Greenhouse Gas Plan, Policy, Regulation Consistency

Threshold 4.8.2 Would the proposed project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

The Connect SoCal 2020 (RTP/SCS) for the SCAG region was prepared to ensure that the region attains the per capita VMT targets for passenger vehicles identified by the CARB, as required by Senate Bill 375. The proposed project would be consistent with the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The Connect SoCal 2020 contains a number of "Performance Measures"[1] that are used to evaluate various regional land use plan alternatives, with the objective being an improvement over the No Project (i.e., no SCS) baseline. These measures are applied on a regional basis and are not necessarily applicable to individual projects. A general discussion of the SCAG RTP/SCS performance measures is provided in Table 4.10.E (Land Use). As detailed in Table 4.10.E, the project is consistent with the SCAG Connect SoCal 2020 performance measures.

The proposed project is not considered to conflict with GHG reduction goals under AB 32 or other State regulations. On January 20, 2017, the CARB released the *2017 Climate Change Scoping Plan Update (Second Update)* for public review and comment. This update proposes the CARB's strategy for achieving the State's 2030 GHG target as established in SB 32, including continuing the Cap-and-Trade Program through 2030, and includes a new approach to reduce GHGs from refineries by 20 percent. The *Second Update* incorporates approaches to cutting SLCPs and acknowledges the need for reducing emissions in agriculture and highlights the work underway to ensure that California's natural and working lands increasingly sequester carbon. In its discussion of project-level GHG emissions reduction actions and thresholds, the *Second Update* states "achieving no net increase in GHG emissions is the correct overall objective, but it may not be appropriate or feasible

[1] Performance Measures (Appendix). 2016–2040 SCAG RTP-SCS, Table 2. Adopted April 7, 2016.

for every development project. An inability to mitigate a project's GHG emissions to zero does not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA." As established in Table 4.8.E operational GHG emissions would be below the SCAQMD GHG Screening Threshold.

City General Plan Policies. Only General Plan Policy LU-5.5 addresses greenhouse gas emissions directly, although several other policies are related to GHG emissions, air quality, energy conservation, and sustainability. Table 4.8.E evaluates the consistency of the proposed project with these City General Plan policies. There are no Reche Canyon Specific Plan (RCSP) goals or policies that refer to greenhouse gases or climate change.

Table 4.8.E: General Plan Consistency Analysis, Greenhouse Gases

General Plan Policies	General Plan Consistency Analysis
Goal LU-4: Incorporate green building and other sustainable building practices into development projects.	
Policy LU-4.2: Facilitate the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar programs in both private and public projects.	**Consistent.** The proposed project would comply with the latest California Green Building Code (CGBC) design requirements regarding energy conservation and green building standards, which would help reduce energy use and promote the use of green building materials consistent with the intent of these policies.
Policy LU-4.3: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements.	
Policy LU-4.4: Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.	
Goal LU-5: Reduce use of energy resources citywide, with a key goal of reducing the City's carbon footprint.	
Policy LU-5.4: Support the ongoing efforts of the California Air Resources Board to implement AB32 and SB375, and fully follow any new AB32 and SB375-related regulations.	**Consistent.** The proposed project would not result the emission of pollutants in excess of established SCAQMD standards (during either construction or operation/occupation of the proposed uses).
Policy LU-5.5: Develop and implement greenhouse gas emissions reduction measures, including discrete, early-action greenhouse gas reducing measures that are technologically feasible and cost effective.	
Policy LU-5.6: Require detailed air quality and climate change analyses for all applications that have the potential to adversely affect air quality and incorporate the analyses into applicable CEQA documents. Projects with the potential to generate significant levels of air pollutants and greenhouse gases, such as manufacturing facilities and site development operations, shall be required to incorporate mitigation into their design and operation, and to utilize the most advanced technological methods feasible.	
Policy LU-5.7: Work with the South Coast Air Quality Management District and the Southern California Association of Governments to implement the Air Quality Management Plan (AQMP) and Regional Transportation Plan/Sustainable Communities Strategy, with the objective of meeting federal and state air quality standards for all pollutants. To ensure that new measures can be practically enforced in the region, participate in future amendments and updates of the AQMP.	

Source: City of Colton General Plan, October 2003.

Impact Conclusion. The analysis in Table 4.3.F indicates the project is consistent with the City's General Plan air quality policies, including those referring to greenhouse gas emissions and climate change. Furthermore, as the proposed project is consistent with SCAG RTP/SCS performance measures, development of the proposed uses would not be inconsistent with a plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, the

project would have a **less than significant impact** relative to this issue and no mitigation is warranted.

4.8.7 Programmatic Analysis

4.8.7.1 Environmental Setting

Climate change is occurring because of increased emissions of greenhouse gases (GHGs) globally. No one source or project can generate enough GHG emissions to increase global concentrations in the upper atmosphere and change the climate. Rather, it is the combination of all anthropogenic sources of emissions that have occurred in the past and continue to be emitted that is causing global climate change impacts. According to the California Air Resources Board (CARB) emission inventory estimates, California emitted approximately 418.2 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) emissions in 2019, dropping below the 2020 limit of 431 $MMTCO_2e$ that was established in 2016.

4.8.7.2 Programmatic Impact Analysis

The proposed GPA and zone change would accommodate the transfer of residential units from the Project Site to maintain compliance with applicable provisions of Senate Bill (SB) 330. The proposed Mixed-Use Downtown general plan and zoning designation would result in a residential capacity on the RTS of not less than 9 units, which offsets the loss in residential capacity of 6 units resulting from development of the Proposed Project. While redevelopment and subsequent occupation of any use on the RTS would generate GHG emissions, the transfer of residential capacity from the Project Site to the RTS could increase the City's residential capacity by 3 units. The addition of 3 residential units beyond what was previously considered by the City (or by extension, SCAG) does not represent a significant increase in number of residential units or increase in population. Furthermore, the proposed GPA and zone change would not result in the relocation of residential uses to outlying portions of Colton; therefore, it is reasonable to anticipate that no substantial increase in the length of vehicle trips or a corresponding increase in GHG emissions from vehicle usage would result from the proposed GPA or zone change, or any subsequent redevelopment of the RTS. Therefore, impacts associated with the generation of GHG emissions from development of the RTS would be **less than significant**.

Because the proposed GPA and zone change themselves do not include a physical project, this action would not generate GHG emissions. The California Building Standards Commission adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) in 2010 as part of the State's efforts to reduce GHG emissions and energy consumption from residential and nonresidential buildings. CALGreen sets minimum standards for building design and construction, energy efficiency, water consumption, dual plumbing systems for potable and recyclable water, diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including ecofriendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. As appropriate, subsequent redevelopment of the RTS would be subject to conditions that would reduce impacts related to the emission of GHG, and there would be **no impacts** associated with a conflict with a GHG reduction plan/policy.

4.8.8 Cumulative Impacts

Climate change is occurring because of increased emissions of greenhouse gases globally. No one source or project can generate enough GHG emissions to increase global concentrations in the upper atmosphere and change the climate. Rather, it is the combination of all anthropogenic sources of emissions that have occurred in the past and continue to be emitted that is causing global climate change impacts.

The project would contribute GHG emissions during the construction and operation/occupation of the proposed commercial development. As detailed in Table 2.1, several individual projects in the area may be under construction simultaneously. Due to the cumulative nature of climate change, the assessment of project generated GHG emissions and the effects of global climate change impacts can only be analyzed from a cumulative context. Therefore, the analysis focuses on the project's incremental contribution of GHG emission to cumulative climate change impacts. The GHG threshold used in this analysis is based upon a project's cumulative contribution to global climate change impacts within the context of State legislation to reduce climate change. In turn, the GHG emission reduction targets within State legislation are based on international efforts and commitments to reduce global climate change.

As shown in Table 4.8.D, the project's GHG emissions would be less than the SCAQMD Screening Threshold, thus the proposed project would not interfere with implementation of any of the above-described GHG reduction goals for 2030 or 2050. Further, the project emissions estimates presented in Table 4.8.D represent a conservative estimate of project emissions due to the reasonably foreseeable and anticipated technological and regulatory advancements that will continue to advance the State's GHG policies. Therefore, the project would not conflict with any local or State plans, policies, or regulations adopted for the purpose of reducing GHG emissions and because GHG impacts are cumulative by nature the project would have a **less than significant cumulatively considerable impact.**

4.9 HAZARDS AND HAZARDOUS MATERIALS

This section addresses potential impacts to human health and the environment that may result from exposure to hazardous materials or hazardous conditions during the construction or occupation of the project. Potential effects include: those associated with the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; safety hazards associated with the site's past or future use; impairment/interference with adopted emergency response plans or emergency evacuation plans; and exposure of people or structures to risks involving wildland fires. This section is based in part on the following documents:

- *Phase I Environmental Site Assessment, Reche Canyon Plaza Property, City of Colton, California,* prepared by Salem Engineering Inc., October 4, 2021 (Appendix F).
- *City of Colton General Plan, Safety Element*, adopted 2018.

This section provides an assessment of the potential impacts associated with the project's proximity to a fire hazard area. The project's potential to affect fire protection services and facilities is evaluated in Section 4.15, *Public Services* and Section 4.20, *Wildfire*.

4.9.1 Existing Setting

4.9.1.1 Project Site History

The property is currently undeveloped supports low weedy vegetation with a shallow man-made detention basin in the northeast portion of the site. Typical materials previously encountered included small domestic waste and windblown trash. No evidence of recognized hazardous environmental conditions (REC) was detected. The Envirostor website, maintained by the California Department of Toxic Substances Control (DTSC), shows no historical or current sources of hazmat contamination on or in the vicinity of the project site. There is also no evidence the site supported any activities or improvements that would have involved hazardous materials (e.g., underground storage tanks). Based on data from the EPA, the site is located in an area with a moderate potential for radon concentrations that exceed the EPA's current action guidelines. The County of San Bernardino is classified as Zone 2 or 'moderate risk' area for radon (Appendix F).

According to Cal Fire, Reche Canyon, including the project site, is within a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA) for fire hazards.[1] In an LRA, fire protection can be provided by a city fire department, fire protection district, county, or by Cal Fire under contract to the local government. Within this area, multiple factors including fuels, terrain, housing density, weather, and fire history could combine to result in catastrophic losses. Projects within VHFHSZ are required to comply with California Buildings Standards Commission's California

[1] State of California. Fire and Resource Assessment Program. FHSZ Viewer. https://egis.fire.ca.gov/FHSZ/ (accessed August 2021).

Building Code (CBC) Chapter 7A, which specifies that new buildings in VHFHSZ use ignition-resistant construction methods and materials.[1]

Terrain in the immediate project area is relatively flat along the canyon bottom (i.e., adjacent to Reche Canyon Road). However, the terrain transitions from gentle to steep slopes away from the road to the northeast and southwest, generally parallel to the roadway. Typically, flat terrain has little effect on fire spread, in which case vegetation (fuel) and wind dictate fire spread, while steep or hilly terrain results in faster fire spread up-slope and slower fire spread down-slope in the absence of wind. The project site has relatively sparse weedy vegetation, while the majority of the vegetation on the steeper slopes is dominated by non-native grassland, Inland sage scrub, and invasive (non-native) species.

The prevailing winds in the general area are dominated by onshore and offshore flows from the Pacific Ocean ranging from 7 to 11 miles per hour (mph). Seasonal Santa Ana Wind events sometime affect the lower portions of the canyon as warm and dry air is channeled through nearby Cajon Pass from the dry, desert landscape to the east, resulting in gusts up to 75 mph. Santa Ana Wind events markedly increase the wildfire danger and intensity on the project site by drying out and preheating vegetation (fuel moisture of less than 5 percent for 1-hour fuels is possible) as well as accelerating oxygen supply, and thereby making possible the burning of fuels that otherwise might not burn under cooler, moister conditions. In addition, local area conditions have become drier over the years with less rainfall and longer periods of regional drought, leaving dry fire-prone vegetation on the canyon hillsides for longer periods of time. Facilitated by drought, steep terrain, high temperatures and low humidity, erratic winds, and abundant fuel, Reche Canyon is considered highly susceptible to wildfire. For example, the following news story appeared in local papers in November of 2010:

> **Reche Canyon Brush Fire Contained at 125 Acres[2].** A 125-acre brush fire near Reche Canyon threatened about 500 houses Saturday near Colton. Officials said the fire scorched brush near an area known as Crystal Grove Estates. The fire broke out just before 2 p.m. and spread quickly due to the low humidity and gusty winds. Cal Fire and the San Bernardino County Fire Department worked together to take down the fire. "It was a wind-driven fire," said Batt. Chief Tim McHargue of the Colton Fire Department. "It was burning towards homes, and that was our big concern." Fire crews worked quickly to put out the fire, attacking it from the air and ground. Twenty-five engines, two air tankers and several bulldozers were assigned to the blaze. "I was coming home and thought, it's over there in the east, but it came down and it's across the street from my house," said Bob Smith. "That was a little closer than I like. I have horses and a baby." Crews were mopping up the fire to make sure it's fully contained.

Based on historical and current fire conditions, there is a significant potential for Reche Canyon and the project site to be exposed to future wildfire events.

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1 Materials and Construction Methods for Exterior Wildfire Exposure. California Building Code, Part 2, Volume 1, Chapter 7A. 2019. https://codes.iccsafe.org/public/chapter/content/1774/ (accessed August 2019).

2 Leanne Suter, City News Service, November 6, 2010.

4.9.1.2 Regulatory Record Reviews

In accordance with the requirement of the ASTM E1527-13 Standard Practice for Environmental Site Assessments: Phase I ESAs, a search of environmental regulatory databases was conducted. Table 4.9.A provides a summary of the results of the regulatory databases search.

Table 4.9.A: Regulatory Databases Search

Regulatory Database	Search Distance	Onsite Listings	Adjacent Property Listings	Total Within Search Distance
Federal NPL	1.0 mile	0	0	0
Federal Delisted NPL	1.0 mile	0	0	0
Federal CERCLIS	0.5 mile	0	0	0
Federal CERCLIS-NFRAP	0.5 mile	0	0	0
Federal RCRA CORRACTS	1.0 mile	0	0	0
Federal RCRA TSD	0.5 mile	0	0	0
Federal RCRA LQG & SQG (Generators)	Site and adjacent properties	0	0	N/A
Federal ERNS	Site	0	N/A	N/A
State & Tribal SHWS equivalent NPL & CERCLIS	1.0 mile	0	0	0
State & Tribal SWF/LF	0.5 mile	0	0	0
State & Tribal LUST	0.5 mile	0	0	0
State & Tribal Registered Storage Tank	Site and adjacent properties	0	1	N/A
State & Tribal ENG Controls List	0.5 mile	0	0	0
State & Tribal INST Controls List (AUL)	0.5 mile	0	0	0
State & Tribal VCP	0.5 mile	0	0	0
State & Tribal Engineering Brownfields (BF)	0.5 mile	0	0	0
Spills	Site	0	N/A	N/A

Source: Table III, Phase I Environmental Site Assessment, Reche Canyon Plaza Property, October 2021. (Appendix F)

AUL = State and Tribal Institutional Control/Engineering Control Registries
BF = Brownfields
CERCLIS = Comprehensive Environmental Response Compensation and Liability Information System
CORRACTS = Corrective Action List
ENG Controls = Engineering Controls Site Listing
ERNS = Emergency Response Notification System
INST Controls = Institutional Controls Site Listing
LQG/SQG = Large Quantity Generators/Small Quantity Generators
LUST = Leaking Underground Storage Tanks
N/A = Not Applicable
NFRAP = No Further Remedial Action Planned
NPL = National Priorities List
RCRA = Resource Conservation and Recovery Act
SHWS = State Hazardous Waste Sites
SWF/LF = Solid Waste Facility/Landfill
TSD = Treatment, Storage, and Disposal Facilities
VCP = Voluntary Cleanup Program

According to the Table 4.9.A above, the State and Tribal registered storage tank lists indicate the availability of one underground storage tank (UST) in the adjacent property. This UST is located in the Hitchin Post property (2651 Reche Canyon Road) which contains a convenience store with a gasoline fueling station about one-eighth mile southeast from the subject property.

During visual observations of the subject property, no hazardous substances and/or petroleum products were observed to be stored or handled on the subject property. Exposed surface soils did not exhibit obvious signs of discoloration. No other obvious evidence (vent pipes, fill pipes, dispensers, etc.) of USTs was noted within the area observed. No standing water or major depressions were observed on the subject property. Based on SALEM's field observations and contacts with state and local regulatory agencies, the potential for adverse environmental impacts

to the subject property associated with current site use appears to be low and therefore, there is a low potential for RECs to exist in connection with the current use of the subject property.

In addition, none of the properties are considered to have RECs. No other properties were identified during the search of the environmental regulatory databases.

4.9.2 NOP/Scoping Meeting Comments

The City of Colton (City) received one comment letter related to hazards during the public review period of the Notice of Preparation (NOP). The San Bernardino County Fire Protection District, Andrew Bezdek, Hazardous Materials Specialist noted requirements for installation of underground fuel storage tanks (refer to Appendix A-1 this EIR). The City received three comments during the Public Scoping Meeting, which pertained to emergency evacuation and hazardous materials on the project site (refer to Appendix A-2 of this EIR).

4.9.3 Methodology

A Phase I ESA was prepared to document existing site conditions involving the presence or absence of hazardous materials that may have been deposited on site as a result of previous land uses. The ESA was prepared in accordance with the requirement of the ASTM E1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* The analysis included a review of applicable airport land use plans, fire hazard mapping, and other hazardous resource databases. The analysis in this EIR anticipates that development of the proposed uses would conform to the standard local, State, and federal laws and regulations pertaining to the transport, use, storage, and disposal of hazardous materials and the installation and on-going maintenance of the proposed gasoline storage tanks. Hazards related to seismic activity, unstable soils, and landslides are evaluated in EIR Section 4.6, *Geology and Soils.* For an analysis of wildfire hazards refer to EIR Section 4.20, *Wildfire*. EIR Section 4.10, *Hydrology and Water Quality* evaluates flooding impacts on the proposed project.

4.9.4 Existing Policies and Regulations

4.9.4.1 Federal Regulations

Comprehensive Environmental Response, Compensation, and Liability Act. Discovery of environmental health damage from disposal sites prompted the U.S. Congress to pass the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund). The purpose of the CERCLA is to identify and clean up chemically contaminated sites that pose a significant environmental health threat. The Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List for cleanup activities.

Superfund Amendments and Reauthorization Act. The Superfund Amendments and Reauthorization Act (SARA) pertains primarily to emergency management of accidental releases. It requires formation of state and local emergency planning committees, which are responsible for collecting, material handling, and transportation data for use as a basis for planning. Chemical inventory data are made available to the community at large under the “right-to-know” provision of the law. In addition, SARA also requires annual reporting of continuous emissions and accidental

releases of specified compounds. These annual submissions are compiled into a nationwide Toxics Release Inventory (TRI).

Resource Conservation and Recovery Act. The Resource Conservation and Recovery Act (RCRA) Subtitle C addresses hazardous waste generation, handling, transportation, storage, treatment, and disposal. It includes requirements for a system that uses hazardous waste manifests to track the movement of waste from its site of generation to its ultimate disposition. The 1984 amendments to the RCRA created a national priority for waste minimization. Subtitle D establishes national minimum requirements for solid waste disposal sites and practices. It requires states to develop plans for the management of wastes within their jurisdictions. Subtitle I require monitoring and containment systems for underground storage tanks that hold hazardous materials. Owners of tanks must demonstrate financial assurance for the cleanup of a potential leaking tank.

Hazardous Materials Transportation Act. The Hazardous Materials Transportation Act is the statutory basis for the extensive body of regulations aimed at ensuring the safe transport of hazardous materials on water, rail, highways, in the sky, or in pipelines. It includes provisions for materials classification, packaging, marking, labeling, placarding, and shipping documentation.

Wildland-Urban Interface Code. Section 202 of the International Code Council establishes a Wildland-Urban Interface (WUI) and requires projects within WUI areas to develop project-specific Fire Protection Plans which describe ways to minimize and mitigate the fire problems created by the project or development, with the purpose of reducing impact on the community's fire protection delivery system.

4.9.4.2 State Regulations

California Code of Regulations. Most State and federal regulations and requirements that apply to generators of hazardous waste are spelled out in the California Code of Regulations (CCR), Title 22, Division 4.5. Title 22 contains the detailed compliance requirements for hazardous waste generators, transporters, treatment, storage, and disposal facilities. Because California is a fully authorized State according to RCRA, most RCRA regulations (those contained in 40 Code of Federal Regulations [CFR] 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substance Control (DTSC) regulates hazardous waste more stringently than the EPA, the integration of California and Federal hazardous waste regulations that make up Title 22 do not contain as many exemptions or exclusions as does 40 CFR 260. As with the California Health and Safety Code, Title 22 also regulates a wider range of waste types and waste management activities than do the RCRA regulations in 40 CFR 260. To aid the regulated community, California has compiled the hazardous materials, waste and toxics-related regulations contained in CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27 into one consolidated CCR, Title 26 "Toxics." However, the California hazardous waste regulations are still commonly referred to as Title 22. For the purposes of clarity, because of the extensive reach of Title 22 and Title 26, many common household products sold in grocery stores and home improvement warehouses qualify as hazardous materials. These items include household cleaners, detergents, paint, motor oil, lubricants, glues, pesticides, etc. The term "hazardous materials" is also defined to include many on site materials as well, such as lubricants, fuel, etc. Thus, when this section of the EIR discusses the transport and storage of "hazardous materials," it is referring to the potential transport of bulk products to the project

locations and to the temporary storage of such materials at the project sites prior to re-package and transport to subsequent destinations.

Cortese List: Section 65962.5(a). Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Hazardous Waste and Substances Sites list (Cortese List). The Cortese List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the locations of hazardous materials release sites. Release sites or hazardous materials release sites may include the following:

- All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.
- All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.
- All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.
- All sites listed pursuant to Section 25356 of the Health and Safety Code.
- All sites included in the Abandoned Site Assessment Program.

The California DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

California Office of Environmental Health Hazard Assessment. The California Office of Environmental Health Hazard Assessment (OEHHA) is administered by CalEPA to protect and enhance public health and the environment by scientific evaluation of risks posed by hazardous substances. The OEHHA developed California Human Health Screening Levels (CHHSL)[1] on behalf of the CalEPA pursuant to Health and Safety Code Section 57008 to establish thresholds of chemical concentrations of concern for risks to human health, specifically, an excess of lifetime cancer risk of one-in-a-million (10^{-6}) and a hazard quotient of 1.0 for non-cancer health effects. It should be noted CHHSL have no regulatory effect and are not intended for use by regulatory agencies that have authority to require remediation of contaminated soil. The numbers are solely advisory and published as reference values for use by citizen groups, community organizations, property owners, developers, and local government officials to estimate the degree of effort that may be necessary to remediate a contaminated site.

California Emergency Services Act. Government Code 8550–8692 provides for the assignment of functions to be performed by various agencies during an emergency so that the most effective use may be made of all manpower, resources, and facilities for dealing with any emergency that may occur. The coordination of all emergency services is recognized by the State to mitigate the effects of natural, man-made, or war-caused emergencies that result in conditions of disaster or extreme

[1] California Human Health Screening Levels. September 23, 2010. https://oehha.ca.gov/risk-assessment/california-human-health-screening-levels-chhsls (accessed September 27, 2022).

peril to life, property, and the resources of the State, and generally, to protect the health and safety and preserve the lives and property of the people of the State.

State Fire Plan. The State Board of Forestry and the California Department of Forestry and Fire Protection have drafted a comprehensive update of the State Fire Plan for wildland fire protection in California. The planning process defines a level of service measurement, considers assets at risk, incorporates the cooperative interdependent relationships of wildland fire protection providers, provides for public stakeholder involvement, and creates a fiscal framework for policy analysis.

California Building Code (CBC). Chapter 7A of the CBC focuses primarily on preventing ember penetration into homes, a leading cause of structure loss from wildfires, through mitigating former structural vulnerabilities. Construction techniques and materials include roofs, eaves, exterior walls, vents, appendages, windows, and doors and result in hardened structures that have been proven to perform at high levels (resist ignition) during the typically short duration of exposure to burning vegetation from wildfires.

4.9.4.3 Regional and Local Regulations

City of Colton General Plan. The City's General Plan is the blueprint for future growth and development in the City. Goals and policies of the City's General Plan that regard hazards are listed below and analyzed in Tables 4.9.B and 4.9.C (Sections 4.9.6.5 and 4.9.6.6, respectively).

Safety Element (2018)

GOAL S-2 Anticipate the risks and mitigate the effects that flood hazards pose to the community. (Evaluated in EIR Section, 4.10 Hydrology and Water Quality)

Policy S-2.1 Continuously monitor weather conditions, especially during periods of severe drought followed by heavy precipitation.

Policy S-2.2 Identify if existing and new structures are located within 100- and 500-year floodplains and take corrective action to minimize the risk of injury or damage from flooding events.

Policy S-2.3 Identify and pursue funding opportunities to improve infrastructure located within the 500-year floodplain.

Policy S-2.4 Restrict new development in high-flood risk areas, such as 100- and 500-year floodplains and floodways, unless addressed through adequate flood proofing and mitigation.

Policy S-2.5 Design and maintain storm drainage infrastructure to accommodate, at minimum, 100-year flood events.

Policy S-2.6 Coordinate dam failure evacuation plans with the San Bernardino County Flood Control District and San Bernardino County Office of Emergency Services.

Policy S-2.7 Promote low impact development techniques and strategies as part of the development process, to reduce flooding throughout the city.

Policy S-2.8 Increase the use of flood insurance for properties within the 100- and 500-year floodplains.

Policy S-2.9 Periodically update the Floodplain Management Regulations adopted in the Colton Municipal Code.

GOAL S-3 Safeguard the community from the threat of urban and wildfire hazards. (Evaluated in EIR Sections, 4.15 Public Services and 4.20 Wildfire)

Policy S-3.1 Maintain up-to-date records and information on conditions in undeveloped and natural areas, especially areas considered part of the wildland-urban interface.

Policy S-3.2 Promote comprehensive structural modification and fuel modification guidelines for new and existing (non-conforming) buildings and structures located within the wildland-urban interface (high and very high fire hazard severity zones), in compliance with local and State Wildland-Urban Interface code requirements of the California Building Code, and any future updates.

Policy S-3.3 Restrict new development in wildland-urban interface areas (high and very high fire hazard severity zones), unless designed using the most up to date wildfire mitigation techniques and code requirements, in compliance with local and State Wildland-Urban Interface code requirements.

Policy S-3.4 Coordinate wildfire response plans (i.e., Cal Fire Unit Fire Plan) with Local, State, Federal, and Tribal entities, as appropriate.

Policy S-3.5 Require all new development to comply with fire safety standards identified in Title 15 of the Colton Municipal Code.

Policy S-3.6 Integrate key metrics and recommendations from the Colton and Loma Linda Fire Departments Strategic Plan to ensure adequate service is provided to residents and businesses.

Policy S-3.7 Locate new critical facilities outside of wildfire hazard severity zones, unless no alternate location is available or feasible.

Policy S-3.8 Require all new development and major redevelopment/reconstruction within the WUI (high and very high wildfire hazard severity zones) to prepare a Fire Protection Plan.

Policy S-3.9 Consider the relationship between existing and future development on the current and future demands for Fire and Emergency Services facilities and personnel.

GOAL S-4 Identify the most probable effects of climate change on local hazards and effectively mitigate their risks. (Evaluated in EIR Sections, 4.6 *Energy*, 4.8 *Greenhouse Gas Emissions and Climate Change*, 4.10 *Hydrology and Water Quality,* and 4.20*, Wildfire.*)

Policy S-4.1 Coordinate with regional, state, and federal agencies to monitor the indicators and impacts of climate change.

Policy S-4.2 Periodically review and update the Local Hazard Mitigation Plan to incorporate new information related to climate change, as necessary.

Policy S-4.3 Monitor flooding conditions that occur outside of the 100-year floodplain to identify new areas of risk as future conditions change.

Policy S-4.4 Increase cooling center capacity and ensure electricity supply redundancy during extreme heat events.

Policy S-4.5 Monitor wildfire mapping and hazard conditions for changing future conditions as a result of climate change.

GOAL S-5 Promote the continued well-being of all Colton community members through comprehensive emergency management.

Policy S-5.1 Identify and maintain existing critical facilities to ensure proper functionality after an emergency.

Policy S-5.2 Coordinate with Colton Water and Power Departments and other local utility companies to provide or restore essential services during and after emergency situations.

Policy S-5.3 Periodically review and update the Emergency Operations Plan to address new or emerging issues within the community, as necessary.

Policy S-5.4 Establish and maintain an early warning communication system to allow for enhanced notification of emergency situations within the community.

Policy S-5.5 Ensure that redevelopment activities undertaken after a major disaster event, reconstruct buildings, infrastructure improvements, and other community assets to the most up to date Local, State, and Federal codes.

GOAL S-6 Minimize the community's risk of exposure to hazardous materials and wastes.

Policy S-6.1 Monitor facilities known to use, store, transport, process, or dispose of hazardous materials or wastes.

Policy S-6.2 Prohibit the construction and development of new facilities known to use, store, transport, process, or dispose of hazardous materials or wastes near residential areas and public-serving facilities.

Policy S-6.3 Coordinate hazardous materials and wastes management and disposal programs with relevant local, regional, state, and federal agencies.

Policy S-6.4 Promote public awareness of common household hazardous materials and wastes.

Policy S-6.5 Require due diligence studies for new development in sensitive areas or areas of heavy industrial use, to better understand and define potential contamination issues within these areas.

City of Colton Municipal Code. Title 15, Chapter 15.16 (California Fire Code) of the Municipal Code focuses on fire prevention and requires any new development in the City to pay fees for capital improvements toward fire protection services. Pursuant to Chapter 15.16, project structures shall be constructed with automatic fire sprinkler systems.

4.9.5 Thresholds of Significance

In regard to hazards and hazardous materials, the project would result in a significant impact if it were to:

Threshold 4.9-1 **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Threshold 4.9-2 **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?**

Threshold 4.9-3 **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Threshold 4.9-4 **Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?**

Threshold 4.9-5 **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, result in a safety hazard for people residing or working in the project area?**

Threshold 4.9-6 **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation?**

Threshold 4.9-7 **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

4.9.6 Impact Analysis

In each of the following issues, either no impact would occur (therefore, no mitigation would be required) or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level.

4.9.6.1 Routine Transport, Use, or Disposal of Hazardous Materials and Reasonable Foreseeable Upset and Accident Conditions

Threshold 4.9-1 ***Would the proposed project create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials?***

During the construction and operation of the project, hazardous and potentially hazardous materials which are commonly used at construction sites would likely be routinely transported, used, and disposed of at the project site. The most common types of these include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles such as graders, dozers, water trucks, and pickup trucks. The handling of hazardous materials would be a temporary activity coinciding with the project construction phase. Hazardous materials such as petroleum products, pesticides, fertilizer, and household hazardous products such as paint products, solvents, and cleaning products may be stored or used onsite. Due to the nature of the proposed onsite uses, it is anticipated that hazardous material usage would be

minor and incidental, and their removal and disposal during construction would be conducted by permitted and licensed service providers.

The act of regulating the transport of hazardous materials on State highways is governed by the United States Department of Transportation (USDOT), as described in Title 49 of the Code of Federal Regulations and by Title 13 of the California Code of Regulations. The proposed service station would utilize hazardous materials on a daily basis including gasoline, oil, solvents, and cleaning products. Two underground storage tanks (USTs) (one is 20,000 gallons and the other is 12,000 gallons/8,000 gallons combination tank) are proposed on the north side of the proposed canopy along with 6 Multiple Product Dispensers (MPDs) (12 total fueling stations). Accordingly, the project would develop a Hazardous Materials Business Emergency Plan administered by the San Bernardino County Fire Protection District, as applicable, in accordance with California Health and Safety Code Section 25507 and other local, state, and federal standards, ordinances, and regulations. As required by Health and Safety Code Section 25507, a business shall establish and implement a Hazardous Materials Business Emergency Plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (8).

Depending on the specific tenants of the project site, the project would also be required to implement health and safety policies and procedures regarding hazardous materials used where employees would be expected to handle or work around hazardous materials. Pursuant to the Federal Hazard Communication Standard (29 CFR 1910.1200) and the Laboratory Standard (29 CFR 1910.1450), Safety Data Sheets (SDS) outlining procedures to address spills and leaks for individual chemicals would be used to conduct chemical safety training for all employees who work with chemicals in order to minimize the occurrence of accidental chemical releases and ensure that, when one does occur, it is handled in a safe manner.

These regulations inherently safeguard life and property from the hazards of fire/explosion arising from the storage, handling, and use of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings.

Impact Conclusion. Through compliance with all applicable federal, state, and local laws, impacts to the public or environment from the routine transportation, use and disposal of hazardous materials would be **less than significant**. No mitigation is required.

Threshold 4.9-2 Would the proposed 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?

The property is currently vacant and does not appear to have supported improved structures. The Phase I ESA did not identify any documented storage or usage of hazardous materials on site. As detailed in Threshold 4.9-1 discussion above, the service station use would be required to comply with all applicable federal, state, and local laws and regulations regarding hazardous materials. The underground fuel storage tanks would also require permitting and monitoring by San Bernardino

County Fire Protection District as the Certified Unified Program Agency (CUPA) for San Bernardino County.

Based on the observed uses of the properties located immediately adjoining the subject property indicate less potential for significant quantities of hazardous substances or petroleum products stored or handled at the adjoining properties with the exception of Hitchin Post gasoline service station to the south, which holds large quantities of gasoline in underground storage tanks. It is however deemed to have a low potential to negatively impact the environment in the absence of reported unauthorized releases. However, due to the variety of human activities that occurred in the canyon in the past, it is possible that waste materials or remnants of former improvements may be found during grading. Impacts in this regard are **potentially significant** and mitigation is recommended.

Based on data from the EPA, the project site is located in an area with a moderate potential for radon concentration that exceed the EPA's current action guidelines. The County of San Bernardino is classified as Zone 2 or 'moderate risk' area for radon. However, the Phase I ESA concluded radon levels on the project site are within acceptable levels and do not result in a hazardous condition.

Mitigation Measures. The following mitigation measure is recommended in the event buried hazardous materials are found during excavation of the project site:

4.9.1 **Inadvertent Discovery of Buried Hazardous Materials.** In the event any subsurface feature, material, former improvement, etc. is found during grading or construction that cannot be clearly identified as non-hazardous, work shall be halted in that area until a qualified environmental professional is retained to identify the material and determine if it is hazardous as defined by the California Code of Regulations Title 22 Section 66262.11. In the event the material is determined to be non-hazardous, no further action is required. If the material is found to be hazardous, the qualified environmental professional shall determine the nature and extent of the material, the potential risk of removal, and other appropriate steps to effectively remediate and dispose of any hazard materials found during grading and construction. An Excavation, Disposal and Restoration Plan shall be prepared by a certified professional for the site on behalf of the owner of the site to address remediation of contaminated soils at the site. The workplan shall describe the logistical procedures and field work that will be carried out to excavate and dispose of the soil contaminated with hazardous materials and restoration of the site. Excavation and removal shall be performed by a California-licensed hazardous substances removal contractor. The environmental professional shall direct and coordinate any disposal of hazardous materials according to applicable state and federal laws and regulations (Title 22 of the California Code of Regulations and Title 40 of the Code of Federal Regulations), including disposal at a landfill approved for such material. Written results of any testing, remediation, or removal shall be provided to the City Development Services Department within 30 days of such action.

Impact Conclusion. All activity involving hazardous substances during the construction and operation of the proposed project would be conducted in accordance with applicable local, State,

and federal regulations. With implementation of **Mitigation Measure 4.9.1,** impacts associated with a reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during the construction and operation of the proposed project would be **less than significant with mitigation incorporated**.

4.9.6.2 Existing or Proposed School

Threshold 4.9-3 ***Would the proposed project emit hazardous emissions or handle acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

The nearest existing school is Reche Canyon Elementary School, which is located approximately 0.8 mile northeast of the project site at 3101 Canyon Vista Drive, Colton; therefore, there are no existing or proposed schools currently within one-quarter mile of the project site.

Impact Conclusion. The proposed project would not emit hazardous emissions or handle acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **No impact** would occur and no mitigation is required.

4.9.6.3 Located on a List of Hazardous Materials Sites

Threshold 4.9-4 ***Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?***

The project site is vacant and does not appear to have supported any improved uses or agricultural activities in the past. In addition, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Impact Conclusion. Since the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, **no impact** would occur and no mitigation is required.

4.9.6.4 Within Two Miles of a Private Airport or Within an Airport Land Use Plan or Within Two Miles of a Public Airport

Threshold 4.9-5 ***Would the project be 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, resulting in a safety hazard for people residing or working in the project area?***

The nearest airport to the project is the San Bernardino International Airport (SBIA), located approximately 4.5 miles northeast of the project site. The project is located outside of any safety zones associated with the SBIA. Therefore, the project is not located within two miles of a public airport or within an airport land use plan. In addition, the City's General Plan does not specify any goals and objectives in relationship to private airstrips or airports.

Impact Conclusion. Because the project site is outside the area of influence of any public or private airport, **no impact** related to this issue would occur, and no mitigation is required.

4.9.6.5 Conflict with Emergency Response Plans

Threshold 4.9-6 Would the project impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation?

In October 2022, the State of California Office of the Attorney General released a document, which provides best practices for analyzing and mitigating wildfire impacts of development projects under the CEQA (here on out referred to as 2022 Wildfire Guidance), including a proposed project's impacts on wildfire ignition risk, emergency access, and evacuation. The City adopted the Local Hazard Mitigation Plan document in 2018 which provides guidance for residents, City emergency responders, and businesses in the event a man-made or natural emergency occurs within the City or threatens the City. Both the City of Colton Safety Element, which was last updated in 2018, and the City of Colton 2018 Local Hazard Mitigation Plan have identified major surface streets, such as Reche Canyon Road, as a typical evacuation route to be utilized to route traffic through the City onto freeways to exit the region; however, depending on the location and extent of an emergency, City residents have multiple evacuation routes, which will help to expedite an evacuation .

According to the City of Colton's most recent Local Hazard Mitigation Plan, the project site is located in a very high wildfire hazard zone. Construction of a new development in a high wildfire risk area may impact the evacuation of project staff, evacuation of existing population in the area, and the use of Reche Canyon Road as an evacuation route, and/or interfere with emergency responders' ability to access the site. During construction, infrastructure improvements could require temporary partial lane closures, which could temporarily impair implementation of an emergency response or evacuation plan. Any necessary temporary lane closures/road closures would be implemented in a manner that is consistent with the recommendation of the *California Temporary Traffic Control Handbook*, which among other things, recommends early coordination with affected agencies to ensure that emergency vehicle access is maintained.

Furthermore, during construction, the Construction Contractor would be required to prepare and implement a Transportation Management Plan (TMP) (**Mitigation Measure 4.17.1**), to be reviewed and approved by City staff, that would include provisions to maintain traffic flow along Reche Canyon Road, safe access into and out of the project site, and emergency access to the project site and adjacent areas during construction. Traffic management personnel would be trained to assist with responses to emergencies and evacuation needs by controlling the movement of traffic along Reche Canyon Road and into and out of the project site to facilitate emergency vehicle access. In this manner, officials can plan and respond appropriately to direct the public along Reche Canyon Road and associated intersections with the support of construction traffic management staff and emergency first responders, as appropriate, in the event of an emergency requiring evacuation. With implementation of **Mitigation Measure 4.17.1**, construction of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan during project site construction activities.

The proposed project includes two driveways, one at southern end of the project site at the intersection of Reche Canyon Road/Old Reche Canyon Road and one along the eastern frontage in the central portion of the project site off Reche Canyon Road. The driveway along the eastern frontage of the project site would be right in/right out only. The project also includes a new fourth leg at Reche Canyon Road/Shadid Drive at the northern portion of the project site to provide emergency access only to the project site. Providing an access driveway to the project site that is dedicated for emergencies would facilitate prompt emergency vehicle access to the project site and prevent conflict with passenger vehicles at the other ingress and egress driveways on the project site. This emergency access only driveway could also provide a third egress point for passenger vehicles to evacuate the project site if necessary. The proposed project would construct a southbound lane on Reche Canyon Road along the project frontage and provide other improvements on Reche Canyon Road along the project frontage including curb and gutter, sidewalks, street trees, and lighting. Furthermore, complete emergency vehicle access around the entire perimeter of the project site is available from the on-site project driveways, as well as along Reche Canyon Road and Old Reche Canyon Road.

According to the Traffic Impact Report, traffic associated with the proposed project would not result in substantial queuing along Reche Canyon or other nearby roads. Therefore, Reche Canyon Road and other nearby roads have adequate capacity to serve project-related traffic. Since project-related traffic would not negatively impact the capacity of the City's roadways, it is reasonable to conclude that the project would not impact the ability to evacuate the project site and/or community in a safe and timely manner during an emergency.

Impacts from fire hazards and fire evacuation routes are addressed further in Chapter 4.20 Wildfire in this EIR.

Table 4.9.B evaluates the consistency of the proposed project with applicable General Plan goals and policies regarding emergency management, and concludes the project is consistent with the City's General Plan pertaining to emergency response planning.

Table 4.9.B: General Plan Consistency Analysis, Emergency Response Planning

General Plan Principals and Standards	General Plan Consistency Analysis
Safety Element: Goal 5: Promote the continued well-being of all Colton community members through comprehensive emergency management.	
Policy S-5.1. Identify and maintain existing critical facilities to ensure proper functionality after an emergency.	**Not Applicable.** This is a policy the city staff must implement not an individual project proponent.
Policy S-5.2. Coordinate with Colton Water and Power Departments and other local utility companies to provide or restore essential services during and after emergency situations.	**Consistent.** If there is an emergency onsite the owner/operator of the individual businesses would coordinate with Colton Water and Power Departments and other local utility companies to provide or restore essential services during and after emergency situations.
Policy S-5.3. Periodically review and update the Emergency Operations Plan to address new or emerging issues within the community, as necessary.	**Not Applicable.** This is a policy the city staff must implement not an individual project proponent.
Policy S-5.4. Establish and maintain an early warning communication system to allow for enhanced notification of emergency situations within the community.	**Not Applicable.** This is a policy the city staff must implement not an individual project proponent.

Source: City of Colton General Plan, *Safety Element*, 2018.

Impact Conclusion. Because the project would be designed, constructed, and operated in accordance with Chapter 15.16 of the City Municipal Code, as well as the City's *Emergency Plan* (Section 2.28.100 of the City Municipal Code) and would implement **Mitigation Measure 4.17.1**, which requires preparation and implementation of a Transportation Management Plan during construction, impacts related to emergency access would be **less than significant with mitigation incorporated.**

4.9.6.6 Wildland Fire Risks

Threshold 4.9-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The project is located in Reche Canyon in proximity to natural vegetated slopes within the canyon, recurring presence of Santa Ana wind conditions, and the region's past history of wildland fires indicate the project would be exposed to a moderate to high risk of wildland fires. *Chapter 4.17 Wildfire* of this EIR analyzes the impacts on wildfires in accordance with the 2022 Wildfire Guidance.

All development in the City is subject to Chapter 15.16 (Fire Code) of the Colton Municipal Code. Since the project site is in a Very High Fire Hazard Severity Zone (VHFHSZ),[1] the project applicant must comply with Section 15.16.080, which requires the property owner(s) to abate any condition identified by the City fire code official as a fire hazard, as well as the City's *Emergency Plan* (Section 2.28.100 of the City Municipal Code).

[1] Fire Hazard Severity Zones. CAL FIRE and California Department of Forestry and Fire Protection. http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/san_bernardino/Colton.pdf (accessed August 2021.)

The Colton Police Department (CPD) is the lead agency for evacuations within the City, including the proposed project site. If an emergency affects only the local jurisdiction (such as Colton), the decision to evacuate would be made at the local jurisdiction level with regional collaboration to be considered. Emergencies that would most likely require evacuation of the site would be a large wildfire approaching from almost any direction based on seasonal wind conditions. For example, if a fire started at Olive Hill or the San Jacinto Mountains near Moreno Valley or in the Box Springs Mountain area near Riverside, an early evacuation of the area in a northwesterly direction might occur as much as 24 hours prior to actual threatening conditions. Conversely, if a wildfire ignited in or adjacent to the canyon itself, such as during hot, dry, and/or windy conditions, a shorter evacuation window would be required.

Construction of the project would have to incorporate ignition resistant construction materials in accordance with current California Building Code (CBC) which embraces a "Ready, Set, Go!" stance on evacuation, and requires infrastructure to support and facilitate emergency access and evacuation. As noted above, the project includes a dedicated driveway for emergency access only, which would facility emergency access to the site and evacuation of the site. City would require all on-site structures to be constructed in accordance with Chapter 7A of the CBC and would incorporate construction techniques and materials such as roofs, eaves, exterior walls, vents, appendages, windows, and doors hardened to provide resistance to and/or to perform at high levels against ignition during the exposure to burning vegetation from wildfires. Additionally, automatic fire sprinkler systems as defined in Chapter 15.16 of the Colton Municipal Code will be installed in all onsite structures, which would further reduce the risk of wildland fires.

The project site would be served by the nearest fire station (Colton Fire Station 214) at 1151 S. Meadow Lane approximately 2.5 miles northwest of the project site (fire protection services are discussed in greater detail in Section 4.14, *Public Services*). The City participates in the *California Master Mutual Aid Agreement of 1950,* which provides assistance from other fire departments, without charge, during major emergencies to Cities temporarily overwhelmed by an incident. The City also has entered into various *Automatic Aid* agreements with neighboring cities to ensure the quickest and most efficient fire response regardless of city boundaries. Therefore, it is possible the San Bernardino County Fire Station 23 located at 22582 City Center Ct. in Grand Terrace approximately four (4) miles west of the project site with an estimated 7-minute response time would provide fire protection services in the event of an emergency.

As detailed in Table 4.9.C, the project would also comply with the City General Plan Safety Element regarding wildland fire risks.

Impact Conclusion. Through compliance with Chapter 15.16 of the City Municipal Code, which requires the property owner(s) to abate any condition identified by the City fire code official as a fire hazard, in conjunction with the City's *Emergency Plan* (Section 2.28.100 of the City Municipal Code) and development of the project site pursuant to Chapter 7A of the CBC, which would result in ignition-resistant structures on-site, impacts related to wildland fire risks are considered to be **less than significant,** and no mitigation is required.

Table 4.9.C: General Plan Consistency Analysis, Wildland Fire Risks

General Plan Principals and Standards	General Plan Consistency Analysis
Safety Element: GOAL S-3: Safeguard the community from the threat of urban and wildfire hazards.	
Policy S-3.2 Promote comprehensive structural modification and fuel modification guidelines for new and existing (non-conforming) buildings and structures located within the wildland-urban interface (high and very high fire hazard severity zones), in compliance with local and State Wildland-Urban Interface code requirements of the California Building Code, and any future updates.	**Consistent.** The project would be developed in compliance with City's General Plan and Municipal Code to mitigate wildfire risks.
Policy S-3.3 Restrict new development in wildland-urban interface areas (high and very high fire hazard severity zones), unless designed using the most up to date wildfire mitigation techniques and code requirements, in compliance with local and State Wildland-Urban Interface code requirements.	**Consistent.** The project would be developed in compliance state, regional and local regulations regarding development in a very high fire hazard severity zone.
Policy S-3.4 Coordinate wildfire response plans (i.e., Cal Fire Unit Fire Plan) with Local, State, Federal, and Tribal entities, as appropriate.	**Not Applicable.** This policy is referring to the City coordination with the appropriate fire agencies.
Policy S-3.5 Require all new development to comply with fire safety standards identified in Title 15 of the Colton Municipal Code.	**Consistent.** The project would be developed in compliance with fire safety standards in Title 15 of the City's Municipal Code.
Policy S-3.6 Integrate key metrics and recommendations from the Colton and Loma Linda Fire Departments Strategic Plan to ensure adequate service is provided to residents and businesses.	**Consistent.** The project would integrate appropriate measures to respond to wildfires.
Policy S-3.7 Locate new critical facilities outside of wildfire hazard severity zones, unless no alternate location is available or feasible.	**Not Applicable.** This policy is referring to the City locating critical facilities such as police and fire stations and hospitals outside high fire hazard zones.
Policy S-3.8 Require all new development and major redevelopment/reconstruction within the WUI (high and very high wildfire hazard severity zones) to prepare a Fire Protection Plan.	**Consistent.** The project would be required to prepare a Fire Protection Plan.

Source: *Safety Element*, City of Colton General Plan, 2018.

4.9.7 Programmatic Analysis

4.9.7.1 Environmental Setting

The approximately 0.31-acre RTS is located at 635 South 7th Street in Colton (APN No. 0163-172-48) and is currently developed with structures, paved surfaces, and ornamental landscaping. The parcel is currently designated General Commercial (GC) under the City's General Plan and is zoned C-2 (General Commercial). The RTS was evaluated via the State Water Resources Control Board (SWRCB) GeoTracker database[1], the Department of Toxic Substances Control (DTSC) EnviroStor database,[2]

1 State Water Resources Control Board (SWRCB). n.d. Website: https://geotracker.waterboards.ca.gov/map/ (accessed March 28, 2023).

2 California Department of Toxic Substances Control (DTSC). n.d. Envirostor Database. Website: https://www.envirostor.dtsc.ca.gov/public/map/ (accessed March 28, 2023).

and the Hazardous Waste and Substances Sites (Cortese)[1] List for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions. Based on the review of these databases, there are no known conditions on the project site that would represent a significant risk to public health or safety (e.g., on-site storage, leaking tanks, approaching groundwater contamination plume). Due to the age of the current on-site structures (dated prior to 1979), a potential exists for lead-based paint (LBP) or asbestos-containing materials (ACMs) to be present within the RTS. The RTS is located approximately 4.5 miles southwest of San Bernardino International Airport (SBIA), but it is not located within the identified Airport Influence Area established for the SBIA. The RTS is not located within an identified wildfire hazard zone.

4.9.7.2 Programmatic Impact Analysis

The proposed GPA and zone change, in and of themselves, do not propose imminent redevelopment on the RTS, but rather would allow the redevelopment of mixed uses (including residential uses) at some future point in time. Construction associated with future development permitted under the proposed GPA and zone change could involve the use of potentially hazardous materials, such as vehicle fuels and fluids, which could be released should a leak or spill occur. These materials are commonly used at construction sites. Construction activities would be required to comply with applicable State and federal regulations for proper transport, use, storage, and disposal of excess hazardous materials, including the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and CCR Title 22. Occupation of any future uses that may be developed pursuant to the proposed GPA and zone change are likely to involve the storage and use of household hazardous materials (e.g., household cleaners, paints, fuel) and that individual parties would use such materials in the manner prescribed by the manufacturer.

Woodrow Wilson Elementary School is located 250 feet from the RTS (across La Cadena Drive). During the redevelopment and subsequent occupation of the RTS, hazardous substances in use may include vehicle fuel, lubricants, solvents, household cleaners, paint, and similar substances. It is reasonable to anticipate the use of any hazardous material during construction or occupation of residential uses developed subsequent to implementation of the proposed GPA and zone change would conform to standard safeguards that would limit their release into the environment.

As previously stated, the RTS was evaluated via the SWRCB GeoTracker database, the DTSC EnviroStor database, and the Hazardous Waste and Substances Sites (Cortese) List for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions. Based on the review of these databases, there are no known conditions at the RTS that would represent a significant risk to public health or safety (e.g., on-site storage, leaking tanks, approaching groundwater contamination plume). Any future redevelopment occurring on the RTS would receive project-level review by the City, including preparation of a project-specific Phase I Environmental Site Assessment to confirm the presence or absence of any known or previously

[1] California Department of Toxic Substances Control (DTSC). n.d. EnviroStor Database, Hazardous Waste and Substances Site List (CORTESE). Website: https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM,COLUR&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+(CORTESE) (accessed March 28, 2023).

unknown hazardous materials sites on, adjacent, or within the reporting vicinity of the RTS. Due to the age of the existing structures at the RTS, preparation of LBP and/or ACM investigation(s) may be warranted. **Programmatic Mitigation Measures HAZ-1** and **HAZ-2** have been identified to reduce the significance of any potential impact related to hazardous materials.

The RTS is located approximately 4.5 miles southwest from SBIA and is not located with an Airport Influence Area established for SBIA; therefore, future residential uses on the RTS would not experience any airport-related hazard from implementation of the proposed GPA and zone change or any subsequent residential development.

According to the City's Local Hazard Mitigation Plan (LHMP),[1] La Cadena Drive is identified as an evacuation route in Colton. Implementation of the proposed GPA and zone change themselves are not a physical project that would alter any facility or inhibit implementation of the City's LHMP. When redevelopment of the RTS occurs, the City would require appropriate measures to be implemented to ensure that access is maintained along local roadways and that no constriction of an identified evacuation route would occur during site preparation, grading, and construction activities.

The RTS is not located within a wildlands urban interface or within a Fire Hazard Severity Zone; therefore, redevelopment of the RTS site subsequent to approval of the GPA and zone change would not increase the exposure of persons or property to wildland fire hazards, and no impact would occur.

With implementation of Programmatic Mitigation Measures HAZ-1 and HAZ-2, impacts associated with hazardous materials would be **less than significant**.

Programmatic Mitigation Measure HAZ-1: Prior to issuance of demolition and/or construction permits for any development on the Residential Transfer Site (RTS), the applicant of said development shall provide evidence to the City of Colton (City) for review and approval that a project-specific Phase I Environmental Site Assessment, lead-based paint, and asbestos-containing material survey has been completed.

Programmatic Mitigation Measure HAZ-2: Prior to the issuance of demolition and/or construction grading permits for any development on the RTS, the applicant of said development shall provide evidence to the City for review and approval the mitigation and/or compliance measures identified in the project-specific Phase I Environmental Site Assessment, lead-based paint, and asbestos-containing material survey have been

[1] City of Colton. 2019. Local Hazard Mitigation Plan, Figure 3.

fully satisfied, implemented, and/or incorporated into the project design.

4.9.8 Cumulative Impacts

The area of concern for cumulative impacts is past, present, and foreseeably future projects in the City. The project would not result in significant impacts associated with the routine transport, use, and disposal of hazardous materials of the emission or handling of hazardous substances. Accidental spills and leaks are unplanned occurrences. It is impossible to predict the occurrences of such events and the likelihood of such events occurring in close proximity to each other at the same time is very small; therefore, such events cannot be considered cumulatively. The implementation of **Mitigation Measure 4.9.1** and adherence to policies and standards mandated by the City, including the enforcement of existing local, State, and federal practices applicable to businesses that transport, sell, or use hazardous materials, would ensure that no cumulative impact would result from the construction and operation of the proposed project.

Similar to the project, development of other planned projects within the City would be required to adhere to the existing laws and regulations regarding the use, storage, transport, or disposal of hazardous materials and waste. Moreover, the project would not result in any safety hazards related to nearby airports or airstrips or airport emergency response plans or planning. The closest school to the project is 0.8 mile to the northeast; therefore, the use of the site for a gas station and unexpected releases of hazardous materials used onsite during construction and/or operation would not have a significant effect on schools. The project site is not within the safety zone or airport planning zone for the closest airport, which is the San Bernardino International Airport, 4.8 miles to the northeast. Therefore, the proposed project combined with other projects would not result in a cumulatively considerable impact with respect to hazards related to the location of airports and schools.

The project and other projects located within Reche Canyon are within a moderate to high fire hazard zone. The project in addition to new projects proposed in the canyon would be built with materials that are fire resistant and built per the latest fire safety building codes. All canyon residents and employees would be required to follow the City's Emergency Management Plan for fire and flood hazards. Therefore, the proposed project combined with other projects would result in a less than cumulatively considerable impact with respect to wildland fire hazards and emergency response plans. In addition, the project would be consistent with General Plan principals and standards as detailed in Tables 4.9.B and 4.9.C. Therefore, the project would not make a significant contribution to any cumulatively considerable impacts related to hazardous materials, hazardous waste, creation of any health hazards, or wildland fire. Impacts of the project would be **less than cumulatively considerable**, and no mitigation is required.

4.10 HYDROLOGY AND WATER QUALITY

This section describes the hydrologic conditions on and adjacent to the project site and evaluates potential impacts to surface and groundwater resources associated with the project.

The analysis contained in this section is based on the following technical studies prepared for the project:

- *Water Quality Management Plan (WQMP), Reche Canyon Commercial Retail Project, Colton, California*. Transtech Engineering, September 14, 2018. (Appendix G)
- *Geotechnical Engineering Investigation, Proposed Commercial Development Reche Canyon & Crystal Ridge Lane Colton, California*. Salem Engineering Group Inc., October 16, 2016. (Appendix E)

In addition to these project-specific technical studies, this analysis incorporates information from the following documents:

- *2015 San Bernardino Valley Regional Urban Water Management Plan.* Water Systems Consulting, Inc. June 2016.
- *Santa Ana Region Basin Plan.* Santa Ana Regional Water Quality Control Board. February 2008.

4.10.1 Existing Environmental Setting

The site is located near the intersection of Reche Canyon Road and Crystal Ridge Lane in the City of Colton, California. The site is currently vacant undeveloped land supporting seasonal vegetation. It is bounded by Crystal Ridge Lane to the north, Reche Canyon Road to the east and single-family residences to the south and west.[1] On-site elevations range from 1,253 feet above mean sea level (amsl) at the southeast corner down to 1,229 feet amsl at the north corner. The site is relatively flat with no major changes in grade.

The site is located within the northern part of the Peninsular Ranges Geomorphic Province of California. The province varies in width from approximately 30 miles to 100 miles in width. In general, this province comprises of rugged mountains underlain by Jurassic metavolcanic and metasedimentary rocks and Cretaceous igneous rocks of the Southern California batholith.[2]

4.10.1.1 Surface Waters

The project site is located within the Upper Santa Ana River Watershed, which is a sub watershed of the larger Santa Ana River watershed.[3] The Santa Ana River (SAR) watershed is the largest stream system in Southern California. The headwaters originate in the San Bernardino Mountains and are discharged to the Pacific Ocean approximately 100 miles to the southwest between Newport Beach

1 Salem Engineering Group Inc., 2016. *Geotechnical Engineering Investigation, Proposed Commercial Development Reche Canyon & Crystal Ridge Lane Colton, California.* No. 3-216-1053. October 16. Page 2.
2 *Ibid.* Page 3.
3 San Bernadino Valley Municipal Water District, 2021. *2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan, Part 1: Regional Context*. June.

and Huntington Beach. The SAR watershed covers over 2,650 square miles of widely varying forested, rural, and urban terrain and covers the more populated urban areas and lesser-known portion of Los Angeles County. Disputes over the use of water in the Santa Ana River led to the subdivision of the watershed into the Upper SAR watershed and Lower SAR watershed just upstream of Prado Dam. The project site lies within the Upper SAR watershed which covers 852 square miles, approximately 32 percent of the total SAR watershed, and is primarily located in San Bernardino and Riverside Counties. The Region includes the Big Bear Valley as well as the cities and communities of San Bernardino, Yucaipa, Redlands, Highland, Rialto, Mentone, Colton, Grand Terrace, Loma Linda, Beaumont, and Riverside. [1]

The Santa Ana River extends approximately 96 miles from its headwaters to where it drains into the Pacific Ocean. The headwaters for the Santa Ana River and its tributaries originate in the San Gabriel, San Bernardino, and Santa Ana Mountains. From the San Bernardino and San Gabriel Mountains, the Santa Ana River flows through the Santa Ana Valley, then through the Prado Basin and a narrow pass in the Santa Ana Mountains. From the Santa Ana Mountains, the Santa Ana River flows southwesterly to the Pacific Ocean. The Santa Ana River is divided into six reaches. Reach 3 spans from the Prado Dam to Mission Boulevard and Reach 4 spans from Mission Boulevard to the San Jacinto Fault in the City of San Bernardino. As a result of human discharges, some of the key pollutants in the Santa Ana River and watershed are Total Inorganic Nitrogen (TIN) and Total Dissolved Solids (TDS).

4.10.1.2 On-Site Drainage

The project site has only one drainage management area that is 137,463 square feet in size. The longest flow path length on the project site is 880 feet and the slope of the flow path is approximately 0.023 percent. Receiving waters include Reche Canyon Creek and Reaches 4, 3, 2, and 1 of the Santa Ana River.[2]

Reach 4 includes the SAR from Bunker Hill Dike downstream to Mission Boulevard Bridge in Riverside, Reach 3 includes the Santa Ana River from Mission Boulevard Bridge in Riverside to Prado Dam, Reach 2 includes the Santa Ana River from 17th Street in Santa Ana to Prado Dam, and Reach 1 includes the Santa Ana River tidal prism to 17th Street in Santa Ana.[3]

4.10.1.3 Surface Water Quality

Receiving waters include Reaches 1, 2, 3, and 4 of the Santa Ana River. Santa Ana River Reach 3 is listed on the 303(d) list as impaired for cooper, lead, and indicator bacteria. Santa Ana River Reach 4

1 *Ibid.* Page 2-2.
2 Transtech Engineering, 2018. *Water Quality Management Plan For: Reche Canyon Commercial Retail Project*. September 14.
3 Santa Ana Regional Water Quality Control Board, 1995, amended 2019. *Santa Ana River Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin*.

is listed as impaired for indicator bacteria. Reaches 1 and 2 of the Santa Ana River are not listed for any impairments on the 2020-2022 303(d) list.[1]

4.10.1.4 Groundwater

The project lies within the Rialto-Colton subbasin. The Rialto-Colton subbasin underlies a portion of the upper Santa Ana Valley Basin in southwestern San Bernardino County and northwestern Riverside County. This sub basin is about 10 miles long and varies in width from about 3.5 miles in the northwestern part to about 1.5 miles in the southeastern part. The total surface area of the subbasin is approximately 47 square miles. This subbasin is bounded by the San Gabriel Mountains on the northwest, the San Jacinto fault on the northeast, the Badlands on the southeast, and the Rialto-Colton fault on the southwest. The Santa Ana River cuts across the southeastern part of the basin. The basin generally drains to the southeast, toward the Santa Ana River. Warm and Lytle Creeks join near the southeastern boundary of the basin and flow to meet the Santa Ana River near the center of the southeastern part of the subbasin.[2]

The principal recharge areas are Lytle Creek, Reche Canyon in the southeastern part, and the Santa Ana River in the south-central part. Lesser amounts of recharge are provided by percolation of precipitation to the valley floor, underflow, and irrigation and septic returns. Lesser amounts of recharge are provided by percolation of precipitation to the valley floor, underflow, and irrigation and septic returns. Underflow occurs from fractured basement rock and through the San Jacinto Fault in younger river deposits at the south end of the basin in the northern reaches of the San Jacinto Fault system groundwater recharge has been augmented through the use of spreading basins.[3]

The groundwater extractions in the Rialto-Colton subbasin are governed by the Rialto Basin Decree, the Rialto Basin Settlement Agreement, and the Western Judgment. The basin was adjudicated under the 1961 Decree No. 81,264 of the Superior Court of San Bernardino County and is managed by the Rialto Basin Management Association (stipulated parties of the judgment). The Rialto Basin Decree only provides the rights of the stipulated parties to pump out of the Rialto Basin, which is an area defined within the Decree that is smaller than the Rialto-Colton sub basin and includes only a portion of the northwestern half of the Rialto-Colton Basin. The basin has three index wells that measure mean groundwater elevations. When elevations are above 1002.3 feet amsl when measured during March, April, or May, the stipulated parties have no restrictions on yearly extractions. When elevations fall between 1002.3 feet amsl and 969.7 feet msl, the stipulated parties are restricted to total extraction rights of 15,290 acre-feet per year (AFY) distributed amongst the parties, and when elevations fall below 969.7 feet amsl, extractions are reduced for all stipulated parties by 1 percent per foot below the 969.7-foot level, but not to exceed 50 percent reduction.[4]

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1 State Water Resources Control Board. *California 2020-2022 Integrated Report (303(d) List/305 (b) Report, Appendix A: Proposed Final 2020-2022 303(d) List).* https://www.waterboards.ca.gov/rwqcb5/water_issues/tmdl/impaired_waters_list/ (accessed September 28, 2022).

2 San Bernadino Valley Municipal Water District, 2021. *2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan, Part 1: Regional Context*. June.

3 *Ibid.*

4 *Ibid.*

According to the *Geotechnical Engineering Investigation* prepared for the project[1], groundwater was not encountered to the maximum depth explored of 50 feet below ground surface. The report indicates it is not likely that groundwater seepage would adversely affect construction if conducted during the drier months of the year (typically summer and fall). However, water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use, localized pumping, and climatic conditions as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project.

4.10.1.5 Groundwater Quality

Groundwater in the subbasin has a TDS content ranging from 201 to 291 milligrams per liter (mg/L) and average content of 230 mg/L.[2] According to water data from 2018, both the Rialto and Colton groundwater management zones within the Rialto-Colton subbasin had nitrate and TDS levels that exceeded the applicable ambient water quality objectives.[3]

Perchlorate was first detected in water supply wells in the subbasin in 1997 and two ion exchange treatment systems were installed in 2003 to treat water from three supply wells used by the City of Colton. Ongoing investigations in 2009 and 2010 have shown the perchlorate plume persists.[4]

4.10.1.6 Water Supply

Water is provided to the City of Colton by the City of Colton Water Department (CCWD). CCWD's service areas covers approximately 90 percent of the City, including 14 square miles within the City of Colton and 0.8 square mile of unincorporated area in San Bernadino County. Infrastructure includes seven wells, four main booster pumping plants, six water storage reservoirs, two pressure reducing facilities, and over 120 miles of water transmission and distribution pipelines. In 2020, CCWD provided approximately 9,244 acre-feet of water to a population of 46,525 persons. Approximately 55 percent of CCWD's total deliveries were to residential connections, followed by 42% to commercial customers, and the remainder to municipal customers. All of the City's water supply is comprised from groundwater extracted from the Bunker Hill Basin (part of the San Bernadino Basin Area), the Rialto-Colton Basin, and the Riverside-Arlington Basin (Riverside North Basin Portion). CCWD does not currently import or purchase water in order to meet the demands of its service area.[5]

Further details of the project's water supply impacts are provided in Section 4.18, *Utilities and Service Systems*.

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1 Salem Engineering Group Inc., 2016. Op. cit.

2 Division of Water Rights, 2004. *California's Groundwater Bulletin 118, Upper Santa Ana Valley Groundwater Basin, Rialto-Colton Subbasin*. February 27.

3 San Bernadino Valley Municipal Water District, 2021. *2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan, Part 1: Regional Context*. June.

4 San Bernadino Valley Municipal Water District, 2021. *2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan, Part 2: Local Agency UWMPs*. June 30.

5 San Bernadino Valley Municipal Water District, 2021. *2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan Part 2: Local Agency UWMPs.* June 20.

4.10.1.7 Pollutants of Concern

The WQMP prepared for the project determined the pollutants of concern from the project site are bacteria and viruses (pathogens), nutrients, noxious aquatic plants, pesticides, toxic organic compounds, sediments, trash and debris, and oil and grease. The pollutants from the project site that match pollutants from 303(d) listed receiving waters are bacteria and viruses (pathogens) and metals; however, metals are not expected to occur through urban runoff from the project. The project specific WQMP outlines the various Best Management Practices (BMPs) that will be implemented for this project. These have been developed by the project engineer to address project-specific water quality impacts. The selected BMPs shall achieve the following, consistent with the WQMP requirements:

- Minimize Urban Runoff;
- Minimize Impervious Footprint;
- Conserve Natural Areas; and
- Minimize Directly Connected Impervious Areas.

4.10.1.8 Floodplains

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Map No. 06071C8694H (August 28, 2008), the southwest portion of the project site is located within Zone AE of the Reche Canyon Creek 100-year floodplain. Zone AE is defined by FEMA as a Special Flood Hazard Area subject to inundation by the 1 percent annual chance flood event determined by detailed methods with base flood elevations shown. The base flood elevations shown include 1,247 feet, 1,242 feet, and 1,238 feet. Additionally, portions of the project site are located within Zone X of the Reche Canyon Creek 100-year floodplain, which is defined as 0.2 percent Annual Chance Flood Hazard, or areas of 1 percent annual chance flood with average depth less than 1 foot or with drainage areas of less than 1 square mile.

4.10.2 NOP/Public Scoping Meeting Comments

The City received multiple comment letters related to hydrology and water quality. These comments pertain to the project's impacts on water quality and drainage, including the existing infiltration pond located on the project site (refer to Appendix A-2). Additionally, the San Bernardino County Department of Public Works commented that an encroachment permit for any work affecting the Reche Channel would be required and requested future project notifications (refer to Appendix A-1).

4.10.3 Methodology

Overall, the evaluation of hydrology and water quality impacts associated with the project includes the following:

- Determine the construction phase water quality impacts based on National Pollutant Discharge Elimination System (NPDES) standards;
- Determine the construction impacts on drainage patterns and drainage capacity;
- Determine the operational water quality impacts based on NPDES standards;

- Determine the operational impacts on drainage patterns and drainage capacity; and
- Determine the impacts on local groundwater table levels.

The project specific WQMP was developed in compliance with the City's NPDES Municipal Separate Storm Sewer System (MS4). It characterizes the physical properties of the project site and receiving waters and identified BMPs based on the required amount of runoff to be captured, or the Design Capture Volume (DCV). The DCV is the volume of runoff produced by the "Design Storm," which is the 85th percentile 24-hour storm event.

Drainage pattern and capacity impacts from the WQMP are evaluated against the California Environmental Quality Act (CEQA) significance criteria for runoff, flooding, and water quality to determine the potential for significant impacts.

4.10.4 Regulatory Setting

In the past, the effort to control the discharge of storm water has focused on managing the quantity of storm water (e.g., flood control) and only to a limited extent on managing the quality of storm water. In recent years, awareness of the need to improve water quality has increased. With this awareness, an extensive body of federal, State, and local laws and regulatory programs has been established to pursue the goal of reducing pollutants contained in storm water discharges to waterways. The emphasis of these programs is to promote the concept and the practice of preventing pollution at the source, before it can cause environmental harm.

4.10.4.1 Federal Regulations

Clean Water Act. In 1972 Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States from any point source unlawful unless the discharge is in compliance with a NPDES permit. Known today as the Clean Water Act (CWA), Congress has amended it several times. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. Important CWA sections are:

- Sections 303 and 304 require states to promulgate water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for a federal license or permit to conduct any activity, which may result in a discharge to waters of the U.S., to obtain certification from the state that the discharge will comply with other provisions of the act. (Most frequently required in tandem with a Section 404 permit request.)

- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCBs) administer this permitting program in California.

- Section 402(p) requires permits for discharges of storm water from industrial/construction and Municipal MS4s.

- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the United States Army Corps of Engineers (USACE).

U.S. Environmental Protection Agency (EPA) regulations require NPDES permits for discharges of storm water from industrial/construction and MS4s. To comply with the permits, storm water pollution controls must be implemented for construction and industrial activity that discharges either directly to surface waters or indirectly through separate municipal storm drains. Pollution control is achieved by establishing engineering measures that have been designed, tested, and successfully implemented throughout the past decades, such as detention basins and sediment traps, during both the construction period and the operational phases of a project. In California, the RWQCBs administer the NPDES permitting program.

The CWA requires states to adopt water quality standards for water bodies and have those standards approved by the EPA. Water quality standards consist of designated beneficial uses for a particular water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality criteria necessary to support those uses. Water quality criteria are set concentrations or levels of constituents (e.g., lead, suspended sediment, and fecal coliform bacteria) or narrative statements that represent the quality of water that support a particular use. Because California had not established a complete list of acceptable water quality criteria for toxic pollutants, the EPA Region IX established numeric water quality criteria for toxic constituents in the form of the California Toxics Rule (CTR).

When designated beneficial uses of a particular water body are being compromised by water quality, Section 303(d) of the CWA requires identifying and listing that water body as impaired. Once a water body has been deemed impaired, a Total Maximum Daily Load (TMDL) must be developed for each impairing water quality constituent. A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (often with a "factor of safety" included, which limits the total load of pollutants to a level well below that which could cause the standard to be exceeded). Once established, the TMDL is allocated among current and future dischargers into the water body.

Direct discharges of pollutants into waters of the United States are not allowed except in accordance with the NPDES program established in Section 402 of the CWA.

> **Clean Water Act, Section 303, List of Impaired Water Bodies.** The State Water Resources Board (SWRCB), in compliance with Section 303(d) of the CWA, prepared 2020/2022 proposed list of impaired water bodies in California. The SWRCB approved the 2020/2022 California Integrated Report (CWA Section 303(d) List/305(b) Report on May 11, 2022. The 303(d) list includes a priority schedule for the development of TMDL implementation for each contaminant impacting the water body.

Santa Ana River Reach 3 is listed on the 303(d) list as impaired for copper, lead, and indicator bacteria. Santa Ana River Reach 4 is listed as impaired for indicator bacteria. Reaches 1 and 2 of the Santa Ana River are not listed for any impairments on the 2020-2022 303(d) list.[1]

Pursuant to Section 404 of the CWA, the USACE regulates discharges of dredged or fill material into waters of the United States. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. The USACE regulatory jurisdiction pursuant to Section 404 of the CWA is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be indirect (through a nexus identified in the USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high water mark (OHWM). In order to be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology. Each characteristic has a specific set of mandatory wetland criteria that must be satisfied in order for that particular wetland characteristic to be met. A project-specific discussion regarding Section 404 issues is provided in Section 4.4, *Biological Resources*.

National Flood Insurance Program (NFIP). Beginning with the Flood Control Act of 1936, Congress assigned the USACE the responsibility for flood control engineering works and later for floodplain information services. Flood control was provided through the construction of dams and reservoirs. Despite these programs and rapidly rising federal expenditures for flood control, flood losses continued to rise. In 1968, Congress passed the National Flood Insurance Act, which created the NFIP. The Flood Disaster Protection Act of 1973, which amended the 1968 Act, required the purchase of flood insurance by property owners who were located in special flood hazard areas and were being assisted by federal programs, or by federally supervised, regulated, or insured agencies or institutions.

National Flood Insurance Program Reform Act of 1994. In 1994, the National Flood Insurance Program Reform Act went through its first major revision since its inception. Included in this revision were provisions that if a lender were to escrow an account and if the structure were in the floodplain, then the lender *must* escrow for flood insurance. The revised legislation also included increased flood insurance limits and the elimination of the 1962 buy-out program. However, the legislation did initiate the Hazard Mitigation Fund as part of the flood insurance policy. Also included in this legislation was the increase from a 5-day to a 30-day waiting period for a new policy to become effective. It also prohibits the waiver of flood insurance purchase requirements as a condition of receiving federal disaster assistance. If the flood insurance policy were not maintained, in the event of another disaster, no disaster assistance would be made available for that structure.

[1] State Water Resources Control Board. *California 2020-2022 Integrated Report (303(d) List/305 (b) Report, Appendix A: Proposed Final 2020-2022 303(d) List)*. https://www.waterboards.ca.gov/rwqcb5/water_issues/tmdl/impaired_waters_list/ (accessed September 28, 2022).

4.10.4.2 State Regulations

Porter-Cologne Water Quality Control Act. California's Porter-Cologne Act,[1] enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the State. It predates the CWA and regulates discharges to waters of the State. It prohibits discharges of "waste" as defined and this definition is broader than the CWA definition of "pollutant."

Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. The SWRCB and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and for regulating discharges to ensure compliance with the water quality standards. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan.

RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses. The water quality standards developed for particular water segments vary depending on uses. Additionally, the SWRCB identifies waters failing to meet standards for specific pollutants, which are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-source point controls (NPDES permits or Waste Discharge Requirements), the CWA requires the establishment of TMDLs. TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

TMDLs are required for Santa Ana River Reaches 3 and 4 but have not yet been adopted. The NPDES General Permit[2] issued by the SWRCB applies to all construction activities that result in the disturbance of at least one acre of total land area, or activity that is part of a larger common plan of development of 1 acre or greater. The RWQCB regulates hydromodification[3] as well as surface and groundwater quality through adoption of water quality plans and standards, and issuance of water quality permits and waivers. The NPDES permit deals with both the construction phase and operational phase of development projects. For the construction phase of a project, the NPDES permit identifies the preparation of a Storm Water Pollution Prevention Plan (SWPPP).

The implementation of NPDES permits ensures the State's mandatory standards for the maintenance of clean water and the federal minimum standards are met. Coverage under an NPDES permit regulates sedimentation and soil erosion through implementation of an SWPPP and periodic inspections by RWQCB staff. An SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. The SWPPP establishes a

1 Water Code §§13000 et seq.
2 National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, NPDES No. CAS000002.
3 Hydromodification is the alteration of the hydrologic characteristics of coastal and non-coastal waters, which, in turn, could cause degradation of water resources.

process whereby the operator evaluates potential pollutant sources at the site and implements BMPs designed to prevent or control the discharge of pollutants in storm water runoff.

Storm water control measures during construction and grading will be outlined in the construction NPDES permit and SWPPP prepared for the project. Examples of such BMP control measures include but are not limited to the following:

- Temporary detention basins for runoff and silt containment;
- Regular street-sweeping and truck washing prior to exiting construction areas;
- Covering of soil hauling trucks to minimize dust generation (and silt buildup on project roads;
- Dirt rockers at project exits to reduce soil transported out of construction areas;
- Monitoring of runoff and protection devices during storm events;
- Use of silt fencing, gravel bags, and/or straw bales to channel runoff to temporary basins; and
- Identification of emergency procedures in case of hazardous materials spills.

For all projects subject to the Construction General Permit (CGP), applicants are required to develop and implement an effective WQMP; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the CGP. The purpose of a WQMP is to:

1. Identify all pollutant sources, including sources of sediment that may affect the quality of storm water discharges associated with daily use/activity (storm water discharges) from the property site;

2. Identify non-storm water discharges;

3. Identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the property site; and

4. Develop a maintenance schedule for BMPs designed to reduce or eliminate pollutants.

The project applicant will be required to obtain a construction NPDES permit prior to any site grading. In addition, the NPDES permit will require the identification of post-construction BMPs to be incorporated into the project-specific WQMP to control the post-construction entry of contaminants into storm flows.

California Fish and Game Code. The California Fish and Game Code has provisions to prevent unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life. The California Department of Fish and Wildlife (CDFW), through provisions of the California Fish and Game Code[1] is empowered to regulate any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. The presence of a channel bed and banks, and at least an intermittent flow of water define streams (and rivers), is one of the most important factors in establishing CDFW jurisdiction. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by the

[1] California Fish and Game Code §§1601 through §1603.

CDFW. Discussion of jurisdictional waters and riparian/wetland resources is provided in Section 4.4, Biological Resources.

Groundwater Management Act (AB 3030). The Groundwater Management Act[1] provides a systematic procedure for an existing local agency to develop a groundwater management plan. AB 3030 allows a local agency whose service includes a groundwater basin that is not already subject to groundwater management pursuant to law or court order to adopt and implement a groundwater management plan and includes plans to mitigate overdraft conditions, control brackish water, and to monitor and replenish groundwater.

Sustainable Groundwater Management Act of 2014 (Senate Bills 1168 and 1319, Assembly Bill 1739). In March 2014, the Governor's Office released a draft framework soliciting input on actions that can be taken to ensure local groundwater managers have the tools and authority to manage groundwater sustainably. In response, SB 1168 and AB 1739 were introduced. These bills moved through the legislation process in nearly identical form while the authors and administration convened multiple stakeholder meetings and further developed the provisions of the bills. On August 22, 2014, both bills were amended to divide the provisions between the two bills. In tandem, SB 1168 and AB 1739 provide a comprehensive groundwater sustainability management program.[2] In September 2014, SB 1168 and SB 1319, and AB 1739 were enacted, amending and adding to the State's Government and Water Codes relative to the management of groundwater resources. The three bills comprise the Sustainable Groundwater Management Act of 2014 (SGMA). The SGMA provides for the formation of local groundwater sustainability agencies (GSAs), which are responsible for monitoring and sustainably managing groundwater basins.

Cobey-Alquist Flood Plain Management Act (Sections 8000–9651 of the California Water Code). The Cobey-Alquist Flood Management Act states that a large portion of land resources of the State of California is subject to recurrent flooding. The public interest necessitates sound development of land use, as land is a limited, valuable, and irreplaceable resource, and the floodplains of the State are a land resource to be developed in a manner that, in conjunction with economically justified structural measures for flood control, would result in prevention of loss of life and of economic loss caused by excessive flooding. The primary responsibility for planning, adoption, and enforcement of land use regulations to accomplish floodplain management rests with local levels of government. It is policy of the State of California to encourage local government to plan land use regulations to accomplish floodplain management and to provide State assistance and guidance. As part of its discretionary review process, the City must determine how the project will comply with this Act and not create flooding impacts on new occupied land uses.

California Toxics Rule. On May 18, 2000, the California Environmental Protection Agency (CalEPA) promulgated numeric water quality criteria for priority toxic pollutants and other provisions for water quality standards to be applied to waters in the State of California. CalEPA promulgated this rule based on the Administrator's determination that the numeric criteria are necessary in California

1 California Water Code, §§ Sections 10750–10756.

2 *Sustainable Groundwater Management Act of 2014*, Association of California Water Agencies, http://www.acwa.com/content/groundwater/groundwater-sustainability, website accessed October 19, 2016.

to protect human health and the environment. The rule fills a gap in California water quality standards that was created in 1994 when a State court overturned the State's water quality control plans containing water quality criteria for priority toxic pollutants. Thus, the State of California has been without numeric water quality criteria for many priority toxic pollutants as required by the CWA, necessitating this action by CalEPA. These Federal criteria are legally applicable in the State of California for inland surface waters, enclosed bays, and estuaries for all purposes and programs under the CWA.

4.10.4.3 Regional and Local Regulations

Water Quality Control Plans (Basin Plans). The site is located within the Santa Ana Region of the State RWQCB, which covers portions of southwestern San Bernardino County, western Riverside County, and northwestern Orange County. The RWQCB's Basin Plan (Basin Plan) is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan: (a) designates beneficial uses for surface and ground waters; (b) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy; and (c) describes implementation programs to protect all waters in the region. In addition, the Basin Plan incorporates (by reference) all applicable State and RWQCB plans and policies and other pertinent water quality policies and regulations.

The Basin Plan is a resource for the Santa Ana RWQCB and others who use water and/or discharge wastewater in the Santa Ana Region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

The Basin Plan is reviewed and updated as necessary. Following adoption by the RWQCB, the Basin Plan and subsequent amendments are subject to approval by the State Board, the State Office of Administrative Law (OAL), and the EPA.

According to the Basin Plan, water quality in the Santa Ana Region is affected by a number of factors, including but not limited to wastewater discharge, consumptive use, import of water high in dissolved solids, runoff from urban and agricultural areas, and the recycling of water within the basin. The most serious water-related problem identified by the Basin Plan was water supply; the Santa Ana Region uses twice as much water as is available from local sources. The Santa Ana Region also faces pollutant and toxicity concerns. The Santa Ana River is a discharge dominated river, receiving most of its inputs from treated wastewater.

Table 4.10.A: Descriptions of Beneficial Uses provides a description of the beneficial uses designated by the Basin Plan, and **Table 4.10.B: Beneficial Uses of Surface Receiving Waters** shows the beneficial uses of surface receiving waters for the project site, including Santa Ana Reaches 1 through 4.

Table 4.10.A: Descriptions of Beneficial Uses

Designated Beneficial Use	Description of Beneficial Use
Municipal and Domestic Supply (MUN)	Waters used for community, military, municipal, or individual water supply systems including, but not limited to, drinking water supply.
Agricultural Supply (AGR)	Waters used for farming, horticulture or ranching. These uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.
Groundwater Recharge (GWR)	Waters used for natural or artificial recharge of groundwater for purposes that may include, but are not limited to, future extraction, maintaining water quality, or halting of saltwater intrusion into freshwater aquifers.
Warm Freshwater Habitat (WARM)	Waters that support warmwater ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.
Wildlife Habitat (WILD)	Water that support wildlife habitats including, but not limited to, the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.
Rare and Endangered Species Habitat (RARE)	Waters support habitats necessary for the survival and successful maintenance of plant or animal species designated under State or Federal law as rare, threatened, or endangered.
Water Contact Recreation (REC1)	Waters used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses may include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing and use of natural hot springs.
Non-contact Water Recreation (REC2)	Waters used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing and aesthetic enjoyment in conjunction with the above activities.
Spawning, Reproduction, and Development (SPWN)	Waters that support high quality aquatic habitats necessary for reproduction and early development of fish and wildlife.

Source: Chapter 3: Beneficial Uses, Current Santa Ana Basin Plan. January 24, 1995; Updated February 2016. http://waterboards.ca.gov/santaana/water_issues/programs/basin_plan/docs/2016/Chapter_3_Feb_2016.pdf, site accessed September 27, 2022.

Table 4.10.B: Beneficial Uses of Surface Receiving Waters

Designated Beneficial Use	Santa Ana River Reach 4	Santa Ana River Reach 3	Santa Ana River Reach 2	Santa Ana River Reach 1
Municipal and Domestic Supply (MUN)	Excepted	Excepted	Excepted	Excepted
Agricultural Supply (AGR)	—	Present	Present	—
Groundwater Recharge (GWR)	Present	Present	Present	—
Warm Freshwater Habitat (WARM)	Present	Present	Present	Intermittent
Wildlife Habitat (WILD)	Present	Present	Present	Intermittent
Rare and Endangered Species Habitat (RARE)	Present	Present	Present	—
Water Contact Recreation (REC1)	Present	Present	Present	Present
Non-contact Water Recreation (REC2)	Present	Present	Present	Present
Spawning, Reproduction, and Development (SPWN)	Present	Present	Present[1]	—

Source: Chapter 3: Beneficial Uses, Current Santa Ana Basin Plan. January 24, 1995; Updated February 2016. https://waterboards.ca.gov/santaana/water_issues/programs/basin_plan/docs/2016/Chapter_3_Feb_2016.pdf, site accessed September 27, 2022.

[1] Only from Prado Dam to 0.6 miles downstream of the State Route 90 (Imperial Highway) Bridge.

Basin Plans also establish implementation programs to achieve water quality objectives to protect beneficial uses and require monitoring to evaluate the effectiveness of the programs. These objectives must comply with the State antidegradation policy (State Board Resolution No. 68-16), which is designed to maintain high-quality waters while allowing some flexibility if beneficial uses are not unreasonably affected.

Basin Plans have established narrative and numeric water quality objectives for inland surface streams and groundwater. If water quality objectives are exceeded, the RWQCBs can use their regulatory authority to require municipalities to reduce pollutant loads to the affected receiving waters. Relevant surface water quality objectives for all inland surface waters and groundwater under the jurisdiction of the Santa Ana RWQCB that are applicable to the receiving waters for the Project site are shown in **Table 4.10.C: Surface Water Quality Objectives for Inland Surface Waters** and **Table 4.10.D: Groundwater Quality Objectives for Groundwaters**, respectively.

In addition to the water quality objectives applicable to all surface waters, bays and estuaries, and groundwater, the Santa Ana RWQCB has designated site-specific water quality objectives for waters. The site-specific water quality objectives (SSOs) for the Santa Ana River, Reaches 2 and 3 are:

- **Un-Ionized Ammonia (as nitrogen):** 0.098 mg/L (NH3N) as a 4-day average
- **Metals**[1]
    - **Cadmium**: $0.85[e^{[0.7852*\ln(TH)-3.490]}]$
    - **Copper**: $0.85[e^{[0.8545*\ln(TH)-1.465]}]$
    - **Lead**: $0.25[e^{[1.273*\ln(TH)-3.958]}]$

The SSO for Santa Ana River Reach 2 (17th Street in Santa Ana to Prado Dam) is:

- **Total Dissolved Solids:** 650 mg/L (5-year moving average)

The SSO for Santa Ana River Reach 3 (Prado Dam to Mission Boulevard in Riverside) are:

- **Total Dissolved Solids:** 700 mg/L
- **Hardness:** 350 mg/L
- **Sodium:** 110 mg/L
- **Chloride:** 140 mg/L
- **Total Inorganic Nitrogen:** 10 mg/L (total nitrogen, filtered sample)
- **Sulfate:** 150 mg/L
- **Chemical Oxygen Demand:** 30 mg/L

[1] The toxicity of metals vary with water hardness. No fixed hardness value is assumed; objectives are calculated using the hardness of the collected sample. The SSOs for cadmium and copper are simply the hardness-dependent formulae for calculating the objective (national criteria), corrected by the dissolved-to-total (metal) ratio. The SSO for lead is the recalculated hardness-dependent formula, corrected by the dissolved-to-total ratio.

Table 4.10.C: Surface Water Quality Objectives for Inland Surface Waters: Santa Ana RWQCB

<table>
<tr><th>Constituent Name</th><th>Narrative Objective</th></tr>
<tr><td>N/A</td><td>Inland surface water communities and populations, including vertebrate, invertebrate, and plant species, shall not be degraded as a result of the discharge of waste. Degradation is damage to an aquatic community or population with the result that balanced community no longer exists. A balanced community is one that (1) is diverse; (2) has the ability to sustain itself through cyclic seasonal changes; (3) includes necessary food chain species; and (4) is not dominated by pollution-tolerant species unless that domination is caused by physical habitat limitations. A balanced community also: (5) may include historically introduced nonnative species, but (6) does not include species present because best available technology has not been implemented, or (7) because site-specific objectives have been adopted, or (8) because of thermal discharges.</td></tr>
<tr><td>Algae</td><td>Waste discharges shall not contribute to excessive algal growth in inland surface receiving waters.</td></tr>
<tr><td>Ammonia, Un-ionized</td><td>Calculated numerical UIA-N objectives as well as corresponding total ammonia nitrogen concentration for various pH and temperature conditions are shown in Basin Plan Tables 4-2 and 4-3.</td></tr>
<tr><td>Boron</td><td>Boron concentrations shall not exceed 0.75 mg/L in inland surface waters of the region as a result of controllable water quality factors.</td></tr>
<tr><td>Chemical Oxygen Demand (COD)</td><td>Waste discharges shall not result in increases in COD levels in inland surface waters that exceed the values shown in Basin Plan Table 4-1 or that adversely affect beneficial uses.</td></tr>
<tr><td>Chloride</td><td>The chloride objectives listed in Basin Plan Table 4-1 shall not be exceeded as a result of controllable water quality factors.</td></tr>
<tr><td>Chlorine, Residual</td><td>To protect aquatic life, the chlorine residual in wastewater discharged to inland surface waters shall not exceed 0.1 micrograms per liter (mg/L).</td></tr>
<tr><td>Color</td><td>Waste discharges shall not result in coloration of the receiving waters that causes a nuisance or adversely affects beneficial uses. The natural color of fish, shellfish, or other inland surface water resources used for human consumption shall not be impaired.</td></tr>
<tr><td>Dissolved Solids, Total (Total Filtrable Residue)</td><td>The dissolved mineral content of the waters of the region, as measured by the total dissolved solids test (“Standard Methods for the Examination of Water and Wastewater, 16th Ed.,” 1985: 209B (180°C), p. 95), shall not exceed the specific objectives listed in Basin Plan Table 4-1 as a result of controllable water quality factors.</td></tr>
<tr><td>Filtrable Residue,Total</td><td>See Dissolved Solids, Total</td></tr>
<tr><td>Floatables</td><td>Waste discharges shall not contain floating materials, including solids, liquids, foam, or scum, that cause a nuisance or adversely affect beneficial uses.</td></tr>
<tr><td>Fluoride</td><td>Fluoride concentrations shall not exceed values specified below in inland surface waters designated MUN because of controllable water quality factors.
<table>
<tr><th colspan="2">Annual Average Maximum Optimum Fluoride</th></tr>
<tr><th>Daily Air Temperature (°C)</th><th>oncentration (mg/L)</th></tr>
<tr><td>12.0 and below</td><td>1.2</td></tr>
<tr><td>12.1 to 14.6</td><td>1.1</td></tr>
<tr><td>14.7 to 17.6</td><td>1.0</td></tr>
<tr><td>17.7 to 21.4</td><td>0.9</td></tr>
<tr><td>21.5 to 26.2</td><td>0.8</td></tr>
<tr><td>26.3 to 32.5</td><td>0.7</td></tr>
</table></td></tr>
</table>

Table 4.10.C: Surface Water Quality Objectives for Inland Surface Waters: Santa Ana RWQCB

Constituent Name	Narrative Objective
Hardness (as $CaCO_3$)	The objectives listed in Basin Plan Table 4-1 shall not be exceeded as a result of controllable water quality factors. If no hardness objective is listed in Basin Plan Table 4-1, the hardness of receiving waters used for MUN shall not be increased as a result of waste discharges to levels that adversely affect beneficial uses.
Inorganic Nitrogen, Total	See Nitrogen, Total Inorganic
Methylene Blue-Activated Substances (MBAS)	MBAS concentrations shall not exceed 0.05 mg/L in inland waters designated MUN as a result of controllable water quality factors.
Nitrate	Nitrate-nitrogen concentrations shall not exceed 45 mg/L (as NO_3) or 10 mg/L (as N) in inland surface waters designated MUN as a result of controllable water quality factors.
Nitrogen, Total Inorganic	The objectives listed in Basin Plan Table 4-1 shall not be exceeded as a result of controllable water quality factors.
Oil and Grease	Waste discharges shall not result in deposition of oil, grease, wax or other material in concentrations that result in a visible film or in coating objects in the water, or which cause a nuisance or adversely affect beneficial uses.
Oxygen, Dissolved	The dissolved oxygen content of surface waters shall not be depressed below 5 mg/L for waters designated WARM, or 6 mg/L for waters designated COLD, as a result of controllable water quality factors. In addition, waste discharges shall not cause the median dissolved oxygen concentration to fall below 85% of saturation or the 95th percentile concentration or fall below 75% of saturation within a 30-day period.
Pathogen Indicator Bacteria	Waste discharges shall not cause or contribute to excessive risk of illness from microorganisms pathogenic to human beings. Pathogen indicator concentrations shall not exceed the values listed in Basin Plan Table 4-pio as a result of controllable water quality factors unless it is demonstrated to the Regional Board's satisfaction that the elevated indicator concentrations do not result in excessive risk of illness among people recreating in or near the water. In all cases, the level of water quality necessary to protect existing uses must be maintained. Where existing water quality is better than necessary to protect the designated use, the existing high level of water quality must be maintained unless it is demonstrated that existing or potential beneficial uses would be protected and that water quality consistent with maximum benefit to the people of California would be maintained, as specified in the state antidegradation policy (SWRCB Resolution No. 68-16). The Regional Board may also require recycled water discharged to freshwaters designated REC-1 or REC-2 to comply with other limitations recommended by the California Department of Public Health (CDPH).
pH	The pH of inland surface waters shall not be raised above 8.5 pH or depressed below 6.5 pH as a result of controllable water quality factors.
Radioactivity	Radioactive materials shall not be present in the waters of the region in concentrations that are deleterious to human, plant, or animal life. Waters designated MUN shall meet the limits specified in the California Code of Regulations, Title 22, and listed here: ● **Combined Radium-226 and Radium-228:** 5 pCi/L ● **Gross Alpha Particle Activity:** 15 pCi/L ● **Tritium:** 20,000 pCi/L ● **Strontium-90:** 8 pCi/L ● **Gross Beta Particle:** 50 pCi/L ● **Uranium 20:** pCi/L
Sodium	The sodium objectives listed in Basin Plan Table 4-1 shall not be exceeded as a result of controllable water quality factors.

Table 4.10.C: Surface Water Quality Objectives for Inland Surface Waters: Santa Ana RWQCB

Constituent Name	Narrative Objective
Solids, Suspended and Settleable	Inland surface waters shall not contain suspended or settleable solids in amounts that cause a nuisance or adversely affect beneficial uses as a result of controllable water quality factors.
Sulfate	The objectives listed in Basin Plan Table 4-1 shall not be exceeded as a result of controllable water quality factors.
Sulfides	The dissolved sulfide content of inland surface waters shall not be increased as a result of controllable water quality factors.
Surfactants (surface-active agents)	Waste discharges shall not contain concentrations of surfactants that result in foam in the course of flow or use of the receiving water, or that adversely affect aquatic life.
Taste and Odor	The inland surface waters of the region shall not contain, as a result of controllable water quality factors, taste- or odor-producing substances at concentrations that cause a nuisance or adversely affect beneficial uses. The natural taste and odor of fish, shellfish, or other regional inland surface water resources used for human consumption shall not be impaired.
Temperature	The natural receiving water temperature of inland surface waters shall not be altered unless it can be demonstrated to the satisfaction of the Regional Board that such alteration in temperature does not adversely affect beneficial uses. The temperature of waters designated COLD shall not be increased by more than 5°F as a result of controllable water quality factors. The temperature of waters designated WARM shall not be raised above 90°F from June through October or above 78°F during the rest of the year as a result of controllable water quality factors. Lake temperatures shall not be raised more than 4°F above established normal values as a result of controllable water quality factors.
Total Dissolved Solids	See Dissolved Solids, Total
Total Filtrable Residue	See Dissolved Solids, Total
Total Inorganic Nitrogen	See Nitrogen, Total Inorganic
Toxic Substances	Toxic substances shall not be discharged at levels that will bioaccumulate in aquatic resources to levels that are harmful to human health. The concentrations of contaminants in waters that are existing or potential sources of drinking water shall not occur at levels that are harmful to human health. The concentrations of toxic pollutants in the water column, sediments or biota shall not adversely affect beneficial uses.
Turbidity	Increases in turbidity that result from controllable water quality factors shall comply with the following: **Natural Turbidity** / **Maximum Increase** 0–5 NTU / 20% 50–100 NTU / 10 NTU >100 NTU / 10% All inland surface waters of the region shall be free of changes in turbidity that adversely affect beneficial uses.

Source: Santa Ana River Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin, Santa Ana Regional Water Quality Control Board. RWQCB 1995, amended 2019).

°C = degrees Celsius
°F = degrees Fahrenheit
$CaCO_3$ = calcium carbonate
COLD = cold freshwater habitat
MUN = municipal supply
NO_3 = nitrate
NTU = nephelometric turbidity unit
pCi/L = picocuries per liter of air
REC-1 = contact water recreation
REC-2 = non-contact water recreation
RWQCB = Regional Water Quality Control Board
SWRCB = State Water Resources Control Board
UIA-N = un-ionized ammonia nitrogen
WARM = warm freshwater habitat

Table 4.10.D: Groundwater Quality Objectives for Groundwater Basins

<table>
<tr><th>Constituent</th><th>Basin Plan Objectives</th></tr>
<tr><td>Arsenic</td><td>Arsenic concentrations shall not exceed 0.05 mg/L in groundwater designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Bacteria</td><td>Total coliform numbers shall not exceed 2.2 organisms/100 mL median over any 7 day period in groundwaters designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Barium</td><td>Barium concentrations shall not exceed 1.0 mg/L in groundwaters designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Boron</td><td>Boron concentrations shall not exceed 0.75 mg/L in groundwaters of the region as a result of controllable water quality factors.</td></tr>
<tr><td>Chloride</td><td>Chloride concentrations shall not exceed 500 mg/L in groundwaters of the region designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Color</td><td>Waste discharges shall not result in coloration of the receiving waters that causes a nuisance or adversely affects beneficial uses.</td></tr>
<tr><td>Cyanide</td><td>Cyanide concentrations shall not exceed 0.2 mg/L in groundwaters designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Dissolved Solids, Total (Total Filterable Residue)</td><td>The dissolved mineral content of the waters of the region, as measured by the total dissolved solids test (“Standard Methods for the Examination of Water and Wastewater, 20th Ed.,” 1998: 2540C (180˚C), p.2-56), shall not exceed the specific objectives listed in Table 4-1 of the Santa Ana RWQCB Basin Plan as a result of controllable water quality factors. (See also discussion of management zone TDS and nitrate-nitrogen water quality objectives in the Santa Ana RWQCB Basin Plan.)</td></tr>
<tr><td>Filterable Residue, Total</td><td>See Dissolved Solids, Total.</td></tr>
<tr><td>Fluoride</td><td>Fluoride concentrations shall not exceed 1.0 mg/L in groundwaters designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Hardness (as C_aCO_3)</td><td>The hardness of receiving waters used for MUN shall not be increased as a result of waste discharges to levels that adversely affect beneficial uses</td></tr>
<tr><td>Metals</td><td>Metal concentrations shall not exceed the values listed below in groundwaters designated MUN as a result of controllable water quality factors.
<table>
<tr><th>Metal (°C)</th><th>Concentration (mg/L)</th></tr>
<tr><td>Cadmium</td><td>0.01</td></tr>
<tr><td>Chromium</td><td>0.05</td></tr>
<tr><td>Cobalt</td><td>0.2</td></tr>
<tr><td>Copper</td><td>1.0</td></tr>
<tr><td>Iron</td><td>0.3</td></tr>
<tr><td>Lead</td><td>0.05</td></tr>
<tr><td>Manganese</td><td>0.05</td></tr>
<tr><td>Mercury</td><td>0.002</td></tr>
<tr><td>Selenium</td><td>0.01</td></tr>
<tr><td>Silver</td><td>0.05</td></tr>
</table></td></tr>
<tr><td>Methylene Blue-Activated Substances (MBAS)</td><td>MBAS concentrations shall not exceed 0.05 mg/L in groundwaters designated MUN as a result of controllable water quality factors.</td></tr>
<tr><td>Nitrogen (Nitrate, Nitrite)</td><td>Nitrate-nitrogen concentrations listed in Table 4-1 of the Santa Ana RWQCB Basin Plan shall not be exceeded as a result of controllable water quality factors. (See also discussion of management zone TDS and nitrate-nitrogen water quality objectives in the Santa Ana RWQCB Basin Plan.)</td></tr>
<tr><td>Oil and Grease</td><td>Waste discharges shall not result in deposition of oil, grease, wax, or other materials in concentrations that cause a nuisance or adversely affect beneficial uses.</td></tr>
<tr><td>pH</td><td>The pH of groundwater shall not be raised above 9 or depressed below 6 as a result of controllable water quality factors.</td></tr>
</table>

Table 4.10.D: Groundwater Quality Objectives for Groundwater Basins

Constituent	Basin Plan Objectives
Radioactivity	Radioactive materials shall not be present in the waters of the region in concentrations that are deleterious to human, plant, or animal life. Groundwaters designated MUN shall meet the limits specified in the California Code of Regulations, Title 22, and listed below: ● Combined Radium-226 and Radium-228: 5 pCi/L ● Gross Alpha particle activity: 15 pCi/L ● Tritium: 20,000 pCi/L ● Strontium-90: 8 pCi/L ● Gross Beta particle activity: 50 pCi/L ● Uranium: 20 pCi/L
Sodium	Groundwaters designated AGR shall not exceed a sodium absorption ration (SAR) of 9 as a result of controllable water quality factors.
Sulfate	Sulfate concentrations shall not exceed 500 mg/L in groundwaters of the region designated MUN as a result of controllable water quality factors.
Taste and Odor	The groundwaters of the region shall not contain, as a result of controllable water quality factors, taste- or odor-producing substances at concentrations that cause a nuisance or adversely affect beneficial uses.
Total Dissolved Solids	See Dissolved Solids, Total
Total Filtrable Residue	See Dissolved Solids, Total
Total Inorganic Nitrogen	See Nitrogen, Total Inorganic
Toxic Substances	All waters of the region shall be maintained free of substances in concentrations that are toxic or that produce detrimental physiological responses in human, plant, animal, or aquatic life.

Source 1: Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties Los Angeles Regional Water Quality Control Board. 2014.
Source 2: Santa Ana River Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin, Santa Ana Regional Water Quality Control Board 1995, amended 2019.
mL= milliliters
°C = degrees Celsius
AGR = agricultural water supply
mg/L= milligrams per liter
MUN= Municipal Water Supply
pCi/L= picocuries per liter of air
RWQCB = Regional Water Quality Control Board
TDS = total dissolved solids

Municipal Separate Storm Sewer System Permit System. The City is a co-permittee under the NPDES MS4 Permit.[1] The NPDES MS4 permit is intended to regulate the discharge of urban runoff from the MS4 within the Santa Ana Region. Under the NPDES MS4 permit, the City is responsible for the management of storm drain systems within its jurisdiction.

The permit contains provisions for receiving water limitations, discharge prohibitions, and storm water management, monitoring and reporting for reducing pollutants to applicable standards. The

[1] California Regional Water Quality Control Board, Santa Ana Region – National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements: NPDES No. CAS618036 Order No. R8-2010-2036 For the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region Area-wide Urban Storm Water Runoff.

Local Implementation Plan (LIP) describes how the City will implement the requirements of the MS4 Permit. The 2010 MS4 Permit mandates a Low Impact Development (LID) approach to storm water treatment and management of runoff discharges. The project site should be designed to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspirate runoff where feasible. LID BMPs should be used to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces, in accordance with the *Design Handbook for Low Impact Development Practices*. The project must ensure that runoff does not create a hydrologic condition of concern. The RWQCB continuously updates impairments as studies are completed.

General Waste Discharge Requirements (WDR) Permit for Discharges to Surface Waters That Pose an Insignificant (de Minimus) Threat to Water Quality. The Santa Ana RWQCB requires a permit for discharges to surface waters that pose an insignificant threat to water quality (Order No. R8-2020-0006, NPDES No. CAG998001). Wastewater discharges associated with construction dewatering are regulated under this order. If dewatering occurs during construction of the project within the Santa Ana RWQCB Region, it must comply with this permit.

4.10.4.4 City of Colton

City of Colton Preliminary Water Quality Management Plan. A key provision of the City's Storm Water Program is the requirement to prepare a WQMP to reduce post-development pollutants in runoff. As required by the City, project specific WQMPs must be submitted to the City for approval prior to the City issuing any building or grading permits. A WQMP identifies applicable RWQCB-approved BMPs to address the quality of post-construction storm water runoff water quality. These BMPs include installation and maintenance of requirements for all structural or treatment control BMPs to reduce pollutants in post-development runoff. Projects designated as "Priority Projects" are further required to incorporate LID features and BMPs to address pollutants of concern from the project site. Due to the size, location and nature of the development, the project is designated a Priority Project.

City of Colton General Plan. Table 4.10.E: General Plan Consistency Analysis outlines the General Plan goals and policies that are applicable to the project relative to water quality, water supply, and conservation. Table 4.10.E evaluates the consistency of the project with these General Plan goals and policies.

4.10.5 Thresholds of Significance

The project would have a significant impact on surface hydrology, water quality, and/or groundwater if it would:

Threshold 4.10-1 **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.**

Threshold 4.10-2 **Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.**

Table 4.10.E: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Open Space and Conservation Element	
Principle 3: Conserve and protect open space needed for the preservation of air quality, water quality, water supply, waste disposal, noise abatement or public safety through zoning and other regulatory tools.	**Consistent.** The project will implement all applicable best measurement practices (BMPs) for onsite development, as required by current storm water regulations, and in accordance with the recommendations in the project-specific hydrology report and WQMP. Although no known groundwater contamination exists within the project boundaries, development of the project will comply with all Santa Ana RWQCB requirements regarding groundwater quality. The project will not hinder or obstruct the City's efforts to cooperate with other public agencies regarding watershed management.
Principle 6: Restrict development in canyons and hillsides and control the plan of development to prevent obstruction of natural runoff or water courses and to prevent unwarranted scarring of hillsides.	**Consistent.** The project will implement Low Impact Development (LID) methods to treat stormwater and manage stormwater runoff. The project site will be designed to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspirate runoff where feasible. LID BMPs will be used to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces, in accordance with the *Design Handbook for Low Impact Development Practices*. Runoff from the project site will not create hydrologic conditions of concern.
Standard 3: The use of natural and drought-tolerant vegetation shall be encouraged for landscaping in order that maintenance and water consumption are minimized.	**Consistent. The** project will incorporate drought-tolerant landscaping throughout the Project site.
Land Use Element: Goal LU-4: Incorporate green building and other sustainable building practices into development projects.	
Policy LU-4.6: Require that land divisions and development projects incorporate designs and practices that respect natural site features and provide for groundwater recharge.	**Consistent.** The project will implement all applicable BMPs for onsite development, as required by current storm water regulations, and in accordance with the recommendations in the project-specific hydrology report and WQMP. Although no known groundwater contamination exists within the project boundaries, development of the project will comply with all Santa Ana RWQCB requirements regarding groundwater quality. The project will not hinder or obstruct the City's efforts to cooperate with other public agencies regarding watershed management. The project will implement Low Impact Development (LID) methods to treat stormwater and manage stormwater runoff. The project site will be designed to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspirate runoff where feasible. LID BMPs will be used to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces, in accordance with the *Design Handbook for Low Impact Development Practices*. Runoff from the project site will not create hydrologic conditions of concern.
Safety Element: Goal S-2: Anticipate the risks and mitigate the effects that flood hazards pose to the community.	
Policy S-2.2: Identify if existing and new structures are located within 100- and 500-year floodplains and take corrective action to minimize the risk of injury or damage from flooding events.	**Consistent.** The project is not proposed within an identified 100-year and 500-year Flood Hazard Area (with either a 1 percent or 0.2 percent annual chance for flooding).
Policy S-2.4: Restrict new development in high-flood risk areas, such as 100- and 500-year floodplains and floodways, unless addressed through adequate flood proofing and mitigation.	**Consistent.** The project is not proposed within an identified 100-year and 500-year Flood Hazard Area (with either a 1 percent or 0.2 percent annual chance for flooding).
Policy S-2.5: Design and maintain storm drainage infrastructure to accommodate, at minimum, 100-year flood events.	**Consistent.** The project site will be designed to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspirate runoff where feasible. LID BMPs will be used to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces, in accordance with the *Design Handbook for Low Impact Development Practices*.
Policy S-2.7: Promote low impact development techniques and strategies as part of the development process, to reduce flooding throughout the city.	**Consistent.** The project will implement Low Impact Development (LID) methods to treat storm water and manage stormwater runoff.

Threshold 4.10-3 **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 off site.**

Threshold 4.10-4 **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 off-site.**

Threshold 4.10-5 **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 create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.**

Threshold 4.10-6 **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.**

Threshold 4.10-7 **In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.**

Threshold 4.10-8 **Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.**

4.10.6 Project Impacts

4.10.6.1 Violate Water Quality Standards

Threshold 4.10-1 ***Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.***

Construction. By volume, sediment is the principal component in most storm runoff. The delivery, handling, and storage of construction materials and wastes, as well as the use of onsite construction equipment could increase the risk of storm water contamination through the spill, leakage, and routine usage of substances such as fuels, oils, paints, and solvents. These substances can be transported to nearby surface waterways and/or to groundwater in storm water runoff, wash water, and dust control water, potentially reducing the quality of the receiving waters. The anticipated and potential pollutants in storm water or urban runoff for various land uses are reflected in previously referenced Section 4.10.1.7, Pollutants of Concern.

The grading phase of the project would require the disturbance of surface soils and removal of vegetative cover, which could potentially result in erosion and sedimentation, which could affect

water quality. Excavated areas may be susceptible to high rates of erosion from wind and rain and, if not managed properly, could result in increased sedimentation in local watercourses.

The 2.9-acre project site is undeveloped and consists of pervious surface. Because project construction would disturb greater than 1 acre of soil, the project would be subject to the requirements of the SWRCB NPDES Permit Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002) (Construction General Permit). The proposed project would also be required to comply with City Municipal Code Chapter 14.05 (Construction Requirements). Chapter 14.05 (Construction Requirements) of the City's Municipal Code prohibits land disturbance or construction activities without first obtaining approval of water quality control measures, including coverage under the State Construction General Permit, development of a SWPPP, and implementation of BMPs to ensure that construction practices include measures to address erosion and protect water quality.

As specified in **Regulatory Compliance Measure (RCM) 4.10.1** and as required by the Construction General Permit and City Municipal Code Chapter 14.05, the Construction Contractor would be required to prepare an SWPPP and implement construction BMPs detailed in the SWPPP during construction activities.

The SWPPP addresses all pollutants and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction activity and controlled through the implementation of BMPs. Required components of the SWPPP identify:

- Site description addressing the elements and characteristics specific to the project site;
- Descriptions of BMPs for erosion and sediment controls;
- BMPs for construction waste handling and disposal;
    - Implementation of approved local plans; and
    - Proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements.

Table 4.10.F: General Construction Site Best Management Practices identifies possible construction site BMPs for runoff control, sediment control, erosion control, and housekeeping that may be used during the construction phases of the project. These construction site BMPs are only examples of what should be considered and should not preclude new or innovative approaches currently available or being developed.

Typical erosion control identified by the City may include, but would not be limited to the following:

- Protect all storm drain inlets and streams located near the construction site to prevent sediment-laden water from entering the storm drain system.
- Prevent erosion by implementing one or more of the following soil stabilization practices: mulching, surface roughening, permanent or temporary seeding.

Table 4.10.F: General Construction Site Best Management Practices

Runoff Control	Sediment Control	Erosion Control	Good Housekeeping
● Minimize clearing ● Preserve natural vegetation ● Stabilize drainage ways ● Install check dams ● Install diversion dikes	● Install perimeter controls (e.g., silt fences) ● Install sediment trapping devices (e.g., straw wattles, hay bales, gravel bags) ● Inlet protection (e.g., check dams) ● Install fiber rolls	● Stabilize exposed soils (e.g., hydroseed, soil binders) ● Protect steep slopes(e.g., geotextiles, compost blankets) ● Cover stockpiles with blankets ● Complete construction in phases	● Create waste collection area ● Put lids on containers ● Clean up spills immediately

Source: N*ational Menu of Best Management Practices (BMPs) for Stormwater,* National Pollutant Discharge Elimination System, Environmental Protection Agency. https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater#constr site, accessed April 6, 2017.

- Limit vehicular access to and from the site. Stabilize construction entrances/exits to minimize the track out of dirt and mud onto adjacent streets. Conduct frequent street sweeping.
- Protect stockpiles and construction materials from winds and rain by storing them under a roof, secured impermeable tarp or plastic sheeting.
- Avoid storing or stockpiling materials near storm drain inlets, gullies or streams.
- Phase grading operations to limit disturbed areas and duration of exposure.
- Perform major maintenance and repairs of vehicles and equipment off site.
- Wash out concrete mixers only in designated washout areas at the construction site.
- Set up and operate small concrete mixers on tarps or heavy plastic drop cloths.
- Keep construction sites clean by removing trash, debris, wastes, etc. on a regular basis.
- Clean up spills immediately using dry clean-up methods (e.g., absorbent materials such as cat litter, sand or rags for liquid spills; sweeping for dry spills such as cement, mortar or fertilizer) and by removing the contaminated soil from spills on dirt areas.
- Maintain all vehicles and equipment in good working condition. Inspect frequently for leaks, and repair promptly.
- Cover open dumpsters with secured tarps or plastic sheeting. Clean out dumpsters only in approved locations on the construction site.
- Arrange for an adequate debris disposal schedule to ensure that dumpsters do not overflow.

According to the *Geotechnical Engineering Investigation* prepared for the proposed project[1], groundwater was not encountered to the maximum depth explored of 50 feet below ground surface. During construction, excavations would extend to approximately 5 feet below ground surface (bgs), or 4 feet below the proposed footings, whichever is deeper.[2] Therefore, it is not likely

1 Salem Engineering Group Inc., 2016. Op. cit.
2 *Ibid.* Page 12.

that excavation activities would encounter groundwater. However, water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use, localized pumping, and climatic conditions as well as other factors. Because groundwater levels fluctuate with the seasons and local zones of perched groundwater may be present near the surface, groundwater dewatering may be required during project construction. Groundwater dewatering activities could affect surface water quality through the discharge of polluted groundwater to surface waterbodies. As specified in **RCM 4.10.3**, groundwater dewatering activities would comply with the WDR Permit for Discharges to Surface Waters That Pose an Insignificant (De Minimus) Threat to Water Quality (Groundwater Discharge Permit) (Order No. R8-2020-0006, NPDES No. CAG998001). In compliance with the requirements of the Groundwater Discharge Permit, groundwater would be tested and treated (if necessary) prior to discharge to surface water. Compliance with the Groundwater Discharge Permit would ensure that construction impacts related to water quality standards, WDRs, degradation of ground water quality would be less than significant.

Adherence to NPDES requirements, including provisions of the Colton General Plan (refer to Table 4.10.E), would ensure federal and State clean water requirements are met. Enforcement of required NPDES permit requirements would prevent sedimentation and soil erosion. Impacts are less than significant during construction with the implementation of standard condition designed to ensure that any development of the site obtains coverage under the CGP during construction.

Adherence to all applicable SWPPP and NPDES requirements is required of all development in the City. The incorporation of these requirements as **RCM 4.10.1 and RCM 4.10.2** is designed to ensure that any development of the site obtains coverage under the CGP and that any groundwater dewatering activities are completed in accordance with the Groundwater Discharge Permit.

RCM 4.10.1: **Construction General Permit.** Prior to the issuance of grading permits, the project applicant shall submit evidence to the City that coverage under the current State Water Resources Control Board (SWRCB) General Permit for Discharges of Storm Water Associated with Construction Activity (Order No. 2022-0057-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) has been obtained. As required by the Construction General Permit, the project applicant shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the City of Colton, San Bernardino County Flood Control District, and Santa Ana Regional Water Quality Control Board (RWQCB) for review and approval.

The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) to prevent the release of sediment and pollutants into downstream waterways and the compliance with all applicable General Permit requirements. BMPs to be implemented may include (but shall not be limited to) the following:

- Sediment discharges from the project site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs are to be periodically inspected by the RWQCB during construction, and repairs would be made as required.

- Materials that have the potential to contribute non-visible pollutants to storm water must not be placed in drainage ways and must be placed in temporary storage containment areas.
- All loose soil, silt, clay, sand, debris, and other earthen material shall be controlled to eliminate discharge from the site. Temporary soil stabilization measures to be considered include covering disturbed areas with mulch, temporary seeding, soil stabilizing binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Stockpiles shall be surrounded by silt fences and covered with plastic tarps.
- The SWPPP shall include inspection forms for routine monitoring of the site during the construction phase.
- Additional required BMPs and erosion control measures shall be documented in the SWPPP.
- The SWPPP must be kept on site for the duration of project construction and shall be available to the local RWQCB for inspection at any time.

RCM 4.10.2 **Dewatering Permit.** At least 45 days prior to groundwater dewatering activities, the Construction Contractor shall submit a Notice of Intent (NOI) to the Santa Ana RWQCB to obtain coverage under the General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De Minimus) Threat to Water Quality (Groundwater Discharge Permit), Order No. R8-2020-0006, NPDES No. CAG998001. Groundwater dewatering activities shall comply with all applicable provisions in the Groundwater Discharge Permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a Notice of Termination (NOT) shall be submitted to the Santa Ana RWQCB.

Impact Conclusion. Although onsite grading and development activities would increase the potential for erosion, adherence to the BMPs and appropriate groundwater discharge activities mandated through **RCM 4.10.1** and **RCM 4.10.2** would ensure impacts associated with short-term (construction) storm water discharges during project construction would be **less than significant**. Mitigation is not required.

Operation. The major source of pollution in urban storm water runoff is typically contaminants accumulated on surfaces over which runoff passes. Storm runoff from roadways, parking lots, and commercial buildings can carry a variety of pollutants such as sediment, petroleum products, commonly utilized construction materials, landscaping chemicals, and (to a lesser extent) trace metals such as zinc, copper, lead, cadmium, and iron, which may lead to the degradation of storm water in downstream channels. Runoff from landscaped areas may contain elevated levels of phosphorus, nitrogen, and suspended solids. Oil and other hydrocarbons from vehicles and the service station are also expected in stormwater runoff.

The concentration of pollutants in urban stormwater runoff varies depending on storm intensity, land use, elapsed time since previous storms, and the volume of runoff generated in a given area. Pollutant concentrations are typically highest during the first major rainfall event after the dry season, known as the "first-flush." The pollutants of concern associated with development of the site include bacteria and viruses (pathogens), nutrients, noxious aquatic plants, pesticides, toxic organic compounds, sediments, trash and debris, and oil and grease. The selection of treatment controls for the project is based primarily on the potential pollutants associated with the project that are also present in impaired receiving waters, which are deemed project priority pollutants of concern. The pollutants from the project site that match pollutants from 303(d) listed receiving waters are bacteria and viruses (pathogens) and metals.

The project would be required to comply with the requirements of the NPDES Permit and Waste Discharge Requirements for the San Bernadino County Flood Control District, the County of San Bernadino, and the Incorporated Cities of San Bernadino County Within the Santa Ana Region (Order No. R8-2010-0036; NPDES No. CAS618036) (MS4 Permit) and associated guidance documents. The MS4 Permit requires that a Final WQMP be prepared for new development within its jurisdiction (City of Colton). Specifically, the project would be required to prepare a Final WQMP because it includes the creation of 10,000 square feet or more of impervious area, a retail gasoline outlet that is more than 5,000 square feet or has a projected average daily traffic (ADT) of more than 100 vehicles per day, and a parking lot that is more than 5,000 square feet. As specified in **RCM 4.10.3** and as required by the MS4 Permit, the Final WQMP would specify the Site Design, Source Control, LID, and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff.

Site Design BMPs are storm water management strategies that emphasize conservation and use of existing site features to reduce the amount of runoff and pollutant loading generated from a site. Source Control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into storm water. LID BMPs mimic a project site's natural hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Treatment Control BMPs are structural BMPs designed to treat and reduce pollutants in storm water runoff prior to releasing it to receiving waters.

A *Preliminary WQMP* has been prepared for the project, which details the Site Design, Source Control, and LID BMPs proposed for the Project (no Treatment Control BMPs are proposed). The *Preliminary WQMP* would be refined during final design based on the final Site plans, as specified under **RCM 4.10.3.** As new buildings are proposed and developed on the project site, prior to issuance of building permits, the City would require documentation that each specific development is consistent with the *Final WQMP* that was approved for the project.

Many of the operational BMPs implemented for the project would require operation and maintenance responsibilities by either the owner of the property, the property's maintenance director, or tenants of the project site. These project-specific site design, source control, and LID BMPs are listed below.

Site Design BMPs. Site design BMPs are implemented to create a hydrologically functional project design that attempts to mimic the natural hydrologic regime. The project will implement the following Site Design BMPs:

- Preserve existing drainage patterns and time of concentration.
- Protect existing vegetation and sensitive areas.
- Revegetate disturbed areas.
- Maximize natural infiltration capacity.
- Minimize and disconnect impervious area
- Minimize unnecessary compaction in storm water retention/infiltration basin/trench areas.
- Utilize vegetated drainage swales in place of underground piping or imperviously lined swales.
- Stake off areas that will be used for landscaping to minimize compaction during construction.

Source Control BMPs. Source control BMPs are implemented to eliminate the presence of pollutants through prevention. Such measures can be both structural and operational. The project specific WQMP included the following source control BMPs:

- **Structural Source Control BMPs**
    - Mark all inlets with the words “No Dumping! Drains to Ocean” or similar.
    - Design and construct outdoor material storage and trash and waste storage areas to reduce pollution introduction.
    - Use efficient irrigation systems and landscape design, water conservation, smart controllers, and source control.
    - Finished grade of landscaped areas at a minimum of 1–2 inches below top of curb, sidewalk, or pavement.
    - Protect slopes and channels and provide energy dissipation; to be included within drainage management areas (DMAs) and at discharge points.
    - Covered dock areas, maintenance bays, outdoor processing areas.
    - Maintenance bays, vehicle wash areas, and equipment wash areas with spill containment plans.

- **Non-Structural Operational Source Control BMPs**
    - Educate property owners, tenants, and occupants on storm water BMPs.
    - Implementation of landscape management BMPs and BMP maintenance.
    - Development of a spill contingency plan.
    - Compliance with Title 22 CCR , local water quality ordinances, and all other applicable NPDES permits.
    - Underground storage tank and hazardous materials disclosure compliance.
    - Implementation of uniform fire code.

- Implementation of a litter/debris control program.
- Implementation of a catch basin inspection program
- Vacuum sweeping of private streets and parking lots.
- Prior to start of land-disturbing activities, the Owner shall provide evidence that the development of the projects one acre or greater of soil disturbance shall comply with the most current CGP and associated local NPDES regulations to ensure that the potential for soil erosion is minimized on the project site. In accordance with the CGP, a construction SWPPP must be prepared at the site. The SWPPP shall describe construction BMPs that address pollutant source reduction, including but not limited to, erosion controls, sediment controls, tracking controls, non-storm water management, materials and waste management, and good housekeeping practices.

LID BMPs. LID BMPs are implemented to capture, filter, store, evaporate, detain, and infiltrate stormwater runoff. The project specific WQMP identified catch basins to capture stormwater and an infiltration basin to retain and infiltrate stormwater on the project site.

Treatment Control BMPs. Projects not fully able to infiltrate, harvest and use, or biotreat the DCV via on-site LID practices must supplement the pollution prevention and source control measures by treating the water to remove pollutants before it is released from the project site. The project is able to infiltrate 100 percent of the DCV via on-site LID practices listed above. Therefore, treatment control BMPs are not proposed.

The project site includes one Drainage Area (DA 1) to manage stormwater runoff from the entire project site. Currently, stormwater sheet flows in a southeasterly to northwesterly direction. Stormwater runoff is collected in the existing sump within the northern portion of the project site, which drains to a concrete lined stormwater channel north of the project site. Upon development of the proposed project, stormwater runoff from impervious areas on the project site (e.g., concrete, asphalt, and roofs) would be directed to multiple on-site catch basins, before entering the aboveground infiltration system and infiltrating into the soil.

The on-site drainage system has been designed to accommodate the DCV for DA 1 in accordance with the County of San Bernadino's technical guidance for WQMPs. The DCV is the volume of stormwater runoff that must be captured and treated by stormwater BMPs. Overflows would be directed through culverts and drain into the curb and gutter along Reche Canyon Road, mimicking the existing condition, and eventually discharge into receiving waters.

The proposed project would also be required to comply with the stormwater management requirements identified in Title 14 of the City Municipal Code (Storm Drains and Floodplain Management). Specifically, the project would be required to incorporate stormwater BMPs imposed by the City Engineer, such as the frequent cleaning of parking lots, into the project's design plans to minimize the transport of pollutants in stormwater runoff pursuant to Chapter 14.03 (Residential and Commercial Requirements). As described above, the project includes site design, source control, and LID BMPs that would reduce pollutants in stormwater runoff, including vacuum sweeping of private streets and parking lots, as required by Chapter 14.03 of the City's Municipal Code.

Infiltration of stormwater could have the potential to affect groundwater quality. As discussed above, the project includes site design, source control, and LID BMPs, including an aboveground infiltration basin. When stormwater is infiltrated, soil and plants absorb and filter pollutants and reduce the potential for pollutants of concern to reach groundwater. As specified in **RCM 4.10.3,** a Final WQMP will be prepared prior to or during final design, which would ensure that the project design would adequately target pollutants of concern in stormwater runoff.

Adherence to all applicable water quality requirements is required of all development in the City. The incorporation of these requirements as specified in **RCM 4.10.3** are designed to ensure that any development of the site is adequately designed to mitigate water quality impacts during site operation and to track compliance with these requirements as part of the Mitigation Monitoring and Reporting Plan or Program (MMRP).

The following regulatory compliance measure has been identified to address potential impacts to water quality during the operational phase of the project:

RCM 4.10.3: **Final Water Quality Management Plan.** Prior to the issuance of grading permits, the Project Applicant shall submit to the City for review and approval, a final Water Quality Management Plan (WQMP), as required by RWQCB Order No. R8-2010-0036, NPDES No. CAS618036 (MS4 permit). The final Water Quality Management Plan shall identify necessary site design BMPs, source control BMPs, LID BMPs, and treatment control BMPS (if applicable).

Prior to the issuance of grading permits, the applicant shall submit to the City for review and approval evidence that project plans incorporate the facilities, features and/or BMPs identified in the WQMP. This measure shall be implemented to the satisfaction of the City Public Works Department and Planning Division as appropriate.

Impact Conclusion. The project incorporates onsite drainage control structures and programs sufficient to meet the applicable federal, State, and local water quality requirements. Using site design BMPs, source control BMPs, and LID BMPs, the resulting pollutant loads coming from the project would be reduced, thereby reducing pollutants discharged from urban storm water runoff to surface water bodies. Compliance with the requirements of the MS4 Permit, which includes implementation of the BMPs outlined in the WQMP as detailed in **RCM 4.10.3,** and Title 14 of the City Municipal Code would reduce project operational impacts to a **less than significant** level. Mitigation is not required.

4.10.6.2 Groundwater

Threshold 4.10-2 ***Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.***

Construction. According to the *Geotechnical Engineering Investigation* (Appendix E) prepared for the project[1], groundwater was not encountered to the maximum depth explored of 50 feet below ground surface. During construction, excavations would extend to approximately 5 feet bgs, or 4 feet below the proposed footings, whichever is deeper.[2] Therefore, it is not likely that excavation activities would encounter groundwater. However, water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use, localized pumping, and climatic conditions as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project.

Since groundwater levels fluctuate with the seasons and local zones of perched groundwater may be present near the surface, groundwater dewatering may be required during project construction. However, the amount of water that would be extracted would not be substantial and would only occur temporarily during construction. Furthermore, according to the project specific WQMP, soil compaction would be minimized during construction, which would promote natural infiltration during construction activities.[3] Therefore, any temporary dewatering required by construction would not significantly decrease groundwater supplies or interfere with groundwater recharge in a manner that may impede sustainable groundwater management. Impacts would be **less than significant** and no mitigation is required.

Operation. The 2.9-acre project site is undeveloped and consists of pervious area. Development of the project would increase impervious surface area by approximately 1.6 acres, which would decrease on-site infiltration. As described above in Section 4.10.6.1, the project includes BMPs to collect and infiltrate stormwater at the project site in accordance with the MS4 Permit (see **RCM 4.10.3)**. Therefore, development of the proposed project would not substantially decrease the amount of stormwater that infiltrates as compared to the existing conditions.

As previously discussed, water would be provided to the project site by the CCWD. All the City's water supply is comprised from groundwater extracted from three adjudicated basins: the Bunker Hill Basin (part of the San Bernadino Basin Area), the Rialto-Colton Basin, and the Riverside-Arlington Basin (Riverside North Basin Portion).[4]As discussed in Section 4.10.6.5 below, the Department of Water Resources identifies each of these basins as a very low priority basin[5] and therefore are not required to prepare a Groundwater Sustainability Plan (GSP). **Table 4.10.G: City of Colton Groundwater Extractions (2016–2020)** identifies recent CCWD groundwater extractions from each groundwater basin.

1 Salem Engineering Group Inc., 2016. Op. cit.
2 *Ibid.* Page 12.
3 Transtech Engineering, 2018. *Water Quality Management Plan For: Reche Canyon Commercial Retail Project*. Page 4-6. September 14.
4 San Bernadino Valley Municipal Water District, 2021. *2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan*. June 20.
5 SGMA Basin Prioritization Dashboard. Basin Priority Details. Website: https://gis.water.ca.gov/app/bp-dashboard/final/ (accessed March 27, 2023).

Table 4.10.G: City of Colton Groundwater Extractions (2016–2020) (AFY)

Basin	2016	2017	2018	2019	2020
Bunker Hill	3,022	3,930	3,698	2,944	2,623
Rialto-Colton	2,485	1,983	1,931	1,943	2,899
Riverside North	3,607	3,755	3,985	3,708	3,722
TOTAL	**9,114**	**9,668**	**9,614**	**8,595**	**9,244**

Source: San Bernadino Valley Municipal Water District, 2021. 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan. June 20
AFY = acre-feet per year

Water use projections for the City of Colton were estimated using a demand forecast tool as part of the Urban Water Management Plan (UWMP) using Southern California Association of Governments (SCAG) population growth rate data. Water use estimates indicate that the City of Colton would not experience any shortage in available water supply under single dry and consecutive dry year conditions. Therefore, groundwater supplies would be able to accommodate planned growth including the development of the project. Additionally, the City of Colton participates in several ongoing water conservation measures and regional recharge projects to optimize and enhance the use and reliability of regional water resources. The City also has a water shortage contingency plan to put into action as appropriate to reduce the demand during crucial drought years or other supply emergencies.[1]

The groundwater basins the CCWD extracts water from are each adjudicated. It is reasonable to conclude that groundwater extraction by the CCWD would not exceed the safe yields adjusted annually by the Watermasters of each adjudicated basin. Groundwater withdrawal resulting from the development of the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

Impact Conclusion. Due to the incorporation of BMPs to collect and infiltrate stormwater at the project site in accordance with the MS4 Permit as detailed in **RCM 4.10.3**, the project would not result in a significant decrease in groundwater recharge. Furthermore, according to the UWMP water use projections, there is ample groundwater to support the operation of the project. A **less than significant** impact would occur to groundwater from implementation of the project and no mitigation is warranted.

4.10.6.3 Drainage Patterns

In the existing condition, stormwater sheet flows in a southeasterly to northwesterly direction. Stormwater runoff is collected in the existing sump within the northern portion of the project site, which drains to a concrete lined stormwater channel north of the project site. The project would maintain the existing drainage pattern. In the post-project condition, stormwater would continue to flow from southeast to northwest but would be intercepted by catch basins spread across the project site. These catch basins would direct stormwater runoff into a storm drain system that

[1] *Ibid.*

would discharge to a single infiltration basin. Any stormwater overflow would be directed through parkway culverts and drain into the curb and gutter along Reche Canyon Road.

Threshold 4.10-3 ***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 off site.***

Construction. During construction activities, soils would be exposed and disturbed, drainage patterns would be temporarily altered, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As specified in **RCM 4.10.1** and pursuant to City Municipal Code Chapter 14.05**,** the project applicant would be required to obtain coverage under the Construction General Permit, which requires preparation of a SWPPP. The SWPPP would detail Erosion Control and Sediment Control BMPs to be implemented during construction to minimize erosion and retain sediment on-site. Compliance with the requirements of the Construction General Permit and implementation of the construction BMPs would ensure that construction impacts related to on- and off-site erosion or siltation would be **less than significant**, and no mitigation is required.

Operation. Currently, the 2.9-acre project site is undeveloped and consists of pervious surface. Development of the project would result in a total impervious surface area of 1.6 acres (49 percent) of the project site. An increase in impervious surface area increases the rate and volume of runoff during a storm, which can more effectively transport sediments to receiving waters. The 1.6 acres of impervious surface areas on the project site would not be prone to on-site erosion or siltation because there would be no exposed soil. The remaining 1.3 acres (51 percent) of the project site would consist of pervious surfaces including landscaped areas and an above ground infiltration basin. These areas would include vegetation and landscaping that would stabilize the soil and promote infiltration and thereby minimize on-site erosion and siltation. Furthermore, the proposed project would be required to implement **RCM 4.10.3**, which requires the preparation of a Final WQMP, in compliance with the MS4 permit, and the implementation of Site Design, Source Control, and LID BMPs that minimize stormwater runoff and increase infiltration. With implementation of **RCM 4.10.3**, operational impacts related to on- or off-site erosion or siltation would be **less than significant,** and no mitigation is required.

Impact Conclusion. The project would be required to comply with City Municipal Code Chapter 14.05, the CGP (**RCM 4.10.1)**, and the MS4 Permit (**RCM 4.10.3)**, which require the project to implement BMPs during construction and operation of the proposed project. Impacts would be **less than significant,** and no mitigation is required.

Threshold 4.10-4 ***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 off-site.***

Construction. Project construction would comply with the requirements of the CGP and City Municipal Code Chapter 14.05 and would include the preparation and implementation of an SWPPP as detailed in **RCM 4.10.1**. The SWPPP would specify construction BMPs to control the rate and amount of on-site surface runoff and to direct flows to ensure that storm water runoff from the construction site does not result in on- or off-site flooding. Compliance with the CGP and City Municipal Code 14.05, which requires the implementation of construction BMPs, would ensure that construction impacts related to a substantial increase in the rate or amount of surface runoff that would result in flooding would be **less than significant**, and no mitigation is required.

Operation. As previously stated, development of the proposed project would result in a total impervious surface area of 1.6 acres (49 percent), which would increase stormwater runoff and could potentially result in on- or off-site flooding. However, as specified in **RCM 4.10.3,** the project would include LID BMPs (e.g., infiltration basin) to capture and infiltrate stormwater runoff consistent with the requirements of the MS4 Permit and the City Municipal Code. Compliance with the MS4 Permit (**RCM 4.10.3**) and City Municipal Code Chapter 14.03 would ensure that operational activities would not result in a substantial increase in the rate or amount of surface runoff in a manner that would result in on- or off-site flooding and impacts would be **less than significant**. No mitigation is required.

Impact Conclusion. The project would be required to comply with the CGP (**RCM 4.10.1)**, MS4 Permit (**RCM 4.10.3)**, and Title 14 of the City Municipal Code, which require the project to implement BMPs during construction and operation of the proposed project. Impacts would be **less than significant,** and no mitigation is required.

Threshold 4.10-5 ***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 create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.***

Construction. Construction of the project has the potential to introduce pollutants to stormwater that percolate into the ground or that flows into Reche Canyon Creek, due to erosion, siltation, and accidental spills of hazardous materials. However, the project would comply with the requirements of the CGP (**RCM 4.10.1)** and City Municipal Code Chapter 14.05 and would include the preparation and implementation of a SWPPP. The SWPPP would specify construction BMPs to control and direct surface runoff on the project site to ensure that storm water runoff from the construction activities does not exceed the capacity of the storm water drainage systems and does not discharge polluted runoff during construction activities. With implementation of **RCM 4.10.1** and compliance with City Municipal Code Chapter 14.05, construction impacts related to exceeding the capacity of the stormwater drainage system or provide additional sources of polluted runoff would be **less than significant**, and no mitigation is required.

Operation. As discussed in Section 4.10.6.1 above, the proposed project would retain, treat, and infiltrate 100 percent of the required DCV within the proposed infiltration basin on the project site in accordance with the MS4 Permit (**RCM 4.10.3)**. Additionally, the proposed project would comply

with City Municipal Code Chapter 14.03, which requires the project to incorporate stormwater BMPs imposed by the City Engineer, such as the frequent cleaning of parking lots, into the project's design plans to minimize the transport of pollutants in stormwater runoff. Therefore, implementation of **RCM 4.10.3** and compliance with Chapter 14.03 of the City Municipal Code would ensure the proposed project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be **less than significant**, and no mitigation is required.

Impact Conclusion. The project would be required to comply with the CGP (**RCM 4.10.1)**, MS4 Permit (**RCM 4.10.3)**, and Title 14 of the City Municipal Code, which require the project to implement BMPs during construction and operation of the proposed project. Impacts would be **less than significant,** and no mitigation is required.

Threshold 4.10-6 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.

Construction. According to FEMA FIRM Map No. 06071C8694H (August 28, 2008), the southwest portion of the project site is located within Zone AE of the Reche Canyon Creek 100-year floodplain (refer to **Figure 4.10.1**). Zone AE is defined by FEMA as a Special Flood Hazard Area subject to inundation by the 1 percent annual chance flood event determined by detailed methods with base flood elevations shown. The base flood elevations shown include 1,247 feet, 1,242 feet, and 1,238 feet. Additionally, portions of the project site are located within Zone X of the Reche Canyon Creek 100-year floodplain, which is defined as 0.2 percent Annual Chance Flood Hazard, or areas of 1 percent annual chance flood with average depth less than 1 foot or with drainage areas of less than 1 square mile.

As discussed above under Section 4.10.6.1, project construction would comply with the requirements of the Construction General Permit (**RCM 4.10.1**) and Chapter 14.05 of the City Municipal Code and would include the preparation and implementation of a SWPPP. The SWPPP would specify construction BMPs to control and direct on-site surface runoff to ensure that project construction does not impede or redirect flood flows. With implementation of a SWPPP and associated BMPs (**RCM 4.10.1**), construction activities would not result in impeding or redirecting flood flows and impacts would be **less than significant.** No mitigation is required.

Operation. As previously discussed, the project would not substantially alter drainage patterns and the project site would remain relatively flat after development of the project. Additionally, as discussed in Section 4.10.6.1, the project would include the incorporation of LID BMPs (e.g., infiltration basin) to capture and infiltrate stormwater consistent with the requirements of the MS4 Permit (**RCM 4.10.3**). Compliance with the MS4 Permit (**RCM 4.10.3)** would ensure that operational activities would not impede or redirect flood flows and impacts would be **less than significant.** No mitigation is required.

LSA

Project Location

Flood Hazard Boundaries

0.2% Annual Chance Flood Hazard

1% Annual Chance Flood Hazard

N

0 100 200

FEET

FIGURE 4.10.1

Reche Canyon Plaza Project

FEMA Flood Zones

SOURCE: Google Imagery (2020), FEMA National Flood Hazard Layer (2020)

I:\CLT1802.06\GIS\Pro\Reche Canyon Plaza Project\Reche Canyon Plaza Project.aprx (11/9/2021)

Impact Conclusion. The project would be required to comply with the CGP (**RCM 4.10.1)**, MS4 Permit, and Title 14 of the City Municipal Code, which require the project to implement BMPs during construction and operation of the proposed project. Impacts would be **less than significant,** and no mitigation is required.

4.10.6.4 Flood, Tsunami, Seiche Zones

Threshold 4.10-7 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

Flood Hazard. According to FEMA FIRM Map No. 06071C8694H (August 28, 2008), the southwest portion of the project site is located within Zone AE of the Reche Canyon Creek 100-year floodplain (refer to Figure 4.10.1). Zone AE is defined by FEMA as a Special Flood Hazard Area subject to inundation by the 1 percent annual chance flood event determined by detailed methods with base flood elevations shown. The base flood elevations shown include 1,247 feet, 1,242 feet, and 1,238 feet. Additionally, portions of the project site are located within Zone X of the Reche Canyon Creek 100-year floodplain, which is defined as 0.2 percent Annual Chance Flood Hazard, or areas of 1 percent annual chance flood with average depth less than 1 foot or with drainage areas of less than 1 square mile.

During construction, BMPs would be implemented to ensure that during a rain event, pollutants would be retained on site and be prevented from reaching downstream receiving waters (**RCM 4.10.1)**. During operations, an on-site infiltration basin would provide storm water treatment and peak flow mitigation and would be designed to retain and infiltrate 100 percent of the DCV (**RCM 4.10.4)**. Therefore, it is not anticipated that the project would result in the release of pollutants due to inundation caused by flooding.

Tsunami. A tsunami is a series of waves generated in a body of water by a pulsating or abrupt disturbance that vertically displaces water. Due to site's elevation, its distance (approximately 45 miles) from the Pacific Ocean, and the intervening presence of Santa Ana Mountains and Puente Hills, the site is not subject to a tsunami hazard generated in the Pacific Ocean and therefore would not be susceptible to impacts associated with a tsunami.

Seiche. Seiches are oscillations in enclosed bodies of water (e.g., lakes or water tanks) that are caused by several factors, most often wind or seismic activity. Lakes in seismically active areas such as Silverwood Lake, Lake Arrowhead, and Big Bear Lake are at risk from seiches. The project site is not located downstream of Silverwood Lake. Lake Arrowhead and Big Bear Lake are located 16 miles and 23 miles northeast of the project site, respectively, in the San Bernardino Mountains. No bodies of water or enclosed water storage features are located on, upslope of, or in the nearby vicinity of the project site. Therefore, it is not anticipated that the project would result in the release of pollutants due to seiche-related flooding.

Dam Inundation. The project site is in a canyon area along the west side of Reche Canyon Road and south of Crystal Ridge Lane in the City of Colton. No dam or other impoundment is located on or near the project site. Therefore, it is not anticipated that the project would result in the release of pollutants due to inundation caused by dam failure due to the absence of dams in the area.

Impact Conclusion. The project would be required to comply with the CGP, MS4 Permit, and City Municipal Code, which requires the project to implement BMPs as detailed in **RCM 4.10.1 and RCM 4.10.3** to treat and manage stormwater runoff during project construction and operation. Additionally, given the distance of the project site from the Pacific Ocean and closed bodies of water, implementation of the proposed project would not result in a flood hazard, tsunami, or seiche, risking release of pollutants due to project site inundation. Impacts would be **less than significant,** and no mitigation is required.

4.10.6.5 Conflict with Water Quality Control Plan or Groundwater Management Plan

Threshold 4.10-8 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The project site is within the jurisdiction of the Santa Ana RWQCB. The Santa RWQCB adopted a Basin Plan that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. The project would comply with the CGP (**RCM 4.10.1)**, existing WDRs (**RCM 4.10.2)**, existing MS4 Permit (**RCM 4.10.3),** and Chapters 14.03 and 14.05 of the City Municipal Code, which require the implementation of construction and operational BMPs to reduce pollutants of concern in storm water runoff, and complete groundwater dewatering activities in accordance with the Groundwater Discharge Permit. Compliance with these regulatory requirements would ensure that the project would not degrade or alter water quality, causing the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. As such, the project would not result in water quality impacts that would conflict with the Santa Ana RWQCB Water Quality Control Plan (Basin Plan). Construction and operational impacts related to a conflict with the Basin Plan would be **less than significant** and no mitigation is required.

The SGMA, which was enacted in September 2014, requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. The SGMA requires the formation of local GSAs, which are required to adopt GSPs to manage the sustainability of the groundwater basins. The project lies within the Rialto-Colton sub basin, and all of the City's water supply is comprised from groundwater extracted from the Bunker Hill Basin (part of the San Bernadino Basin Area), the Rialto-Colton Basin, and the Riverside-Arlington Basin (Riverside North Basin Portion). The California Department of Water Resources designates all three basins as very low priority.[1] Therefore, development of a GSP or an approved GSP is not required for any of the three subbasins associated with the project.

As discussed above, the project would comply with regulatory requirements to treat pollutants in stormwater runoff during construction and operation of the proposed project (**RCMs 4.10.1 through 4.10.3).** Compliance with these regulatory requirements would ensure that stormwater that may infiltrate during construction or operation of the project would be treated prior to reaching groundwater. Therefore, the project would not affect groundwater quality (Colton-Rialto Subbasin). As previously stated, development of the proposed project would increase the impervious surface

[1] Department of Water Resources, 2020. Sustainable Groundwater Management Act 2019 Basin Prioritization Process and Results. May.

on the project site by 1.6 acres. Although, development of the proposed project would increase the impervious surface area on the project site and decrease on-site infiltration, the proposed project would collect and infiltrate stormwater from the project site. Therefore, the proposed project would not substantially impact groundwater supplies (Colton-Rialto Subbasin). Furthermore, as previously stated, the project site is located within a very low priority basin and therefore the SGMA provisions do not apply. Impacts related to a conflict with or obstruction of a water quality control plan or sustainable groundwater management plan would be **less than significant**, and no mitigation is required.

Impact Conclusion. The project would be required to comply with the CGP (**RCM 4.10.1)**, existing WDRs (**RCM 4.10.2)**, existing MS4 Permit (**RCM 4.10.3)**, and City Municipal Code Chapters 14.03 and 14.05, which would ensure the project would not conflict with or obstruct the implementation of a water quality control plan. All three groundwater basins associated with the project have been designated as very low priority and therefore, SGMA provisions do not apply to these groundwater basins and GSPs are not required. Therefore, the project would not conflict with or obstruct the implementation of a sustainable groundwater management plan. Impacts would be **less than significant,** and no mitigation is required.

4.10.7 Programmatic Analysis

4.10.7.1 Environmental Setting

The Residential Transfer Site (RTS) is located in an urbanized portion of Colton. A majority of the approximately 0.31-acre RTS is developed with structures and impervious surfaces with a small amount of ornamental landscaping. No natural, constructed, or surface drainage features are located on or adjacent to the RTS. Storm runoff current flows off site and is contained within curbs and gutters along South 7th Street and La Cadena Drive, which drain to the City's storm drain system before being discharged to the Santa Ana River, and then eventually the ocean.

The RTS is located within the Rialto-Arlington Groundwater Basin.[1] This subbasin is bound by the Box Spring Mountains to the southeast, the Arlington Mountains to the south, La Sierra Heights and Mount Rubidoux to the northwest, the Jurupa Mountains to the north, and the Rialto-Colton Fault to the northeast. Primary recharge is from the Santa Ana River, underflow past the Rialto-Colton Fault, and underflow from the Chino subbasin. The RTS is located within FEMA Flood Zone X, an area with a 0.2 percent annual chance of flooding[2] (*Areas of Minimal Flood Hazard*).

4.10.7.2 Programmatic Impact Analysis

While a majority of the RTS is currently developed with structures and impervious surfaces, redevelopment of the RTS subsequent to approval of the proposed General Plan Amendment (GPA) and zone change could potentially impact surface or groundwater quality due to erosion related to earth disturbance activities and runoff from impervious services. Typically, development or redevelopment that is more than 5,000 square feet requires preparation of a project-specific WQMP

1 City of Colton. 2013. General Plan Update EIR, Figure 4.9-2.
2 City of Colton. 2013. General Plan Update EIR, Figure 4.9-3.

that identifies the facilities necessary to ensure project compliance with applicable regulatory water quality standards.

Construction activities could potentially impact surface or groundwater quality due to erosion related to earth disturbance activities and runoff from paved services. Title 14 (Storm Drains and Floodplain Management) of the City's Municipal Code requires the implementation of stormwater pollution prevention and control for construction activities. Compliance with relevant NPDES permits and City Municipal Codes addressing stormwater runoff and on-site drainage at the time that the residential units are developed (including review and approval of project-level construction plans, a site-specific WQMP, and a site-specific hydrology/drainage plan) would ensure compliance with all appropriate regulations/requirements pursuant to water quality. These plans identify and implement the specific project design features, BMPs, and/or other conditions (e.g., SWPPP and/or Erosion Control Plan) required to conform to the City's NPDES program. These are standard regulatory compliance measures required of all development in Colton to reduce the potential for violation of water quality standards or waste discharge requirements during construction.

The City does not utilize surface or imported water. The City of Colton obtains 100 percent of its water supply from groundwater. Redevelopment of the RTS would increase water demand in Colton by approximately 399 gallons per day (GPD) or 0.447 AFY.[1] The slight increase in water demand (assuming redevelopment of the RTS occurs as stated) represents 1.2 percent of the surplus multiple dry-year water supply in 2040; therefore, no significant water supply demand would result from the proposed GPA or zone change or subsequent residential redevelopment on the RTS.

The RTS is located in an urbanized area of Colton outside of a FEMA identified 100-year flood zone; therefore, the redevelopment of the site would not increase the potential for flood-related hazards. Given that the project site and its surroundings are already developed, any subsequent redevelopment on the RTS would not alter the existing pattern of drainage in the project area.

Given that future redevelopment on the RTS will be required to comply with relevant NPDES permits and City Municipal Codes addressing stormwater runoff and on-site drainage, and that specific recommendations and design features identified in these reports will be implemented during construction and operation, it is reasonable to conclude that impacts resulting from changes in the existing drainage patterns, capacity of storm drainage systems, flooding and/or introduction of pollutants into stormwater will be appropriately mitigated. Therefore, hydrology and water quality impacts associated with the redevelopment of the RTS subsequent to adoption of the proposed GPA and zone change would be **less than significant**.

4.10.8 Cumulative Impacts

Cumulative development in the Upper Santa Ana Watershed is a continuation of the existing urban pattern of development that has already resulted in extensive modifications to watercourses in the area. The area's watercourses have been either channelized or left in natural conditions and

[1] The Mixed-Use Downtown zone allows the development of up to 30 units/acre; therefore, the rezoning of the 0.31-acre RTS site could result in up to 9 units being redeveloped on the RTS as compared to the up to 6 units that could be developed on the project site. This transfer of residential capacity results in a net increase of 3 units in the City. Please refer to the water demand calculation in Section 4.19 of this EIR.

drainage systems have been put into place to respond to the past urbanization that has occurred in this area. The related projects associated with this cumulative analysis are discussed in Chapter 2.0, *Introduction* of this EIR. Each of these related projects could potentially increase the volume of storm water runoff and contribute to pollutant loading in storm water runoff reaching the City's storm drain system, the Santa Ana River, and Santa Ana Watershed, thereby resulting in cumulative impacts to hydrology and surface water quality.

New development and redevelopment could result in increased storm water runoff and increased urban pollutants in storm water runoff from project sites. Each related project must include BMPs to reduce impacts to water quality and hydrology in compliance with applicable MS4 permits, and local plans and ordinances. Specifically, all projects that disturb 1 acre or more of soil must comply with the requirements of the CGP, and any "Significant Redevelopment" projects that add or replace 5,000 or more square feet of impervious surface on an already developed site or "New Development" projects that create 10,000 square feet or more of impervious surface must comply with the requirements of the NPDES Permit and Waste Discharge Requirements for the San Bernadino County Flood Control District, the County of San Bernadino, and the Incorporated Cities of San Bernadino County Within the Santa Ana Region (MS4 Permit) and associated guidance documents. The preparation and approval of an SWPPP (for construction) and a WQMP (for operation) would be required for each cumulative project to determine appropriate BMPs to minimize water quality impacts. The City's Public Works Department for projects within the City and the County Public Works Department for projects within the County, reviews all development projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Each related project must consider and address impacts to impaired receiving waters and TMDLs for receiving waters. The TMDL program is designed to identify all constituents that adversely affect the beneficial uses of water bodies and then identify appropriate reductions in pollutant loads or concentrations from all sources so that the receiving waters can maintain/attain the beneficial uses in the Basin Plan. Thus, by complying with TMDLs, a project's cumulative impacts to overall water quality in the Santa Ana River Watershed is taken into account.

Regional programs and BMPs, such as TMDL programs and the MS4 Permit Program, have been designed under an assumption that the Santa Ana River Watershed would continue its pattern of urbanization. The regional programs and associated requirements are designed to address the cumulative effects of proposed development. The project would be required to comply with the requirements of the CGP and the MS4 Permit and implement construction and operational BMPs to reduce pollutants in storm water runoff. Compliance with these regional programs and permits constitutes compliance with programs intended to address cumulative water quality impacts. As stated above, each related project would be required to develop a project specific SWPPP, erosion and sediment control plans, a WQMP, and would be evaluated individually to determine appropriate BMPs and treatment measures to reduce impacts to surface water quality and hydrology. Because the project and other cumulative projects would comply with applicable NPDES requirements and would include BMPs to reduce the volume of storm water runoff and pollutants of concern in storm water runoff as specified by **Regulatory Compliance Measures 4.10.1, 4.10.2, and 4.10.3**, the cumulative hydrology and water quality impacts of the project and the related projects would be less than significant. Therefore, the project's incremental hydrology and water quality impacts would **not be cumulatively considerable.**

4.11 LAND USE AND PLANNING

This section identifies land use impacts to the environment that may result from the project. This section analyzes the consistency of the project with the goals and policies identified in the City's General Plan and Zoning Code. It also evaluates the compatibility of the project with existing land uses and its consistency with other local and regional plans.

The analysis contained in this section is based on the following reference documents:

- *City of Colton General Plan,* Land Use Element, adopted August 2013;
- *Municipal Code,* City of Colton, codified through July 26, 2016;
- *Final 2008 Regional Comprehensive Plan,* SCAG, adopted October 2008; and
- 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, SCAG, adopted November 2021.

4.11.1 Existing Setting

4.11.1.1 On-Site Land Uses

The project site is vacant land in an area primarily surrounded by rural residential development. It is flat at an elevation of 1,250 feet above mean sea level (amsl) and has a temporary retention basin on the northerly portion. Reche Canyon Road borders the northeasterly side of the project site and Old Reche Canyon Road borders the southwesterly side of the project site. Vehicular access is currently provided to the project site from both Reche Canyon Road and Old Reche Canyon Road, although no formal accessways enter the property. The project site has been affected by weed abatement practices and by surrounding land use practices.

Vegetation and land use on the project site has been highly disturbed as a result of weed abatement practices and use by feral ass (*Equuas asinus*). Developed/disturbed areas resulting from vehicular use occur on northerly end of project site. The vegetation present consists of non-native grasslands over the majority of the project site and freshwater marsh vegetation within a small retention basin that occurs on the site.[1]

There has been no previous development on the site. The site therefore has always been vacant and filled with seasonal vegetation and wildlife species throughout the year. In addition, the Project Site contains a retention basin which was constructed to receive runoff collected by local roads, residential curb and gutters, and storm drains. At the time the Site was surveyed for biological resources, the basin retained water on site; the retention basin is a temporary storm water facility.

***4.11.1.2** Offsite Land Uses*

The project vicinity is a mixture of developed, underdeveloped, and undeveloped properties. Single-family residences are located to the east, west, and north and a neighborhood commercial market is located to the south of the Project site. Reche Canyon Road lies immediately to the east, while Old Reche Canyon Road lies directly to the south from the Project Site. The existing on-site and adjacent

[1] LSA Associates Inc., *Biological Resources Assessment for the Reche Canyon Plaza Commercial Project, City of Colton, California*.

off-site land uses are summarized in Table 4.11.A and are identified on previously referenced Figure 3.2. Photographs depicting the site are provided in previously referenced Figure 4.1.1

Table 4.11.A: Existing On-Site and Adjacent Off-Site Land Uses and Land Use Designations

Location	Current Land Use	General Plan Land Use Designation	Zoning
Onsite	Undeveloped	Reche Canyon Specific Plan	Reche Canyon Specific Plan (RCSP)
North	Open space, single-family residential		
South	Commercial, single-family residential		
East	Single-family residential		
West	Single-family Residential (Unincorporated San Bernardino County)		This Parcel is within (RS-1) Single Residential -1 Acre Minimum boundary.

Source 1: City of Colton. Reche Canyon Specific Plan. 1991. Existing Land Use. Page 15.
Source 2: City of Colton. Reche Canyon Specific Plan. 1991. Zoning. Page 23.

4.11.1.3 General Plan Land Use and Zoning Designations

The Colton General Plan[1] is City's blueprint for future growth and development. The General Plan identifies the City's goals with respect to both built and natural environments and establishes the policies and implementation measures to achieve the stated goals. The City most recently updated the General Plan Land Use Map[2] in 2019. Similarly, the City's Zoning Code[3] is consistent with the City's General Plan and is intended to encourage the most appropriate use of land and ensure compatibility between uses.

The project site is within the boundaries of the Reche Canyon Specific Plan (RCSP), which covers an approximately 1,562 acres of City of Colton, 970 acres of the City of Loma Linda, and 378 acres of San Bernardino County. This Specific Plan area is situated within the southern foothills of the City of Colton to the northwest and Loma Linda to the east and borders the City of Grand Terrace to the west and Moreno Valley to the south.

The project site and surrounding areas are within the RCSP which designates the site (referred to as RCSP Planning Area 9) for Estate Density (residential) uses with a 2 units per acre as the maximum density. Adjacent land to the west and land just east of the site and Reche Canyon Road are also designated for Estate Density. The land to the southeast, also along the west side of Reche Canyon Road and including a non-conforming commercial center immediately south of the project site, is designated for Intermediate Density uses (4 to 10 units per acre with a target of 8 units per acre). The land to the northwest and further to the northeast of the site is designated for Low Density uses (2-4 units per acre with a target of 2 units per acre). Table 4.11.A summarizes the various RCSP land use designations on and around the project site, and the land use plan for the RCSP is shown on Figure 3.4.

1 General Plan Land Use Element last updated August 20, 2013 (Resolution 61-13)
2 General Plan Land Use Plan Map, https://www.ci.colton.ca.us/778/Planning-Documents
3 Colton Municipal Code, Title 18, Zoning Map last updated October 10, 2019

4.11.2 NOP/Scoping Comments

The City received multiple letters regarding land use and planning during the Public Scoping Meeting. These comments pertain to the zone change proposed by the project and the commercial uses proposed on the project site (refer to Appendix A-2).

4.11.3 Methodology

The impact analysis presented in this Land Use and Planning section evaluates potential physical impacts of the project on land use compatibility and considers whether the project would result in a conflict with relevant land use plans, policies, or regulations contained in applicable planning documents adopted by the City and other agencies for the purpose of avoiding or mitigating an environmental effect that could cause a significant environmental impact.

This section also analyzes the project's consistency with applicable land use plans. A project's inconsistency with a plan or policy is only considered significant if such inconsistency would result in a significant physical environmental impact.[1] This Environmental Impact Report (EIR) section determines whether or not the project would conflict with any adopted land use policies or programs that would result in such an impact. Under this approach, a policy or program conflict is not in and of itself considered a significant environmental impact. An inconsistency between the project and an applicable plan is a legal determination that may or may not indicate the likelihood of an environmental impact. In some cases, an inconsistency may result in an underlying physical impact that is significant and adverse.

4.11.4 Existing Policies and Regulations

4.11.4.1 Federal Regulations

There are no federal regulations that apply to the project regarding land use and planning.

4.11.4.2 State Regulations

California State Planning and Zoning Law. This law, which is codified in California Government Code sections 65000-66037, delegates most of the State's local land use and development decisions to cities and counties. The California Government Code establishes specific requirements pertaining to the regulation of land uses by local governments, including general plan requirements, specific plans, subdivisions, and zoning. California Government Code Section 65302 requires that all California cities and counties including the following seven elements in their general plan: Land use, circulation, housing, conservation, open space, noise, and safety. Cities and counties in the San Joaquin Air Pollution Control District must also address air quality in their general plans. Cities and

[1] *State CEQA Guidelines* Section 15382.

counties that have identified disadvantaged communities must also address environmental justice in their general plans, including air quality.[1]

Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375). This statute requires California's regional planning agencies to include a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy in their Regional Transportation Plans (RTP). Senate Bill 375 (SB 375) was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. Under the law, California's regional planning agencies are required to include a Sustainable Communities Strategy (SCS) in their Regional Transportation Plans (RTP). The SCS provides a plan for meeting the regional emissions reduction targets established by the California Air Resources Board (ARB). If the emissions reduction targets cannot be met through the SCS, an Alternative Planning Strategy (APS) may be developed that shows how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures of policies. SB 375 also offers local governments regulatory and other incentives to encourage more compact new development and transportation alternatives.

The requirements of SB 375 are reflected in the 2016 RTP/SCS adopted by the Southern California Association of Governments (SCAG), which serves as the regional planning agency in the six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial Counties. The 2016–2040 RTP/SCS is discussed in further detail below.

Senate Bill 330 (SB 330). SB 330 has restrictions on implementing new development policies, standards or conditions that may restrict housing developments, including any initiatives or referendums voted into law by the general populace. Cities and counties are restricted from implementing any new development policies, standards or conditions that have any of the following effects:

- A change to the general plan land use designation, specific plan land use designation, or zoning that results in a less intensive use. Less intensive use means, for example: (i) reductions in height, density or floor area ratio, (ii) new or increased open space or lot size requirements, (iii) new or increased setback requirements, minimum footage requirements, or maximum lot coverage limitations, and (iv) anything that would lessen the intensity of housing.

- A reduction of the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning below what was allowed under the applicable land use designation and zoning ordinance in effect as of January 1, 2018.

[1] Senate Bill 1000 (SB 1000), adopted in 2016 requires both cities and counties that have disadvantaged communities to incorporate environmental justice (EJ) policies into their general plans, either in a separate EJ element or by integrating related goals, policies, and objectives throughout the other elements. This update, or revision if the local government already has EJ goals, policies, and objectives, must happen "upon the adoption or next revision of two or more elements concurrently on or after January 1, 2018."

- A moratorium, or similar restriction or limitation, on housing development, including mixed-use development, unless to it is necessary to specifically protect against an imminent threat to the health and safety of persons in the affected jurisdiction.

- After January 1, 2020, any new design standards that are not objective design standards.

- Enforcement of any rule that: (i) limits land use approvals or limits the issuance of permits necessary for the approval and construction of housing, (ii) imposes a cap on the number of housing units, or (iii) limits the population. This restriction, however, does not apply to any laws passed prior to January 1, 2005, in cities or counties that are predominantly agricultural.

- Demolishing any existing housing units, unless the housing development project will create at least as many housing units.

The project would remove the existing on-site residential designations from the project site. Based on the 2 units per acre designation for the site, the project would reduce the potential residential units within the City by approximately six.[1] Compliance with SB 330 requires that before this project can be approved it must concurrently fully off-set the loss of these six housing units from the project site elsewhere within the City.

4.11.4.3 Regional and Local Regulations

Southern California Association of Governments Plans. SCAG (the designated Metropolitan Planning Organization [MPO] for the Counties of Ventura, Orange, San Bernardino, Riverside, Imperial, and Los Angeles) is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG's main responsibilities under State and federal law are preparing the Regional Transportation Plan (RTP) and the Regional Housing Needs Assessment (RHNA). While SCAG does not have formal regulatory authority and cannot directly implement land use decisions, SCAG guides land use planning for the southern California region through intergovernmental coordination and consensus building.

Regional Comprehensive Plan (RCP). The SCAG prepared the 2008 RCP to serve as a framework to guide decision-making with respect to the growth and changes that can be anticipated in the region in the coming years. The RCP is a major advisory plan prepared by the SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance.

The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region. The RCP includes nine chapters, each based on specific areas of planning or resource management. Each of the nine chapters contains goals, policies, implementation, and strategies to achieve the SCAG's overall goals of improving the standard of living for all; improving the quality of life for all; and enhancing equity and access to government. Local governments are

[1] 2.9 acres x 2 units = 5.8 number of total units in the City of Colton.

required to use the RCP as the basis for their own plans and are required to discuss the consistency of projects of "regional significance" with the RCP.

Regional Transportation Plan/Sustainable Communities Strategy. The 2020-2045 RTP/SCS adopted by SCAG on November 4, 2021 analyzed the region's transportation system, future growth projections, and potential funding sources in order in order to develop a long-term framework for transportation improvements and maintenance. The core vision for the 2020–2045 RTP/SCS is to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal includes new initiatives at the intersection of land use, transportation and technology to close the gap and reach greenhouse gas reduction goals. The plan also includes robust financial analysis that considers operations and maintenance costs to ensure the existing transportation system's reliability, longevity, resilience and cost effectiveness. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's greenhouse gas emission reduction goals and federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources.

The following goals in the 2020–2045 RTP/SCS are applicable to the project:

- **Goal 1:** Encourage regional economic prosperity and global competitiveness
- **Goal 5:** Reduce greenhouse gas emissions and improve air quality
- **Goal 6:** Support healthy and equitable communities

4.11.4.4 City of Colton General Plan

The City's General Plan is the blueprint for future growth and development in the City. Goals and policies of the City's General Plan that regard land use and planning[1] are listed below and analyzed in Table 4.11.B (provided under 4.11.6.2 Conflict with Applicable Land Use Plans, Policies, or Regulations).

Land Use Element

Goal LU-1: Achieve a balance of land use types that create diverse opportunities for housing, employment, commerce, recreation, and civic engagement.

Policy LU-1.1: Ensure that all new development conforms to all applicable provisions of the General Plan and Zoning Code.

Policy LU-1.2: Evaluate existing Specific Plans to ensure continued appropriateness in relation to the goals and policies of the General Plan and the City's long-term vision, and to reflect planned land use. After evaluation, maintain, amend, or repeal Specific Plans, as appropriate.

[1] General Plan goals and policies regarding other environmental factors (e.g., aesthetics, hazards, transportation and traffic, public services, and parks and recreation) are listed in their respective sections of this EIR and analyzed therein as applicable to the project.

Policy LU-1.3: Ensure that the zoning map, Zoning Code, Specific Plans, and other applicable development-related ordinances are brought into conformance with the Land Use Element as soon as practical following adopted or amendment.

Policy LU-1.5: Encourage the assemblage of small lots to create more cohesive development sites.

Policy LU-1.6: Ensure that new development projects are compatible with permitted, well- maintained uses and buildings in the surrounding neighborhood or district.

Policy LU-1.7: Require that new development assume the full fair-share cost of public improvements which are necessitated by that development.

Policy LU-1.8: Interpret the Land Use Plan in a manner that provides for compatibility between adjacent land uses, and that allows the City to achieve land use, design, and economic development objectives.

Goal LU-3: Ensure a strong and diversified economic base to provide for fiscal stability and sustainability.

Policy LU-3.1: Provide for land uses that allow a variety of retail, service, manufacturing, institutional, office, and recreational businesses to locate in Colton.

Policy LU-3.5: Establish a list of commercial and industrial uses that are needed in the City, and work towards bringing those businesses to Colton.

Goal LU-6: Minimize or eliminate land use conflicts where residences are in close proximity to rail lines, freeways, and industrial businesses.

Policy LU-6.2: Discourage the establishment of incompatible uses in proximity to each other.

Policy LU-6.3: Use land use designations and zones to buffer incompatible uses.

Policy LU-6.4: Promote the use of buildings, setbacks, walls, landscaping, and other design features to buffer and reduce conflicts between adjacent properties.

Policy LU-6.5: As properties recycle from one use to another, ensure that the new use is consistent with the Land Use Plan and policy directives that support this Goal LU- 6.

Goal LU-9: Maintain a diverse mix of commercial uses that benefit the community in terms of needed commercial services, tax revenue, and employment opportunities.

Policy LU-9.1: Encourage and facilitate an appropriate mix of goods and service offered in community and neighborhood commercial centers.

Policy LU-9.2: Discourage proliferation of strip commercial development approaches.

Policy LU-9.4: Maintain the integrity and appearance of commercial properties by streamlining and simplifying the application process for new businesses occupancies and by encouraging updating of the visual appearance of a property whenever possible.

Policy LU-9.5: Establish Zoning Code amortization requirements for nonconforming uses in commercial areas.

Policy LU-9.6: Pursue removal of nonconforming signs.

Policy LU-9.8: Diversify the types of commercial uses available in Colton to ensure the City's fiscal well-being. Create a balanced mix of restaurants and retail stores that offer a varied selection of dining and shopping opportunities.

Goal LU-10: Create new mixed-use, walkable districts that are great places to live and exciting destinations.

Policy LU-10.1: Implement the land use policies for Downtown Colton set forth in this Land Use Element via a Specific Plan or similar document, and actively seek out developers to build in the Downtown consistent with City objectives.

Policy LU-10.2: Adopt a new Neighborhood Mixed-Use zone.

Policy LU-10.4: Establish land use patterns and provide pedestrian amenities within the mixed- use districts that minimize the need for vehicle travel among the uses within a district.

Goal LU-13: Protect open space lands necessary for flood control and habitat preservation purposes, and to provide buffers from identified earthquake faults and other public safety hazards.

Policy LU-13.3: Work with the U.S. Fish and Wildlife Service and California Department of Fish and Game to establish and maintain the minimal area needed for Delhi sands flower-loving fly habitat.

Safety Element

GOAL S-2: Anticipate the risks and mitigate the effects that flood hazards pose to the community.

Policy S-2.4: Restrict new development in high-flood risk areas, such as 100- and 500-year floodplains and floodways, unless addressed through adequate flood proofing and mitigation.

GOAL S-3: Safeguard the community from the threat of urban and wildfire hazards.

Policy S-3.3: Restrict new development in wildland-urban interface areas (high and very high fire hazard severity zones), unless designed using the most up to date wildfire mitigation techniques and code requirements, in compliance with local and State Wildland-Urban Interface code requirements.

GOAL S-6: Minimize the community's risk of exposure to hazardous materials and wastes.

Policy S-6.1: Monitor facilities known to use, store, transport, process, or dispose of hazardous materials or wastes.

Policy S-6.2: Prohibit the construction and development of new facilities known to use, store, transport, process, or dispose of hazardous materials or wastes near residential areas and public-serving facilities.

Open Space and Conservation Element

Principles

Conserve and protect open space needed for preservation of air quality, water quality, water supply waste disposal, noise abatement or public safety through zoning and other regulatory tools.

Restrict development in canyons and hillsides and control the plan of development to prevent obstruction of natural runoff or water courses and to prevent unwarranted scarring of hillsides.

Noise Element

Principles

Establish criteria defining compatible land uses as a function of the level of noise exposure.

Control noise exposure from future noise generators so the ambient environment will be kept within acceptable limits.

Establish acceptable noise standards consistent with health and quality of life goals.

Standards

Standard 3: Exterior noise levels should not exceed 65 dBA during the day or 55 dBA at night for commercial land uses, including general business and general merchandising.

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

Model Air Quality Element 1991

Goal #4: A pattern of land uses which can be efficiently served by a diversified transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants.

Policy 4.1: Manage Growth: Manage growth by insuring the timely provision of infrastructure to serve new development.

Policy 4.2: Balance Growth: Improve the balance between jobs and housing in order to create a more efficient urban form.

Policy 4.3: Protect Sensitive Receptors: Support a regional approach to regulating the location and design of land uses which are especially sensitive to air pollution.

4.11.4.5 Reche Canyon Specific Plan Goals

Goal One: To maintain the semi-rural character of Reche Canyon while allowing for future development.

Goal Two: Improve and enhance the efficiency, carrying capacity, and safety of the circulation system throughout the canyon area.

Goal Three: Reduce or, where practical, eliminate adverse effects on the public health, safety, and welfare that could result from inappropriate development.

Goal Four: Preserve, maintain and enhance where possible Reche Canyon's natural features, open space, and recreational opportunities.

Goal Five: Encourage close cooperation between the City of Colton, the City of Loma Linda, and the County of San Bernardino in regulating development in the planning area.

4.11.4.6 City of Colton Municipal Code

The Colton Municipal Code (Municipal Code) establishes detailed zoning districts and regulations based on the General Plan. The Building and Construction and Zoning Codes (Municipal Code Title 15 and 18) serves as the primary implementation tool for the General Plan. Whereas the General Plan is a policy document that sets forth direction for development decisions, the Zoning Code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Zoning Code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The Zoning Code also indicates which land uses are permitted in the various zones. The Municipal Code includes all of the City's zoning ordinance provisions and has been supplemented over time to include other related procedures such as subdivision regulations, environmental review procedures, and an advertising and sign code. Municipal Code regulations and maps must be consistent with the General Plan land uses, policies, and implementation programs.

4.11.5 Thresholds of Significance

The City has not established local California Environmental Quality Act (CEQA) significance thresholds as described in Section 15064.7 of the *State CEQA Guidelines*. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the *State CEQA Guidelines* to determine the significance of environmental impacts. Appendix G of the *State CEQA Guidelines* recognizes the following significance thresholds related to land use.

Based on these significance thresholds, potential impacts to land use could be considered significant if the project would result in the following:

Threshold 4.11-1 Physically divide an established community?

Threshold 4.11-2 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?

4.11.6 Impact Analysis

4.11.6.1 Physically Divide an Established Community

Threshold 4.11-1 Would the project physically divide an established community?

The project would result in a commercial development on a vacant site. The project consists of the development of approximately 18,124 square feet of neighborhood retail commercial uses on 2.9 acres in the lower end of Reche Canyon. Specific uses include a 3,574-square-foot fueling station

with 6 fueling dispensers, a 3,000-square-foot convenience store, 9,800 square feet of neighborhood commercial retail space, and a 1,750-square-foot drive through car wash (see Figure 3.4). Retail space would be divided between approximately six different businesses. Adequate parking would be provided for the retail space and gas station; approximately 42 spaces for the retail and 25 spaces for the gas station.

The project site is part of the existing RCSP, the very idea of which is to create and develop a cohesive community. While the project site is currently designated for residential uses, developing the site as neighborhood serving commercial would provide neighborhood commercial services to the existing residences. Therefore, the project would retain the intended connectivity of the uses within the RCSP and would not physically divide the established community. Therefore, there is no impact associated with physically dividing an existing community and no mitigation is required.

Impact Conclusion. The project would have **no impact** related to physical division of an established community. No mitigation is required.

4.11.6.2 Conflict with Applicable Land Use Plans, Policies, or Regulations

Threshold 4.11-2 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 City of Colton General Plan land use designation on the project site is RCSP, which designates the site as Estate Density (two single-family units per acre maximum). The RCSP does not provide for commercial or retail uses on the project site (referred to as RCSP Planning Area 9). The project includes a Specific Plan Amendment to amend the RCSP land use designation from Estate Density to Commercial to allow for the development of 18,124 square feet of commercial uses on the project site.

According to the RCSP, the Commercial land use designation within the Specific Plan area should be limited to neighborhood serving businesses such as small restaurants, gas, food, and sundries, and other services typically serving a neighborhood rather than a whole community. The project would provide neighborhood serving uses in the project vicinity and would primarily serve residents who live within the Reche Canyon area. As such, the project would be consistent with the RCSP commercial land use designation. Additionally, the RCSP identifies the project site to be a potential commercial site to expand commercial uses along Reche Canyon Road and help finance the realignment of Reche Canyon Road.[1] Therefore, changing the project site's land use designation from residential to commercial would be consistent with the goals and policies of the RCSP and the City's General Plan (see Table 4.11.B).

[1] City of Colton. Reche Canyon Specific Plan. Page 37. 1991.

Table 4.11.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Land Use Element Goal LU-1: Achieve a balance of land use types that create diverse opportunities for housing, employment, commerce, recreation, and civic engagement.	
Policy 1.1: Ensure that all new development conforms to all applicable provisions of the General Plan and Zoning Code.	**Consistent.** The project would result in a commercial development on a vacant site consisting of approximately 18,124 square feet of neighborhood retail commercial uses in Reche Canyon. Although it requires amending the current land use and zoning designation to neighborhood commercial from estate residential, it would comply with all applicable development standards as outlined in the RCSP, which would ensure its compatibility with surrounding land uses. Therefore, development of the project would be consistent with these policies.
Policy 1.2: Evaluate existing Specific Plans to ensure continued appropriateness in relation to the goals and policies of the General Plan and the City's long-term vision, and to reflect planned land use. After evaluation, maintain, amend, or repeal Specific Plans, as appropriate	
Policy 1.3: Ensure that the zoning map, Zoning Code, Specific Plans, and other applicable development-related ordinances are brought into conformance with the Land Use Element as soon as practical following adopted or amendment.	
Policy 1.5: Encourage the assemblage of small lots to create more cohesive development sites.	
Policy 1.6: Ensure that new development projects are compatible with permitted, well- maintained uses and buildings in the surrounding neighborhood or district	
Policy 1.8: Interpret the Land Use Plan in a manner that provides for compatibility between adjacent land uses, and that allows the City to achieve land use, design, and economic development objectives.	
Land Use Element Goal LU-3: Ensure a strong and diversified economic base to provide for fiscal stability and sustainability.	
Policy LU-3.1: Provide for land uses that allow a variety of retail, service, manufacturing, institutional, office, and recreational businesses to locate in Colton.	**Consistent.** The project consists of the development of approximately 18,124 square feet of neighborhood retail commercial uses on 2.9 acres in the lower end of Reche Canyon. Specific uses include a 3,574-square foot fueling station, a 3,000-square foot convenience store, 9,800 square feet of neighborhood commercial retail space, and a 1,750-square foot drive through car wash. Retail space would be divided between approximately six different businesses. Adequate parking would be provided for the retail space and gas station. Therefore, project development would contribute to a well-balanced land use pattern that accommodates the City's existing and future needs for commercial uses, while providing adequate community services to Reche Canyon residents. Therefore, the project would be consistent with this goal.
Land Use Element Goal LU-9: Maintain a diverse mix of commercial uses that benefit the community in terms of needed commercial services, tax revenue, and employment opportunities.	
Policy LU-9.5: Establish Zoning Code amortization requirements for nonconforming uses in commercial areas.	**Consistent.** The project consists of the development of neighborhood retail commercial uses with specific uses including a fueling station, a convenience store, neighborhood commercial retail space, and a car wash. Retail space would be divided between approximately six different businesses. Although project development would lead to General Plan and Zoning changes, it would contribute to a well-balanced land use pattern that accommodates City's existing and future needs for commercial uses, while providing adequate community services to Reche Canyon residents. Therefore, the project would be consistent with this goal.
Policy LU-9.8: Diversify the types of commercial uses available in Colton to ensure the City's fiscal well-being. Create a balanced mix of restaurants and retail stores that offer a varied selection of dining and shopping opportunities.	

Table 4.11.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Open Space and Conservation Element Principles	
Principle 3: Conserve and protect open space needed for the preservation of air quality, water quality, water supply, waste disposal, noise abatement, or public safety through zoning or other regulatory tools.	**Consistent.** The project would comply with all applicable development standards outlined in the RCSP, General Plan and Zoning to conserve and protect open space areas. Therefore, the project would be consistent with this goal.
Principle 6: Restrict development in canyons and hillsides and control the plan of development to prevent obstruction of natural runoff or water courses and to prevent unwarranted scarring of hillsides.	**Consistent.** Section 4.10, Hydrology and Water Quality, evaluated potential flooding impacts from the project, respectively. Although a portion of the project site is subject to flooding, the project would be developed with features in place to adequately accommodate the stormwater runoff so that on-site flooding would not occur. Therefore, the project would be consistent with this goal.
Noise Element Principles	
Principle 1: Establish criteria defining compatible land uses as a function of the level of noise exposure.	**Consistent.** The project would comply with all applicable RCSP development standards to ensure a sensitive transition between the proposed neighborhood commercial retail use and surrounding residential uses. Additionally, a minimum 9-foot-high wall along the project's western boundary pursuant to Mitigation Measure 4.13.3 would reduce the project's operational noise levels to the City's noise standard of 65 dBA L_{eq} or below. With implementation of Mitigation Measure 4.13.3, noise generated from the project would not expose residential uses west of the project site to noise levels that exceed City noise standards. Therefore, the project would be consistent with General Plan Noise Element Principle 1.
Model Air Quality Element #4: A pattern of land uses which can be efficiently served by a diversified transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants.	
Policy 4.1: Manage growth by insuring the timely provision of infrastructure to serve new development.	**Consistent.** The project would develop neighborhood commercial/retail use along Reche Canyon Road with access to Barton Road, Interstates 215 and 10. Section 4.3 *Air Quality* and Section 4.17 *Transportation and Traffic* evaluated potential air quality and transportation impacts of the project, respectively. Mitigation measures are prescribed to integrate the project with the existing transportation system to minimize emissions and congestion generated by construction and operation of the project. Therefore, the project would be consistent with this goal.
Policy 4.3: Support a regional approach to regulating the location and design of land uses which are especially sensitive to air pollution.	

Source: City of Colton General Plan, Land Use Element (2013); Model Air Quality Element (1991); Noise Element (1987); Open Space and Conservation Element (1987).

The project does not require a General Plan Amendment for development at the project site. However, in order to satisfy the requirements of State law (Government Code Section 66300 et seq.), the project does require a General Plan Amendment for a parcel outside of the Reche Canyon Specific Plan (Assessor's Parcel Number [APN] 163-172-48, which is located at 635 South 7th Street). Government Code Section 66300 et seq. requires that any net loss of residential capacity that results from a project's action be concurrently rectified by changing the development standards, policies, or conditions applicable to another parcel within the jurisdiction to compensate for the loss in residential capacity imposed by the project's action.

The project is proposing commercial development on a 2.9-acre project site, which is currently designated for Estate Density and allows for a maximum of 2 residential units per acre, or a total of

up to six residential units. Therefore, development of the project would effectively reduce the City's residential capacity by up to six units. To comply with SB 330 and avoid a net loss of residential capacity, the City has identified the parcel located at 635 South 7th Street (APN 163-172-48) as capable of accepting the residential capacity (six units) from the project site. The existing General Plan and Zoning for 635 South 7th Street does not currently allow for any residential development. Therefore, as part of the proposed project's approval, APN 163-172-48 (635 South 7th Street) would concurrently be approved for a General Plan Amendment (GPA) from General Commercial to Mixed-Use Downtown and a zone change from General Commercial to Mixed-Use Downtown to allow for residential development. The Mixed-Use Downtown zone allows for a residential density of 30 du/ac. Since APN 163-172-48 is 0.31-acre, the rezoning would allow up to a maximum of 9 dwelling units on the site. Therefore, changing the project site's land use designation from residential to commercial and concurrently changing the land use and zoning designation of APN 163-172-48 would ensure consistency with SB 330 requirements.

Southern California Area of Governments RTP/SCS. Connect SoCal 2024 provides performance measures and objectives to achieve the goals of improving public and private regional transportation and making communities and the region more sustainable. The project would provide additional local employment opportunities for residents of Colton, reducing regional commuter traffic. The project also would provide neighborhood services to residents who live in the project vicinity, reducing vehicle miles traveled (VMT) and greenhouse gas emissions in the project vicinity. Additional analysis regarding VMT impacts can be found in Section 4.17 *Transportation* of this EIR. Finally, the project would make improvements to the site's frontage along Reche Canyon Road to enhance pedestrian facilities within the project site and vicinity.

Impact Conclusion. The project is generally consistent with the intent and overall goals of the indicated local and regional plans. Therefore, impacts related to the project conflicting with applicable plans, policies, and/or regulations adopted for the purpose of avoiding or mitigating an environmental effect is **less than significant**. No mitigation is required.

4.11.7 Programmatic Analysis

4.11.7.1 Environmental Setting

The 0.31-acre Residential Transfer Site (RTS) is located at 635 South 7th Street (APN 163-172-48) in an urbanized portion of Colton. The parcel is currently developed with structures, paved surfaces, and ornamental landscaping. The RTS fronts South 7th Street, which is along the eastern boundary of the RTS. The north side of the RTS is bordered by residential development, beyond which is Stephen Street. The west side of the RTS is bordered by residential development. Railroad tracks are approximately 600 feet west of the RTS. The south side of the RTS is bordered by residential development, beyond which is Maple Street. The RTS is designed as General Commercial in the City of Colton General Plan and is also zoned as General Commercial.

4.11.7.2 Programmatic Impact Analysis

The proposed GPA and zone change, in and of themselves, do not propose any development on the RTS. Rather, as influenced by economic conditions and market demand, the proposed land use

actions would allow the redevelopment of the site with residential uses at some future point in time.

The proposed GPA and zone change would accommodate the transfer of residential units from the Project site to maintain compliance with applicable provisions of SB 330. The proposed Mixed-Use Downtown designation/zoning at the RTS would allow a density range of up to 30 units/acre, resulting in a residential capacity of not less than 9 residential units on the 0.31-acre parcel. The Project site could currently be developed with up to 6 residential units. Therefore, the proposed GPA and zone change at the RTS would sufficiently offset the reduction of residential capacity caused by the Proposed Project. Any future residential development project occurring on the RTS would receive project-level review by the City to ensure consistency with the City's General Plan, Zoning Ordinance, and other applicable plans and policies. The proposed GPA and zone change provides for redevelopment consistent with the policies identified in the City's South Colton Livable Corridor Plan (SCLCP), which recognizes the longstanding South Colton community and seeks to identify the necessary amenities and improvements, suggests new uses for vacant and underutilized parcels, and recommends updates to land use policies and development regulations cognizant of the unique relationship that the community has with the public realm and landscape of their neighborhood.[1] The Mixed-Use Downtown Zone[2] (M-U/D) integrates civic, public, commercial, office, and residential uses. Supporting convenience retail and personal service commercial uses are permitted to serve the needs of local residents, employees, and visitors. Because development currently exists on and adjacent to the RTS, no significant division of a community or incompatibility with existing residential uses would result from the proposed GPA and zone change or subsequent redevelopment of the RTS. Therefore, any future redevelopment of the RTS would be consistent with the SCLCP and other City requirements.

As the proposed land use actions for the RTS do not significantly divide any community or conflict with any land use plan, policy, or regulation, **no impact** would occur.

4.11.8 Cumulative Impacts

Construction and operation of the project, combined with cumulative development in accordance with the City of Colton's General Plan (refer to Chapter 2.0 Introduction, Table 2.A), would not result in significant land use and planning impacts. As detailed above, the project would be consistent with applicable plans, goals, policies, and regulations of the City of Colton's General Plan and Reche Canyon Specific Plan, and consistent with SCAG's RTP/SCS. Cumulative development projects must projects must also comply with relevant land use plans, goals and policies as part of the project-specific CEQA reviews. Therefore, land use impacts from cumulative development, in combination with the project, would be less than significant*,* and **no cumulatively considerable impacts** would occur.

[1] Dudek. 2019. South Colton Livable Corridor Plan.
[2] City of Colton. n.d. Zoning Code, Chapter 18.23.

4.12 MINERAL RESOURCES

This chapter evaluates potential impacts that may result from the project related to known mineral resources. This chapter is based in part on the following documents, which are incorporated by reference:

- *Updated Designation of Regionally Significant Aggregate Resources in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California*. State Mining and Geology Board Designation Report No. 14. Department of Conservation, Natural Resources Agency. March 2017.
- *Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties (Special Report 206).* California Department of Conservation, Division of Mines and Geology. 2008.[1]
- *City of Colton General Plan*. Open Space and Conservation Element. Adopted 1987.
- *City of Colton General Plan Update Environmental Impact Report*. SCH No. 2012031037. May 2013.
- *Reche Canyon Specific Plan*. City of Colton. February 1991.

4.12.1 Existing Setting

The City is located within the State-designated San Bernardino Production-Consumption Region for sand and gravel extraction (San Bernardino P-C Region) (Figure 4.12.1). Under the current General Plan and Zoning, no area of the City is designated for mineral recovery activities. As identified in the City's General Plan, the most significant mineral resources within the City consist of sand and gravel deposits in the alluvial fan that extends southward from the base of the San Gabriel foothills.

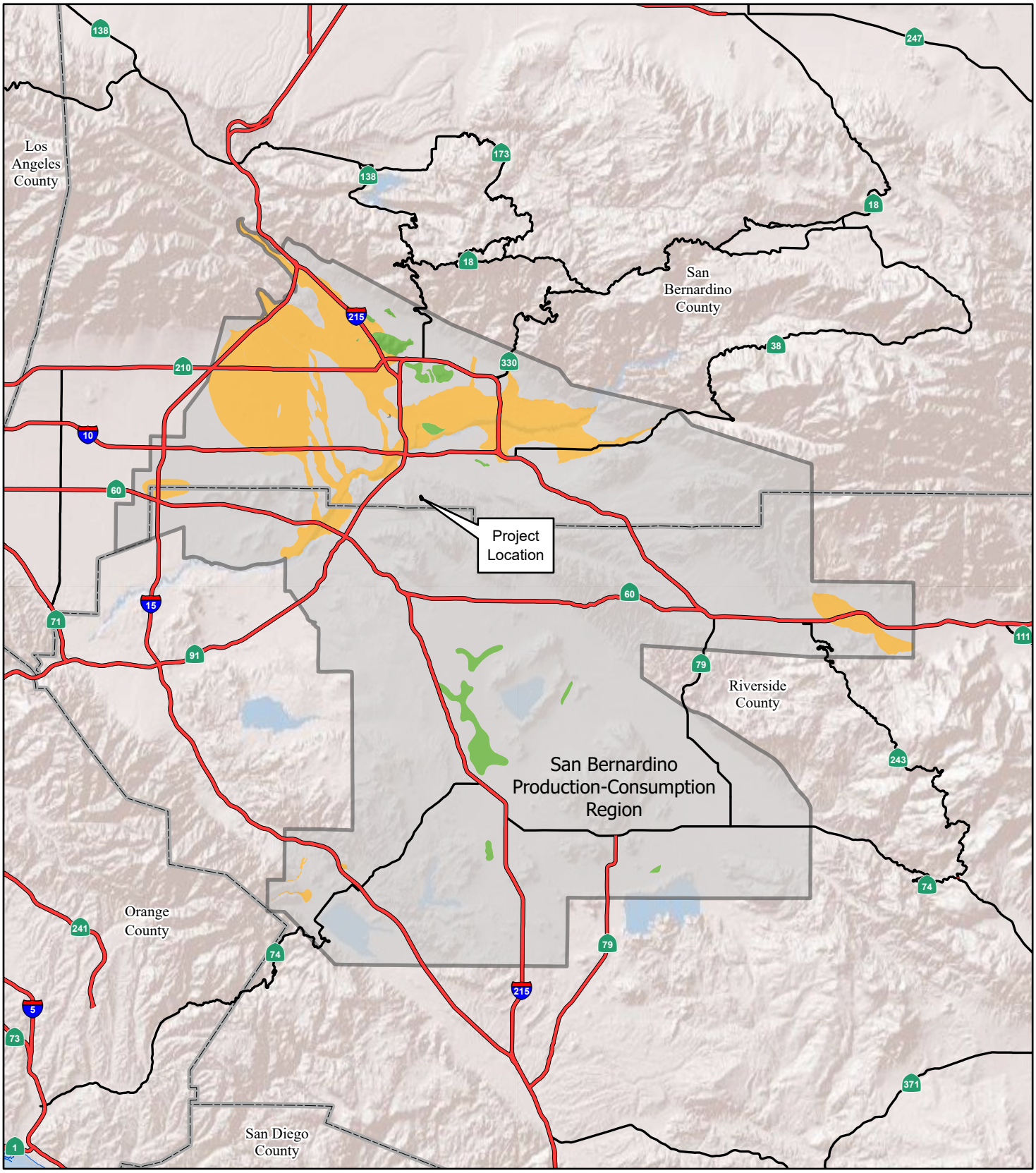
4.12.2 NOP/Scoping Meeting Comments

No comments regarding mineral resources were received during the NOP public review period or Public Scoping meetings.

4.12.3 Methodology

This section cites maps, reports, and other data products developed by CGS to locate mineral extraction areas within the project area. In addition, the City's General Plan was used to determine the location of existing and potential future mineral extraction areas in the project area.

[1] This report is an update of the 1984 report titled "Mineral Land Classification of the Greater Los Angeles Area, Part VII, Classification of Sand and Gravel Resource Areas, San Bernardino Production-Consumption Region," which was published by the California Division of Mines and Geology (predecessor to the California Geological Survey or CGS). (SR 143, Part VII)



LSA

San Bernardino Production-Consumption Region

Mineral Resource Zones

- MRZ-1
- MRZ-2
- MRZ-3

N

0 4 8

Miles

FIGURE 4.12.1

Reche Canyon Plaza Project

Mineral Resource Zone in Project Area

SOURCE: California Department of Conservation, California Geological Survey (2008)

I:\CLT1802.06\GIS\Pro\Reche Canyon Plaza Project\Reche Canyon Plaza Project.aprx (11/4/2021)

4.12.4 Policies and Regulations

4.12.4.1 State Regulations

Surface Mining and Reclamation Act (SMARA). SMARA was passed by the California State Legislature in 1975 in response to the loss of significant mineral resources due to urban expansion, the need for current information concerning the location and quantity of essential mineral deposits, and to ensure adequate mined-land reclamation. To address mineral resource conservation, SMARA mandated a two-phase process called classification-designation.

The objective of the classification-designation process is to ensure, through appropriate local lead agency policies and procedures, that mineral materials will be available when needed and do not become inaccessible as a result of inadequate information during the land use decision-making process.

The guidelines require the State Geologist to classify specified areas into Mineral Resource Zones (MRZs) solely on the basis of geologic factors and without regard to existing land use. The guidelines also require that classification reports for construction aggregate resources include the following additional information: (1) the location and estimated total quantity of construction aggregate in areas with land uses compatible with potential mining; (2) limits of the market area that these potential resources would supply; and (3) an estimate of the total quantity of aggregate material that will be needed to supply the area for the next 50 years.[1]

Areas subject to mineral land classification studies are divided by the State Geologist into various MRZ categories that reflect varying degrees of mineral resource potential. The method of mineral land classification consists of four categories: MRZ-1, MRZ-2, MRZ-3, and MRZ-4.[2]

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

- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone is applied to known mineral deposits or where well-developed lines of reasoning, based upon economic-geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high.

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

[1] Updated Designation of Regionally Significant Aggregate Resources in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California. State Mining and Geology Board Designation Report No. 14. Department of Conservation, Natural Resources Agency. March 2017.

[2] Since 1984, this nomenclature has been expanded to include subdivisions of the MRZ-2 and MRZ-3 categories into “a” and “b” subcategories. The original categories for mineral land classification were retained for the 2008 Update (MRZ-4 is not used).

- **MRZ-4:** Areas where there is not enough information available to determine the presence or absence of mineral deposits.

4.12.4.2 Regional and Local Regulations

City of Colton General Plan. The City's General Plan Open Space and Conservation Element only has the following one goal (referred to as "principles" in the 1987 Element) related to mineral resources:

> **Principle 4.** Protect significant mineral deposit sites from irreplaceable resource extraction until a regional shortage or impeding need can be demonstrated and when permit approvals guarantee restoration of such areas to their natural state.

4.12.5 Thresholds of Significance

Potential impacts to mineral resources could be considered significant if the project:

Threshold 4.12.1 **Results in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State; and/or**

Threshold 4.12.2 **Results 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 plans.**

4.12.6 Impact Analysis

4.12.6.1 Loss of Locally Designated Mineral Resource Recovery Site

Threshold 4.12.1 ***Would the project result in the loss of availability of a locally known mineral resource that would be of value to the region and the residents of the State?***

There are no precious gemstones, ores, or unique or rare minerals deposits located within the City. Currently, the site is vacant, and no mineral recovery or processing activity occurs on or adjacent to the site. Additionally, there are no mining operations in Reche Canyon and no pending proposals to establish any new surface mining operations within the City (including Reche Canyon).

SMARA designates the project site as MRZ-3. This designation means that the area may contain mineral deposits; however, the significance of these deposits cannot be evaluated from the available data. According to the City's General Plan Update EIR, an area and its surroundings must be conducive to mineral extraction operations in order for losses of regionally important mineral resources to be significant.[1]

The State Geologist is responsible for identifying and calculating the amount of aggregate resources contained in areas classified as MRZ-2. The State Geologist further limits the aggregate resource calculations to areas within "Sectors," areas classified as MRZ-2 that have current land uses deemed compatible with potential mining. Compatible land uses are defined as those that are non-urbanized or that have very low-density residential developments (one dwelling unit per ten acres or less), land without high-cost improvements, and land used for agriculture, grazing, or open space.

[1] *Ibid.* Page 4.12-6.

Urbanization and/or incompatible land uses are defined as improvements of high cost, such as high-density residential developments, intensive industrial developments, commercial developments, and major public facilities.

There are no identified regional mineral resource extraction uses within Reche Canyon, nor does the RCSP propose any mineral extraction uses. The project proposes an amendment to the RCSP land use destination for a 2.9-acre property from Residential Estate to Commercial.

Impact Conclusion. Since the site has no known mineral resource deposits and is not conducive to support future mineral resource extraction operations, **no impact** related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the State would occur. No mitigation is required.

4.12.6.2 Loss of Availability of a Known Mineral Resource

Threshold 4.12.2 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?

According to the City's General Plan Update EIR, no locally important mineral resources are identified in the Colton General Plan or the San Bernardino County General Plan.[1] Furthermore, there are no identified mineral resource extraction uses within Reche Canyon, nor does the RCSP propose any mineral extraction uses.

Impact Conclusion. The project would have **no impact** related to the loss of availability of a locally important mineral resource recovery site. No mitigation is required.

4.12.7 Programmatic Analysis

4.12.7.1 Environmental Setting

The city is located within the State-designated San Bernardino Production-Consumption Region for sand and gravel extraction (San Bernardino P-C Region). As identified in the City's General Plan, the most significant mineral resources within the city consist of sand and gravel deposits in the alluvial fan that extends southward from the base of the San Gabriel foothills in and along Lytle Creek, and the limestone extraction that occurs at Slover Mountain. The Residential Transfer Site (RTS) itself is designated as "Urban Area" and has not been assigned a Mineral Resource Zone (MRZ) classification2 (Figure 4.12.1). Under the current General Plan and Zoning, no area of the city is designated or zoned specifically for mineral recovery activities.

4.12.7.2 Programmatic Impact Analysis

The proposed GPA and zone change, in and of themselves, do not propose any development on the RTS. Rather, as influenced by economic conditions and market demand, the proposed land use

[1] *City of Colton General Plan Update Environmental Impact Report*. SCH No. 2012031037. Page 4.11-7. City of Colton. May 2013.

[2] City of Colton. 2013. *City of Colton General Plan Update Environmental Impact Report,* Figure 4.11.1.

actions would allow the redevelopment of residential uses at some future point in time. As stated previously, the RTS is located in an urban area and is currently developed with residential and other uses. Furthermore, the State Mining Board does not designate the RTS as a regionally significant Portland cement concrete (PCC) grade aggregate resource nor does the City's General Plan assign the RTS with a land use or zone designation that allows extractive uses. Because there are no known mineral resources or mineral extraction/processing activities occurring on or near the RTS, development of the site subsequent to the implementation of the GPA and zone change would not reduce the availability of a known mineral resource or conflict/interfere with existing mineral extraction operations. Therefore, the redevelopment of the RTS subsequent to adoption of the proposed GPA and zone change would have **no impact** on mineral resources.

4.12.8 Cumulative Impacts

The project site and the cumulative project sites are not identified as significant mineral resources sites or the sites of an existing mining/mineral extraction operations. Therefore, development of the project and cumulative projects would not cumulatively decrease the local or regional availability of mineral resources or a mineral resource recovery site. The project, when considered in combination with the cumulative projects, would not affect mineral resources or mineral resource recovery sites. Impacts related to the loss of mineral resources within the City of Colton are **not cumulatively considerable**. No mitigation is required.

4.13 NOISE AND VIBRATION

This section examines potential short-term and long-term noise and vibration impacts of the project on sensitive uses adjacent to the project area and by evaluating the effectiveness of mitigation measures. This includes the potential for the project to result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of noise standards; generation of excessive groundborne vibration or groundborne noise levels. The analysis contained in this section is based on the project-specific technical report which is provided as Appendix H to this EIR:

- *Noise and Vibration Impact Analysis, Reche Canyon Plaza Project*, LSA, February 2022.

4.13.1 Existing Setting

4.13.1.1 Background

Characteristics of Sound. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound. Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike units of measurement that use a linear scale (e.g., inches or pounds), decibels use a scale based on powers of 10.

For example, 10 decibels (dB) is 10 times more intense than 0 dB, 20 dB is 100 times more intense than 0 dB, and 30 dB is 1,000 times more intense than 0 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 0 dB. The decibel scale increases as the square of the change, representing the sound-pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a

single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dB for each doubling of distance in a hard site environment. Line-source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in California are L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on dBA. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during relaxation hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance, when assessing the annoyance factor, include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of L_{max} for short-term noise impacts. L_{max} reflects peak operating conditions and addresses the annoying aspects of intermittent noise.

Another noise scale often used together with L_{max} in noise ordinances for enforcement purposes is noise standards in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half of the time the noise level exceeds this level, and half of the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category, audible impacts, refers to increases in noise levels noticeable to humans. Audible increases in noise levels generally involve a change of 3 dB or greater because that level has been found to be barely perceptible in exterior environments. The second category, potentially audible impacts, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category involves changes in noise level of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise. Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches

120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA will potentially result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less-developed areas.

Table 4.13.A provides definitions of acoustical terms, and Table 4.13.B identifies common sound levels and their sources.

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both groundborne vibration and noise from these sources are usually localized to areas within approximately 100 feet (ft) from the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 ft.[1] When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. For most projects, it is assumed that the roadway surface will be smooth enough that groundborne vibration from street traffic will not exceed the impact criteria; however, the construction of the project could result in groundborne vibration that may be perceptible and annoying.

Groundborne vibration has the potential to disturb people and damage buildings. Although it is very rare for typical construction activities to cause even cosmetic building damage, it is not uncommon for construction processes (e.g., blasting and pile driving) to cause vibration of sufficient amplitudes to damage nearby buildings.[2] Groundborne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). The RMS is best for characterizing human response to building vibration, and PPV is used to characterize potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. The vibration velocity level in decibels is defined as the following:

$$L_v = 20 \log_{10} [V/V_{ref}]$$

where L_v is the vibration velocity in decibels (VdB), "V" is the RMS velocity amplitude, and "V_{ref}" is the reference velocity amplitude, or 1×10^{-6} inches per second (in/sec) used in the United States.

4.13.1.2 Sensitive Land Uses in the Project Vicinity

Existing land uses within the project area include residences and a convenience store (commercial). Single-family residences surround the project to the north, south, east, and west of the project site. The convenience store is located south of the project site across Old Reche Canyon Road.

1 Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. September.

2 *Ibid.*

Table 4.13.A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of measurement that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter deemphasizes the very low- and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted, unless reported otherwise.)
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dBA to sound levels occurring in the evening from 7:00 PM to 10:00 PM and after the addition of 10 dBA to sound levels occurring in the night between 10:00 PM and 7:00 AM.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dBA to sound levels occurring in the night between 10:00 PM and 7:00 AM.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

Source: *Handbook of Acoustical Measurements and Noise Control* (Harris 1991).

Table 4.13.B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near-Freeway Auto Traffic	70	Moderately Loud	Reference Level
Average Office	60	Quiet	½ as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	¼ as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	⅛ as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing
—	0	Very Faint	—

Source: Compiled by LSA (2004).

4.13.1.3 Overview of the Existing Noise Environment

The primary existing noise sources in the project area are transportation facilities. Traffic on Reche Canyon Road and other local streets contributes to the ambient noise levels in the project vicinity. Noise from motor vehicles is generated by engines, the interaction between the tires and the road, and the vehicles' exhaust systems. Other sources of noise in the project area include commercial activity at the convenience store.

Ambient Noise Measurements. Short-term and long-term noise level measurements were conducted at adjacent land uses surrounding the project site to document the existing noise environment in order to determine noise increase from the project. The details of the short-term and long-term ambient noise level measurements are provided below.

Short-Term Noise Measurements. Short-term (20-minute) noise level measurements were conducted on November 30, 2021, using a Larson Davis Model 831 Type 1 sound level meter. Table 4.13.C shows the results of the short-term noise level measurements along with a description of the measurement location and noise sources that occurred during the measurement. As shown in Table 4.13.C, the measured average noise levels in the project vicinity ranged from 69.7 to 81.6 dBA L_{eq}, and the measured maximum noise levels ranged from 69.3 to 83.1 dBA L_{max}. The short-term monitoring locations and the short-term noise level measurement sheets are provided in Appendix H of this Environmental Impact Report (EIR).

Table 4.13.C: Short-Term Ambient Noise Level Measurements

Monitor No.	Location	Date	Start Time	Noise Level (dBA)				Noise Sources
				L_{eq}	L_{max}	L_{min}	CNEL[1]	
ST-1	East side of Reche Canyon Road, at fence line of 2594 Reche Canyon Road. Approximately 33 ft east of the edge of Reche Canyon Road's northbound lane.	11/30/21	9:47 AM	68.0	81.6	39.8	71.2	Traffic on Reche Canyon Road and very faint aircraft noise
ST-2	West of the project site. At 12400 Reche Canyon Road, at the southwest corner of the paved part of the driveway.	11/30/21	10:19 AM	58.1	69.7	37.8	62.2	Traffic on Reche Canyon Road

Source: Compiled by LSA Associates, Inc. (2022).
[1] The CNEL noise levels at ST-1 and ST-2 were calculated based on the noise level profile at LT-1.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum instantaneous noise level

Long-Term Noise Measurements. The long-term (24-hour) noise level measurements were conducted from November 30 to December 1, 2021, using Larson Davis Spark dosimeters. The hourly L_{eq} results from the long-term noise level measurements are provided in Appendix H of this EIR. Table 4.13.D shows the daytime and nighttime noise level range (L_{eq} and L_{max}) along with the calculated CNEL from the long-term noise level measurements at LT-1 and LT-2. As shown in Table 4.13.D, the daytime noise levels ranged from 65.0 to 72.6 dBA L_{eq} at monitoring location LT-1, from 55.3 to 60.3 dBA L_{eq} at monitoring location LT-2, and from 54.0 to 59.8 dBA L_{eq} at monitoring location LT-3. The daytime maximum instantaneous noise level ranged from 83.3 to 92.7 dBA at

Table 4.13.D: Long-Term Ambient Noise Monitoring Results

Monitor No.	Location	Noise Level (dBA)					Noise Sources
		Daytime		Nighttime		CNEL	
		L_{eq}	L_{max}	L_{eq}	L_{max}		
LT-1	3008 Shadid Drive. On a utility pole.	65.0-72.6	83.0-92.7	59.0-71.0	77.4-86.3	73.7	Traffic on Reche Canyon Road and faint aircraft noise.
LT-2	12446 Reche Canyon Road. On a utility pole.	68.6–75.5	85.0–96.3	64.0–71.4	81.3–93.0	61.7	Traffic on Reche Canyon Road and faint aircraft noise.
LT-3	12490 Reche Canyon Road. On a utility pole.	55.3-60.3	68.9-80.2	47.8-58.6	60.6-79.6	60.7	Traffic on Reche Canyon Road and faint aircraft noise.

Source: Compiled by LSA Associates, Inc. (2022).
Note: Long-term (24-hour) noise level measurements were conducted from November 30, 2021, to December 1, 2021.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level
CNEL = Community Noise Equivalent Level
L_{max} = maximum instantaneous noise level
ft = foot/feet

LT-1, from 68.9 to 80.2 dBA at LT-2, and from 67.2 to 77.5 dBA at LT-3. The calculated daily noise levels were 73.7 dBA CNEL at LT-1, 61.7 dBA CNEL at LT-2, and 60.7 dBA CNEL at LT-3. The long-term monitoring locations are provided in Appendix H of this EIR.

Existing Aircraft Noise. Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. San Bernardino International Airport, Flabob Airport, Redlands Municipal Airport, and March Air Reserve Base are 4.6 miles northeast, 7.6 miles southwest, 6.1 miles northeast, and 8.7 miles south of the project site, respectively. Based on the Airport Layout Plan Narrative Report for San Bernardino International Airport[1], the project site is outside of the 65 dBA CNEL noise contour of San Bernardino International Airport. Based on the Riverside County Airport Land Use Compatibility Plan[2], the project site is located outside the 55 dBA CNEL and 60 dBA CNEL noise contour of Flabob Airport and March Air Reserve Base, respectively. Also, based on the Redlands Municipal Airport Land Use Compatibility Plan[3], the project site is located outside the 60 dBA CNEL noise contour of Redlands Municipal Airport. Additionally, there are no private airstrips within 2 miles of the project site.

Existing Traffic Noise. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108)[4] was used to evaluate traffic-related noise conditions along roadway segments in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resulting noise levels are weighted and summed over 24-hour periods to determine the CNEL values. Existing average daily traffic (ADT) volumes in the

1 San Bernardino International Airport Authority (SBIAA). 2010. *Airport Layout Plan Narrative Report for San Bernardino International Airport*. November.
2 Riverside County Airport Land Use Commission (RCALUC). 2004. *Riverside County Airport Land Use Compatibility Plan*. October 14.
3 Shutt Moen Associates. 2003. *Redlands Municipal Airport Land Use Compatibility Plan*. May 6.
4 Federal Highway Administration (FHWA). 1977. Highway Traffic Noise Prediction Model. FHWA-RD-77-108.

project area were obtained from the Traffic Impact Study for Reche Canyon Retail[1]. The standard vehicle mix for Southern California roadways was used for roadways in the project area. Table 4.13.E lists the existing traffic noise levels on Reche Canyon Road in the project area. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and the model printouts are provided in Appendix H of this EIR.

Table 4.13.E: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Reche Canyon Road between Crystal Ridge Lane and Shadid Drive	21,683	59	125	268	69.7
Reche Canyon Road between Shadid Drive and Old Reche Canyon Road	22,095	60	127	272	69.7
Reche Canyon Road South of Old Reche Canyon Road	21,386	58	124	266	69.6

Source: Compiled by LSA Associates, Inc. (2022).
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
ft = feet

4.13.2 NOP/Scoping Meeting Comments

No public or agency comments were made regarding noise or vibration issues during the NOP comment period.

During the public scoping meeting, the City received six comment letters related to noise and vibration. These comments pertain to how the project could increase noise in the area and echoes in the canyon at night (refer to Appendix A-2).

4.13.3 Methodology

The evaluation of noise and vibration impacts associated with the project includes the following:

- Determination of the construction noise impacts on off-site noise-sensitive uses based on the comparison of the applicable noise requirements in the San Bernardino County Code for the project in the City and the project-related ambient noise level increase.

- Determination of the operational noise impacts, including vehicular traffic and stationary noise sources, on off-site noise-sensitive uses based on the comparison of the noise standards in the City's General Plan Noise Element and Municipal Code and the project-related ambient noise level increase.

- Determination of the construction and operational vibration impacts on off-site building structures and comparison of the building damage and/or human annoyance criteria recommended by the Federal Transit Administration (FTA).

[1] LSA Associates, Inc. 2022. *Traffic Impact Study for Reche Canyon Retail*. July.

- Determination of the required mitigation measures to reduce construction and operational noise and vibration impacts from all sources.

4.13.4 Existing Policies and Regulations

4.13.4.1 Federal Guidelines

Federal Transit Administration. Vibration standards included in the FTA *Transit Noise and Vibration Impact Assessment Manual*[1] were used in this analysis because the City of Colton does not have vibration standards. Table 4.13.F provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building while Table 4.13.G lists the potential vibration building damage criteria associated with construction activities.

Table 4.13.F: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Max L_V (VdB)[1]	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20X).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100X) and other equipment of low sensitivity.

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018).
[1] As measured in 1/3-octave bands of frequency over the frequency range 8 to 80 Hz.
FTA = Federal Transit Administration
Hz = hertz
L_V = vibration velocity in decibels
Max = maximum
VdB = vibration velocity decibels

Table 4.13.G: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Approximate L_V (VdB)[1]
Reinforced concrete, steel, or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry buildings	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

Source: Table 12-3, Transit Noise and Vibration Impact Assessment (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) are 1 µin/sec.
µin/sec = micro-inches per second
FTA = Federal Transit Administration
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

[1] Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 123. September.

4.13.4.2 Regional and Local Regulations

County of San Bernardino County Code. Section 38.01.080 of the San Bernardino County Code[1] limits temporary construction, maintenance, repair, or demolitions activities between the hours of 7:00 a.m. and 7:00 p.m. except on Sundays and federal holidays.

City of Colton General Plan Noise Element. The City's General Plan Noise Element[2] has established the acceptability of various land uses based on their noise exposure to achieve compatible land uses. Table 4.13.H shows the City's Land Use Compatibility for Community Noise. As shown in Table 4.13.H, noise level exposure of up to 70 dBA CNEL is considered "normally acceptable" and "conditionally acceptable" between noise levels of 67.5 and 77.5 dBA CNEL for office use, which would be equivalent to commercial use for a conservative analysis. In addition, the City lists principles and standards to achieve and maintain an environment where noise is compatible with human activities interacting with a variety of land uses. The following are the City's principles and standards.

Principles:

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

Standards:

1. Residential structures should be constructed to maintain interior noise levels of not greater than 45 dBA, using sound barrier improvements, building design, construction materials and/or insulating techniques.

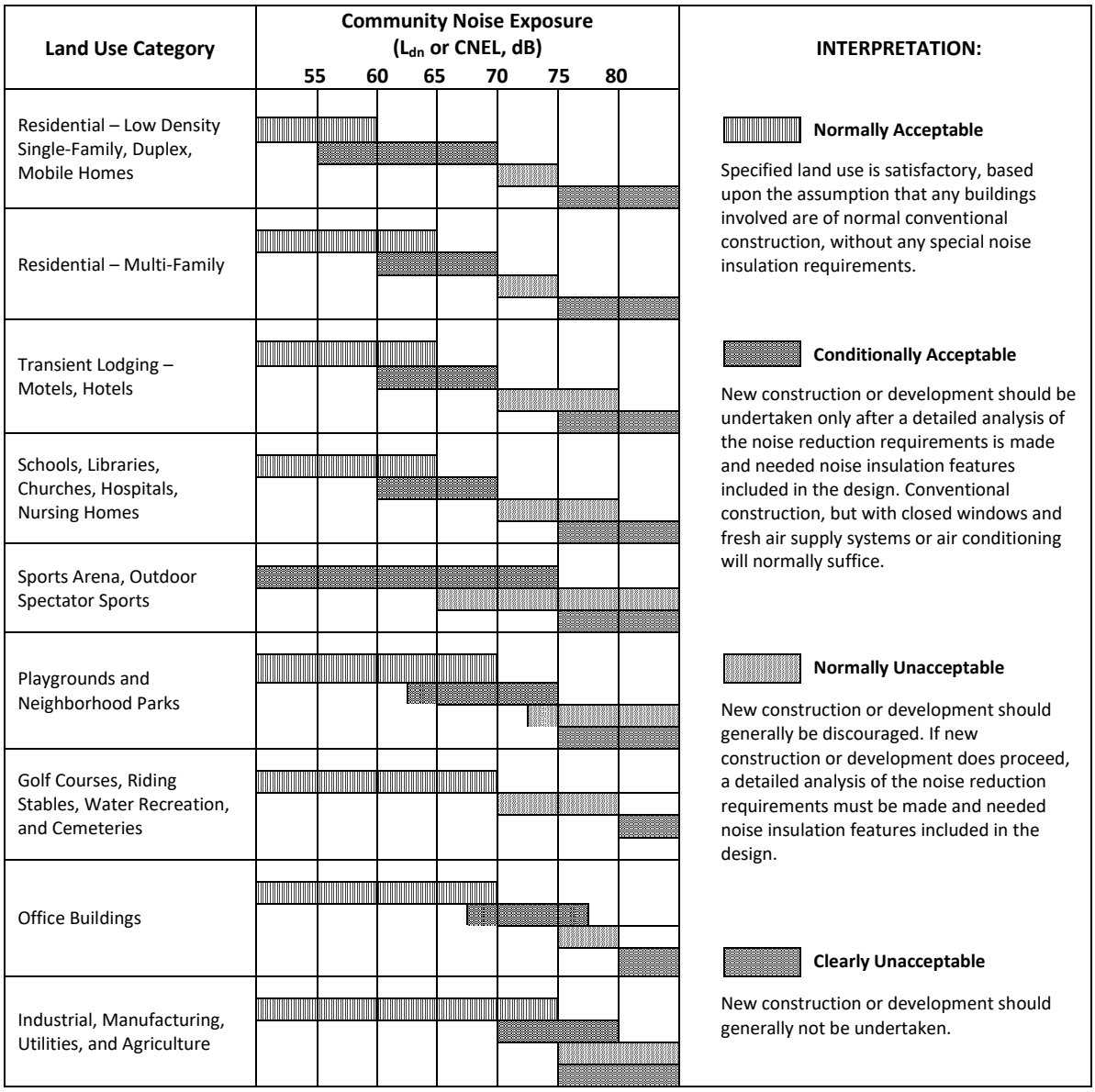
    2. Residential growth in Community Noise Exposure Areas greater than 70 dBA should be discouraged unless on-site noise levels can be reduced to 60 dBA or lower via on- and off-site noise alleviating improvements.

    3. Exterior noise levels should not exceed 65 dBA during the day or 55 dBA at night for commercial land uses, including general business and general merchandising.

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

1 San Bernardino County. 2022. County Code. April 26.
2 City of Colton. 1987. General Plan Noise Element.

Table 4.13.H: Land Use Compatibility for Community Noise Environment



Source: General Plan Noise Element (City of Colton 1987).

City of Colton Municipal Code. Section 18.42.040 of the City's Municipal Code[1] limits maximum noise levels to 65 dBA radiated by any use of facility when measured at the boundary line of the property on which the noise is generated. Noise levels radiated shall not be obnoxious by reason of the sound's intensity, pitch, or dynamic characteristics as determined by the City.

[1] City of Colton. 2021. Municipal Code. July 15.

Section 18.42.050 of the City's Municipal Code[1] requires that all activities not generate ground vibration by equipment other than motor vehicles and trains, or by temporary construction or demolition, which is perceptible without instruments by the average person at or beyond any lot line of the lot containing the activities.

Since the City's Municipal Code has not adopted time periods in which exterior construction activities would not be permitted nor any maximum noise limits from construction noise, construction-related regulations from the County of San Bernardino County Code was used to evaluate project construction activities in the City.

4.13.5 Thresholds of Significance

The City has not established local California Environmental Quality Act (CEQA) significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. According to Section XIII of Appendix G to the *CEQA Guidelines*, the project would result in a significant noise and vibration impacts if the project would result in:

Threshold 4.13-1 **The generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Threshold 4.13-2 **Generation of excessive groundborne vibration or groundborne noise levels.**

Threshold 4.13-3 **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.**

4.13.6 Impact Analysis

4.13.6.1 Substantial Increase in Ambient Noise Levels in Excess of Established Standards

Threshold 4.13-1 ***Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Construction Noise Impacts. Two types of short-term noise impacts could occur during construction on the project site. First, construction crew commutes and the transport of construction equipment and materials to the site for the project would incrementally increase noise levels on roadways leading to the project site. The pieces of construction equipment for construction activities would move on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume in the project vicinity. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 ft would generate

[1] *Ibid.*

up to a maximum of 84 dBA), the effect on longer-term ambient noise levels would be small because the number of daily construction-related vehicle trips is small compared to existing average daily traffic volumes in the project area. The building construction phase would generate the most trips out of all of the construction phases, at 146 trips per day based on the California Emissions Estimator Model (CalEEMod) (Version 2020.4.0) results contained in the attachment of the *Air Quality Update for the Reche Canyon Plaza Project Memorandum* (Appendix B-1 of this EIR). Roadways that would be used to access the project site is Reche Canyon Road. Based on Table 4.13.E, Reche Canyon Road has an existing average daily traffic volume of 21,386 near the project site. Based on the information above, construction-related traffic would not increase noise. Therefore, short-term construction-related impacts associated with worker commutes and transport of construction equipment and material to the project site would **be less than significant**. No mitigation measures are required.

The second type of short-term noise impact is related to noise generated from construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. The project anticipates site preparation, grading, building construction, paving, and architectural coating phases of construction. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 4.13.I lists the L_{max} recommended for noise impact assessments for typical construction equipment included in the FHWA *Highway Construction Noise Handbook*[1], based on a distance of 50 ft between the equipment and a noise receptor.

Typical noise levels range up to 88 dBA L_{max} at 50 ft during the noisiest construction phases. The site preparation and grading phase tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front-end loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders.

Project construction is expected to require the use of graders, bulldozers, and water trucks/pickup trucks. Noise associated with the use of each type of construction equipment for the site preparation and grading phase is estimated to be between 55 dBA L_{max} and 85 dBA L_{max} at a distance of 50 ft from the active construction area. As shown in Table 4.13.I, the maximum noise level generated by each grader is assumed to be approximately 85 dBA L_{max} at 50 ft. Each bulldozer would generate approximately 85 dBA L_{max} at 50 ft. The maximum noise level generated by water trucks/pickup trucks is approximately 55 dBA L_{max} at 50 ft from these vehicles. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 88 dBA L_{max} at a distance of 50 ft

[1] FHWA. 2006. *Highway Construction Noise Handbook*. Roadway Construction Noise Model. FHWA-HEP-06-015. DOT-VNTSC-FHWA-06-02. NTIS No. PB2006-109012. August.

Table 4.13.I: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor[1]	Maximum Noise Level (L_{max}) at 50 ft[2]
Backhoe	40	80
Compactor (ground)	20	80
Compressor	40	80
Crane	16	85
Dozer	40	85
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Forklift	20	85
Front-End Loader	40	80
Grader	40	85
Impact Pile Driver	20	95
Jackhammer	20	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder	40	73

Source: *FHWA Highway Construction Noise Handbook,* Table 9.1 (FHWA 2006).
Note: The noise levels reported in this table are rounded to the nearest whole number.
[1] The usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] The maximum noise levels were developed based on Specification 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.
CA/T = Central Artery/Tunnel
FHWA = Federal Highway Administration
ft = foot/feet
L_{max} = maximum instantaneous noise level

from the active construction area. Based on a usage factor of 40 percent, the worst-case combined noise level during this phase of construction would be 84 dBA L_{eq} at a distance of 50 ft from the active construction area.

The closest residential property line is located approximately 50 ft from the project construction boundary, and residences may be subject to short-term construction noise reaching up to 88 dBA L_{max} (84 dBA L_{eq}) generated by construction activities in the project area. Daytime ambient noise levels in the project vicinity range between 55.3 and 75.5 dBA L_{eq} and between 68.9 and 96.3 dBA L_{max} based on the long-term noise level measurements at LT-2 and LT-3 shown in Table 4.13.I. Although the noise generated by project construction activities would be higher than the ambient noise levels and may result in a temporary increase in the ambient noise levels, construction noise would stop once project construction is completed. Since noise generated by project construction activities would temporarily be higher than ambient noise levels, noise impacts from the project construction activities would be potentially significant. Therefore, the implementation of mitigation measures that limit project construction activities to the allowable daytime hours similar to San Bernardino County along with other mitigation measures listed below would be required. Therefore,

noise impacts from construction activities would be **less than significant with implementation of Mitigation Measures 4.13.1 and 4.13.2**.

Mitigation Measures. The following mitigation measures would reduce construction noise impacts to less than significant.

4.13.1 **Hours of Construction.** The construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. Construction shall be prohibited outside these hours and on Sundays and federal holidays.

4.13.2 **Construction Equipment Noise Best Management Practices (BMPs).** Prior to issuance of grading permits, the applicant shall submit evidence to the City for review and approval, that the following measures are included on the grading plan cover sheet:

- The construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers (e.g., are not old, broken or loose) consistent with manufacturers' standards.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and the noise-sensitive receptors nearest the project site during all project construction.
- The construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the project site.

Long-Term Operational (Traffic) Noise Impacts. The FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108) (FHWA 1977) was used to evaluate traffic-related noise conditions along roadway segments in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resulting noise levels are weighted and summed over 24-hour periods to determine the CNEL values. The existing (2021), cumulative (2023), and future build-out (2040) ADT volumes were obtained from the Traffic Impact Study for Reche Canyon Retail[1]. The standard vehicle mix for Southern California roadways was used for roadways in the project area. Tables 4.13.J, 4.13.K, and 4.13.L show the existing (2021), cumulative (2023), and future build-out (2040) traffic noise levels without and with the project, respectively, on Reche Canyon Road in the project area. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and the model printouts are provided in Appendix H of this EIR.

[1] LSA Associates, Inc. 2022. *Traffic Impact Study for Reche Canyon Retail*. July.

Table 4.13.J: Existing (2021) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Conditions					With Project Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
Reche Canyon Road between Crystal Ridge Lane and Shadid Drive	21,683	59	125	268	69.7	22,419	60	128	274	69.8	0.1
Reche Canyon Road between Shadid Drive and Old Reche Canyon Road	22,095	60	127	272	69.7	22,400	60	128	274	69.8	0.1
Reche Canyon Road South of Old Reche Canyon Road	21,386	58	124	266	69.6	21,884	59	126	270	69.7	0.1

Source: Compiled by LSA Associates, Inc. (2022).
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = feet

Table 4.13.K: Cumulative (2023) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Conditions					With Project Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
Reche Canyon Road between Crystal Ridge Lane and Shadid Drive	24,859	64	137	294	70.3	25,595	66	139	300	70.4	0.1
Reche Canyon Road between Shadid Drive and Old Reche Canyon Road	25,285	65	138	297	70.3	25,590	66	139	300	70.4	0.1
Reche Canyon Road South of Old Reche Canyon Road	24,694	64	136	293	70.2	25,192	65	138	296	70.3	0.1

Source: Compiled by LSA Associates, Inc. (2022).
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = feet

Table 4.13.L: Future Build-Out (2040) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Conditions					With Project Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
Reche Canyon Road between Crystal Ridge Lane and Shadid Drive	31,028	74	158	341	71.2	31,764	75	161	346	71.3	0.1
Reche Canyon Road between Shadid Drive and Old Reche Canyon Road	31,440	75	160	344	71.3	31,745	75	161	346	71.3	0.0
Reche Canyon Road South of Old Reche Canyon Road	30,731	74	157	338	71.2	31,745	75	161	346	71.3	0.1

Source: Compiled by LSA Associates, Inc. (2022).
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = feet

Tables 4.13.J, 4.13.K, and 4.13.L show that the project-related traffic noise would increase by up to 0.1 dBA along Reche Canyon Road. Noise level increases less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, traffic noise impacts from project-related traffic on off-site sensitive receptors would **be less than significant**. No mitigation measures are required.

Long-Term Stationary Noise Impacts. Stationary noise generating activities associated with the project would include the car wash, fueling activities, parking activities, truck delivery and truck-unloading activities, and heating, ventilation, and air conditioning (HVAC) equipment. These activities would take place during the hours of operation from 8:00 a.m. to 6:00 p.m. daily and would potentially affect the existing off-site sensitive land uses. The following provides a detailed noise analysis and discussion of each stationary noise source.

- **Car Wash.** The project would include a car wash and would generate a noise level of 87.3 dBA at a distance of 20 ft based on reference noise level measurements for eight 15-horsepower Peco dryers located near the car wash tunnel exit. At a distance of 50 ft, noise levels from the Peco dryers would be 79.3 dBA L_{eq}. Table 4.13.M summarizes the noise levels generated by the car wash at the adjacent land using SoundPLAN. The SoundPLAN results are shown in Appendix H of this EIR.

Table 4.13.M: Car Wash Noise Levels

Receptor Land Use Type	Direction	Reference Noise Level at 50 ft (dBA L_{eq})	Noise Level at Receptor Location (dBA L_{eq})
Residential	East	79.3	65.0
Commercial	South	79.3	49.8
Residential	South	79.3	47.3
Residential	West	79.3	67.7

Source: Compiled by LSA Associates, Inc. (2022).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

- **Fueling Activities.** Fueling activities would include engine start-up noise, car door slams, back-up alarms, and tire squeals, which would generate noise levels of approximately 70 dBA L_{max} at 50 ft. It is assumed that fueling activities would generate the maximum noise level for a cumulative period of 15 minutes in any hour, which would be 64.0 dBA L_{eq} at 50 ft. The residences to the west would be shielded by the proposed 17 ft high commercial/retail building and 15 ft high car wash and convenience store and would provide a minimum noise reduction of 5 dBA. The closest residences are located approximately 120 ft east, 145 ft south, and 205 ft west of fueling activities on the project site. Also, the closest commercial use is located approximately 380 ft south of fueling activities on the project site.

- **Parking Activities.** The project would include surface parking spaces near the convenience store and commercial retail space on the project site. Noise generated from parking lot activities would include noise generated by vehicles traveling at slow speeds, engine start-up noise, car door slams, car horns, car alarms, and tire squeals. Representative parking activities would

generate approximately 60 to 70 dBA L_{max} at 50 ft. It is assumed that parking activities would generate the maximum noise level for a cumulative period of 10 minutes in any hour, which would be 62.2 dBA L_{eq} at 50 ft. The residences to the west would be shielded by the proposed 17 ft high commercial/retail building and 15 ft high car wash and convenience store and would provide a minimum noise reduction of 10 dBA. The closest residences are located approximately 95 ft east, 80 ft south, and 75 ft west of parking activities on the project site. Also, the closest commercial use is located approximately 260 ft south of parking activities on the project site.

- **Truck Delivery and Truck-Unloading Activities.** Truck delivery and truck-unloading activities for the project would occur on the east end of the project site near the fueling station and the commercial retail area. Noise levels generated from these activities include truck movement, docking at loading dock doors, backup alarms, air brakes, idling, and unloading activities. These activities would result in a maximum noise similar to noise readings from truck delivery and truck-unloading activities for other projects, which would generate a noise level of 75 dBA L_{max} at 50 ft. Although a typical truck-unloading process takes an average of 15 to 20 minutes, this maximum noise level occurs in a much shorter period of time (less than 5 minutes). Also, it is estimated that there would be a maximum of one delivery truck per hour, which would result in a cumulative period of 5 minutes in any hour. Based on the assumptions above, truck delivery and truck-unloading activities would generate a noise level of 64.2 dBA L_{eq} at 50 ft. The residences to the west would be shielded by the proposed 17 ft high commercial/retail building and 15 ft high car wash and convenience store and would provide a minimum noise reduction of 5 dBA. The closest residences are located approximately 105 ft east, 190 ft south, and 170 ft west of truck delivery and truck unloading activities on the project site. Also, the closest commercial use is located approximately 195 ft south of truck delivery and truck unloading activities on the project site.

- **Heating, Ventilation, and Air Conditioning Noise.** The project would include a rooftop HVAC unit for the convenience store and the commercial retail space, which would consist of six different businesses. The HVAC equipment could operate 24 hours per day. The HVAC units would each generate a noise level of 49.4 dBA L_{eq} at 50 ft. Table 4.13.N summarizes the noise levels generated by the rooftop HVAC units at the adjacent land uses. The detailed HVAC noise analysis and noise calculations are provided in Appendix H of this EIR.

Table 4.13.N: Rooftop HVAC Noise Levels

Land Use	Direction	Number of HVAC Units	Reference Noise Level at 50 ft (dBA L_{eq})	Noise Level (dBA L_{eq})
Residential	East	7	49.4	37.4
Commercial	South	7	49.4	31.9
Residential	South	7	49.4	36.2
Residential	West	7	49.4	46.3

Source: Compiled by LSA Associates, Inc. (2022).
dBA = A-weighted decibels
HVAC = heating, ventilation, and air conditioning
L_{eq} = equivalent continuous sound level

Stationary-Source Noise Impacts Summary. Table 4.13.O shows the individual stationary-source noise from the car wash, fueling activities, parking activities, truck delivery and truck-unloading activities, and rooftop HVAC equipment, as well as the distance from the source to the property line, distance attenuation, noise reduction from shielding, combined stationary-source noise level at each property line, average daytime ambient noise levels, average daytime ambient noise level plus project-related stationary noise, and increase in noise over the ambient noise level.

As shown in Table 4.13.O, the combined stationary-source noise levels at the closest residences to the east, south, and west are 66.7 dBA L_{eq}, 60.7 dBA L_{eq}, and 67.9 dBA L_{eq}, respectively. Also, the combined stationary-source noise levels at the closest commercial use to the south is 55.8 dBA L_{eq}. These noise levels would not exceed the City's noise standard of 65 dBA L_{eq}, except for the residences to the east and west. For the residences to the east, individual noise levels generated from project operations would not exceed the City's noise standard of 65 dBA L_{eq} and the cumulative increase in ambient noise level would be approximately 1.5 dBA. This increase in noise would not be perceptible to the human ear in an outdoor environment. Therefore, noise impacts from project operations at the residences east of the project would **be less than significant**.

For the residences to the west, noise levels generated from the car wash would exceed the City's noise standard of 65 dBA L_{eq} and the cumulative increase in ambient noise level from all stationary sources would be approximately 11.3 dBA. This increase in noise would be perceptible to the human ear in an outdoor environment. The implementation of Mitigation Measure 4.13.3, which requires development of a minimum 9 ft high wall along the project's western property line between the commercial/retail building and the car wash/convenience store building, would reduce project-related noise levels to 63.9 dBA L_{eq}, as shown in Table 4.13.P. Although the increase in project-related noise from project operations would be perceptible, noise generated from project operations would not exceed the City's noise standard of 65 dBA L_{eq}. Therefore, noise impacts from project operations at the residences to the west would be **less than significant with the implementation of Mitigation Measure 4.13.3**.

Mitigation Measures. The following mitigation measure would reduce operational noise impacts to less than significant.

4.13.3 **Noise Wall.** Prior to City approval of the final site plan, the site plan shall be revised to include a minimum 9 ft high wall located along the project's western property line between the commercial/retail building and the car wash/convenience store building as part of the project design. The noise wall shall be designed and constructed to be continuous with no gaps or holes and have a minimum density of 4 pounds per square foot.

Construction Noise Impacts Conclusion. Construction of the project may result in a temporary increase in the ambient noise levels in the vicinity of the project. Since construction noise would stop once project construction is completed, noise impacts from project construction activities would be **less than significant with implementation of Mitigation Measures 4.13.1 and 4.13.2**.

Table 4.13.O: Stationary-Source Noise Levels

Land Use	Direction	Noise Source	Reference Noise Level at 50 ft (dBA L_{eq})	Distance from Source to Receptor (ft)	Distance Attenuation (dBA)	Shielding (dBA)	Noise Level (dBA L_{eq})	Combined Noise Level (dBA L_{eq})	Average Daytime Ambient Noise Level (dBA L_{eq})	Combined Noise Level with Ambient Noise Level (dBA L_{eq})	Noise Increase Over Ambient Noise Level (dBA)
Residential	East	Car Wash	79.3	--	--	--	65.01	66.7	70.6	71.5	0.9
		Fueling Activities	64.0	120	13.4	0	56.4				
		Parking Activities	62.2	95	6.8	0	56.6				
		Truck Delivery and Truck-Unloading Activities	64.2	105	8.6	0	57.8				
		HVAC	49.4	--	--	--	37.42				
Commercial	South	Car Wash	79.3	--	--	--	49.81	55.8	60.7	61.9	1.2
		Fueling Activities	64.0	380	17.6	0	46.4				
		Parking Activities	62.2	260	14.3	0	47.9				
		Truck Delivery and Truck-Unloading Activities	64.2	195	11.8	0	52.4				
		HVAC	49.4	--	--	--	31.92				
Residential	South	Car Wash	79.3	--	--	--	47.31	60.7	58.5	62.8	4.3
		Fueling Activities	64.0	145	9.2	--	54.8				
		Parking Activities	62.2	80	4.1	0	58.1				
		Truck Delivery and Truck-Unloading Activities	64.2	190	11.6	0	52.6				
		HVAC	49.4	--	--	0	38.22				
Residential	West	Car Wash	79.3	--	--	--	67.71	67.8	56.9	68.2	11.3
		Fueling Activities	64.0	205	12.3	53	46.7				
		Parking Activities	62.2	75	3.5	104	48.7				
		Truck Delivery and Truck-Unloading Activities	64.2	170	10.6	53	48.6				
		HVAC	49.4	--	--	--	46.32				

Source: Compiled by LSA Associates, Inc. (2022).

[1] Noise level modeled using SoundPLAN.

[2] Appendix H of the EIR provides the detailed HVAC noise calculations.

[3] The proposed 17 ft high commercial/retail building and 15 ft high car wash and convenience store would provide a minimum noise reduction of 5 dBA.

[4] The proposed 17 ft high commercial/retail building and 15 ft high car wash and convenience store would provide a minimum noise reduction of 10 dBA.

dBA = A-weighted decibels

ft = foot/feet

HVAC = heating, ventilation, and air conditioning

L_{eq} = equivalent continuous sound level

Table 4.13.P: Stationary-Source Noise Levels (with Mitigation Measure)

Land Use	Direction	Noise Source	Reference Noise Level at 50 ft (dBA L_{eq})	Distance from Source to Receptor (ft)	Distance Attenuation (dBA)	Shielding (dBA)	Noise Level (dBA L_{eq})	Combined Noise Level (dBA L_{eq})	Average Daytime Ambient Noise Level (dBA L_{eq})	Combined Noise Level with Ambient Noise Level (dBA L_{eq})	Noise Increase Over Ambient Noise Level (dBA)
Residential	West	Car Wash	79.3	--	--	--	63.51	63.9	56.9	64.7	7.8
		Fueling Activities	64.0	205	12.3	53	46.7				
		Parking Activities	62.2	75	3.5	104	48.7				
		Truck Delivery and Truck-Unloading Activities	64.2	170	10.6	53	48.6				
		HVAC	49.4	--	--	--	46.32				

Source: Compiled by LSA Associates, Inc. (2022).
[1] Noise level modeled using SoundPLAN.
[2] Appendix H of this EIR provides the detailed HVAC noise calculations.
[3] The proposed 17 ft high commercial/retail building and 15 ft high car wash and convenience store would provide a minimum noise reduction of 5 dBA.
[4] The proposed 17 ft high commercial/retail building and 15 ft high car wash and convenience store would provide a minimum noise reduction of 10 dBA.
dBA = A-weighted decibels
ft = foot/feet
HVAC = heating, ventilation, and air conditioning
L_{eq} = equivalent continuous sound level

Long-Term Traffic Noise Impacts Conclusion. The project would not result in a permanent increase in ambient noise levels in the vicinity of the project from project-related traffic. Therefore, traffic noise impacts on off-site sensitive receptors from project-related traffic would be less than significant. No mitigation measures are required.

Long-Term Operational Noise Impacts Conclusion. The project would result in a substantial permanent increase in ambient noise levels in excess of the City's noise standard of 65 dBA L_{eq} for the residences west of the project site. A minimum 9 ft high wall along the project's western property line between the commercial/retail building and the car wash/convenience store building would reduce project operational noise levels to the City's noise standard of 65 dBA L_{eq} or below. Therefore, noise generated from project operations would be **less than significant with implementation of Mitigation Measure 4.13.3**.

4.13.6.2 Groundborne Vibration/Groundborne Noise Impacts

Threshold 4.13-2 Would the project generate excessive groundborne vibration or groundborne noise levels?

Construction Vibration Impacts. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and assesses the potential for building damage using vibration levels in PPV (in/sec). Vibration levels calculated in RMS velocity are best for characterizing human response to building vibration, whereas vibration levels in PPV are best for characterizing damage potential.

Table 4.13.Q shows the reference vibration levels at a distance of 25 ft for each type of standard construction equipment from the *Transit Noise and Vibration Impact Assessment Manual*[1]. Project construction is expected to require the use of a large bulldozer and loaded trucks, which would generate ground-borne vibration levels of up to 87 VdB (0.089 PPV [in/sec]) and 86 VdB (0.076 PPV [in/sec]), respectively, when measured at 25 ft.

The greatest vibration levels are anticipated to occur during the site preparation and grading phase. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts normally occur within the buildings.

The formula for vibration transmission is provided below:

$$L_vdB\ (D) = L_vdB\ (25\ ft) - 30\ Log\ (D/25)$$

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

[1] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. September.

Table 4.13.Q: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 feet	
	PPV (in/sec)	L_V (VdB)[1]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer[2]	**0.089**	**87**
Caisson Drilling	0.089	87
Loaded Trucks[2]	**0.076**	**86**
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
[2] The equipment shown in bold is expected to be used on site.
µin/sec = microinches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inches per second
L_V = vibration velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

Table 4.13.R lists the projected vibration levels from various construction equipment expected to be used on the project site to the nearest buildings in the project vicinity. As shown in Table 4.13.R, the closest residential and commercial buildings are located approximately 100 ft and 165 ft, respectively, from the project construction boundary and would experience vibration levels of 69 VdB (0.011 PPV [in/sec]) and 62 VdB (0.005 PPV [in/sec]), respectively. These vibration levels would not result in building damage because the residential and commercial buildings surrounding the project would be constructed equivalent to non-engineered timber and masonry and vibration levels would not exceed the FTA vibration damage threshold of 0.20 PPV (in/sec). Also, these vibration levels would not result in community annoyance because they would not exceed the FTA community annoyance threshold of 78 VdB for daytime residences and 84 VdB for land uses that are not as sensitive to vibration. Therefore, construction vibration impacts would **be less than significant**. No mitigation measures are required.

Operational Vibration Impacts. The project would not generate vibration. In addition, vibration levels generated from project-related traffic on the adjacent roadway (Reche Canyon Road) would be unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, vibration generated from project-related traffic on the adjacent roadway would **be less than significant**. No mitigation measures are required.

Impact Conclusion. Groundborne vibration and groundborne noise generated from construction and operations of the project would be **less than significant**. No mitigation measures are required.

Table 4.13.R: Summary of Construction Vibration Levels

Land Use	Direction	Equipment/Activity	Reference Vibration Level at 25 ft		Distance to Structure (ft)	Maximum Vibration Level	
			VdB	PPV (in/sec)		VdB	PPV (in/sec)
Residence	East	Large bulldozers	87	0.089	110	68	0.010
		Loaded trucks	86	0.076	110	67	0.008
Commercial	South	Large bulldozers	87	0.089	165	62	0.005
		Loaded trucks	86	0.076	165	61	0.004
Residence	South	Large bulldozers	87	0.089	130	66	0.008
		Loaded trucks	86	0.076	130	65	0.006
Residence	West	Large bulldozers	87	0.089	100	69	0.011
		Loaded trucks	86	0.076	100	68	0.010

Source: Compiled by LSA Associates, Inc. (2022).
Note: The FTA-recommended building damage threshold is 94 VdB (0.20 PPV [in/sec]) at the receiving non-engineered timber and masonry building.
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inches per second
PPV = peak particle velocity
VdB = vibration velocity decibels

4.13.6.3 Public/Private Airport Noise

Threshold 4.13-3 ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. San Bernardino International Airport, Flabob Airport, Redlands Municipal Airport, and March Air Reserve Base are 4.6 miles northeast, 7.6 miles southwest, 6.1 miles northeast, and 8.7 miles south of the project site, respectively. Based on the Airport Layout Plan Narrative Report for San Bernardino International Airport[1], the project site is outside of the 65 dBA CNEL noise contour of San Bernardino International Airport. Based on the Riverside County Airport Land Use Compatibility Plan[2], the project site is located outside the 55 dBA CNEL and 60 dBA CNEL noise contour of Flabob Airport and March Air Reserve Base, respectively. Also, based on the Redlands Municipal Airport Land Use Compatibility Plan[3], the project site is located outside the 60 dBA CNEL noise contour of Redlands Municipal Airport. Additionally, there are no private airstrips within 2 miles of the project site. Therefore, the project would not expose people working in the project area to excessive noise levels. **No impact** would result from the project.

Impact Conclusion. The project would not expose people working in the project area to excessive noise levels because the project site is not located near a private airstrip and is located outside the

1 San Bernardino International Airport Authority (SBIAA). 2010. *Airport Layout Plan Narrative Report for San Bernardino International Airport*. November.
2 Riverside County Airport Land Use Commission (RCALUC). 2004. *Riverside County Airport Land Use Compatibility Plan*. October 14.
3 Shutt Moen Associates. 2003. *Redlands Municipal Airport Land Use Compatibility Plan*. May 6.

airport noise contour for San Bernardino International Airport, Flabob Airport, Redlands Municipal Airport, and March Air Reserve Base. **No impact** would result from the project.

4.13.7 Programmatic Analysis

4.13.7.1 Environmental Setting

The primary existing noise sources in the project area are transportation facilities. Traffic on Interstate 10 (I-10), La Cadena Drive, and other local streets contribute to the ambient noise levels in the project vicinity. I-10 and La Cadena Drive are located approximately 2,250 ft (north) and 100 ft (east), respectively, from the RTS. Additionally, the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) railroad operate approximately 2,275 ft (north) and 575 ft (west), respectively, from the RTS. Noise-sensitive land uses in the project vicinity include existing residential uses adjacent to the RTS and Woodrow Wilson Elementary School, which is located approximately 250 ft south of the RTS.

4.13.7.2 Programmatic Impact Analysis

The proposed GPA and zone change, in and of themselves, do not propose any development on the RTS. Redevelopment of the RTS would occur when economic conditions and market demand occur; therefore, the proposed GPA and zone change would not have a direct noise impact. Based on typical construction operations, noise levels during construction could reach up to 85 dBA L_{max} (82 dBA L_{eq}) at a distance of 50 ft. Furthermore, the CNEL 65 dBA contour along La Cadena Drive extends 312 ft from the centerline of this roadway, indicating that residential uses redeveloped on the RTS would be exposed to traffic noise in excess of the City's 65 dBA CNEL exterior standard. In additional to construction and traffic noise, redevelopment of the RTS could generate noticeable vibrations at adjacent uses during construction and/or introduce stationary noise (i.e., air conditioning) into the project area in excess of current City standards. Programmatic Mitigation Measure NOI-1 has been identified to address potential noise and vibration impacts resulting from any redevelopment of the RTS subsequent to approval of the proposed GPA and zone change. With implementation of **Programmatic Mitigation Measure NOI-1**, noise and vibration impacts would be **less than significant**.

Programmatic Mitigation Measure NOI-1: Prior to issuance of demolition and/or construction permits for any development on the Residential Transfer Site (RTS), the applicant of the proposed development shall provide evidence to the City of Colton (City) that a project-specific Noise Impact Assessment has been completed for the proposed development. The applicant shall further demonstrate, subject to review and approval of the City, that any applicable noise abatement features identified in the Noise Impact Assessment that are necessary to reduce the significance of any noise impact associated with the proposed project have been fully incorporated into the design of structures redeveloped on the RTS.

4.13.8 Cumulative Impacts

The cumulative area for noise impacts is the City of Colton. Construction crew commutes and the transport of construction equipment and materials to the site for the project would incrementally increase noise levels on roadways leading to the project site. Secondary sources of noise would include noise generated during site preparation, grading, building construction, paving, and architectural coating phases of construction on the project site. The net increase in project site noise levels generated by these activities and other sources has been quantitatively estimated and compared to the applicable noise standards and thresholds of significance. Although it is not possible to predict if contiguous or nearby properties may be constructed at the same time and create cumulative noise impacts that would be greater than if developed at separate times, it is unlikely that adjacent properties will be developed at the same time as the project site. However, in the unlikely event that adjacent properties are developed at the same time as the project, adherence to the City's Municipal Code provisions (e.g., construction exemption) that regulate the timing construction activities would render the **cumulative construction noise impacts to a less than significant level**.

Operational noise resulting from occupation of the project site would be typical of that experienced in similar commercial development and will include noise resulting from the car wash, fueling activities, parking activities, truck delivery and truck unloading activities, and HVAC equipment. On-site operational noises are individual noise occurrences and are not typically additive in nature. It is extremely unlikely that adjacent properties will generate noises that would be additive in nature because of two important reasons. First, the noise sources would have to be adjacent or in close proximity to one another in order for the noises to intermingle. Second, the sensitive receptor or receptors would also have to be adjacent to or in close proximity to the noise generators. It is not possible to predict with reasonable certainty if cumulative development in the project would generate noise at the same time and location(s) sufficient to create significant cumulative noise impact at sensitive receptors. Increasing traffic on Reche Canyon Road will cumulatively increase traffic noise in the project area, which will increase the potential for cumulatively significant noise levels at new and existing development. It is reasonable to conclude that each project will be required to identify and mitigate noise such that exterior and interior noise levels do not exceed established City standards at any noise-sensitive use. Adherence to standard City provisions that regulate noise and implementation of project-specific mitigation for the proposed development as well as other identified cumulative projects would ensure cumulative long-term noise impacts are **not cumulatively considerable**.

4.14 POPULATION AND HOUSING

This section identifies population and housing conditions within the City and addresses potential impacts that may result from the construction and occupation of the project. The analysis is based in part on population and housing projections identified by the California Department of Finance (DOF), Southern California Association of Governments (SCAG), and the following reference documents:

- *City of Colton General Plan,* 2013-2021 Housing Element. Adopted February 2014.
- *City of Colton General Plan,* Land Use Element. Adopted August 2013.
- *Reche Canyon Specific Plan.* City of Colton. February 1991.

4.14.1 Existing Setting

4.14.1.1 Population

The DOF estimates the City's population to be 54,198 persons.[1] SCAG projections estimate the population of the City, San Bernardino County, and Southern California regions will continue to grow. The SCAG projects the City's population will grow to 70,700 persons by the year 2045 (Table 4.14.A).

Table 4.14.A: SCAG Demographic Forecasts

Demographic Characteristic	2016	2045
Population		
City of Colton	53,700	70,700
San Bernardino County	2,141,000	2,815,000
Southern California Association of Governments[1]	18,800,000	22,500,000
Households		
City of Colton	15,000	21,700
San Bernardino County	630,000	875,000
Southern California Association of Governments[1]	6,000,000	7,600,000
Employment		
City of Colton	19,500	29,000
San Bernardino	791,000	1,064,000
Southern California Association of Governments[1]	8,400,000	10,000,000

Sources: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), Jurisdiction-Level Growth Forecast, Table 14, Southern California Association of Governments, September 2020.

[1] Rounded to the nearest hundred-thousand.

[1] California Department of Finance. E-5 Population and Housing Estimates for Cities Counties, and the State 2011–2021 with 2010 Census Benchmark. Website: http://dof.ca.gov/Forecasting/Demographics/Estimates/e-5/ (accessed July 22, 2021)

4.14.1.2 Housing

The number of housing units in the City has increased to accommodate the City's growing population. The SCAG projects the City's number of households will grow to 21,700 by the year 2045 (Table 4.14.A).

4.14.1.3 Jobs/Housing Ratio

The ratio of jobs to housing units in the City is used by regional planning groups to balance regional traffic commutes to minimize freeway congestion, air pollutant emissions, and greenhouse gas emissions. The jobs-to-housing ratio measures the extent to which job opportunities in a given geographic area are sufficient to meet the employment needs of area residents. This ratio identifies the number of jobs available in a given region compared to the number of housing units in the same region. For example, a region with a jobs-to-housing factor of 1.5 would indicate that 1.5 jobs exist for every housing unit within that region. The standard used for comparison is the jobs-to-housing ratio of the SCAG region, which is currently 1.25 jobs for every household. This standard is used because most residents of the region are employed somewhere within the SCAG region. A City or subregion with a jobs-to-housing ratio lower than the overall standard of 1.25 jobs for every household would be considered a "jobs poor" area, indicating that many of the residents must commute to places of employment outside the sub-region. Table 4.14.B details the past and potential jobs/housing ratios for Colton, San Bernardino County, and SCAG.

Table 4.14.B: Existing and Future Jobs/Housing Ratios

	2012 Ratio	2040 Ratio
Colton	1.12	1.40
San Bernardino County	1.07	1.17
Southern California Association of Governments	1.25	1.34

Source: Data from Table 4.14.A (SCAG 2016 RTP regional projections).

The City's 2012 jobs/housing ratio is slightly above the San Bernardino County job/housing ratio but below the SCAG regional job/housing ratio; therefore, the City may be considered "jobs poor." A low jobs/housing ratio generally equates to longer commutes to work for City residents. However, the projected jobs/housing ratio for the City will improve compared to its 2012 value, and it will exceed both the County and SCAG values for the year 2040.

4.14.2 NOP/Scoping Meeting Comments

During the public comment period, one (1) comment was received regarding an issue pertaining to Population and Housing. The commenter stated that the implementation of the project will lead to a population increase which will subsequently increase traffic levels, accidents, and air pollution levels. As shown in the analysis below, the project will not increase population within the City. As such, this impact is considered to be less than significant.

4.14.3 Methodology

To determine the potential for impacts related to population and housing, the current uses, overall condition of the project site, historic and current population and housing characteristics, and future projections for population and housing within the City were identified. This analysis is based on data published by the DOF and SCAG, as well as information presented in the City's General Plan.

The project includes the development of approximately 18,124 square feet of neighborhood retail commercial uses on 2.9 acres in the lower end of Reche Canyon. Specific uses include a 3,574-square-foot fueling station with 6 fueling dispensers (12 fueling positions), a 3,000-square-foot convenience store, 9,800 square feet of neighborhood commercial retail space, and a 1,750-square-foot drive-through car wash. Project-generated population estimates are based on anticipated employment generation from development of the project for commercial uses. SCAG anticipates 1 employee per 683 square feet or 9.98 employees per acre of development of a neighborhood retail commercial center with services (e.g., fuel station and car wash) in San Bernardino County;[1] therefore, development of the project site with 18,124 square feet of neighborhood retail commercial uses with 6 fueling dispensers under the proposed amendment to the Reche Canyon Specific Plan (RCSP) would generate between 27 and 29 jobs.[2]

4.14.4 Existing Policies and Regulations

4.14.4.1 Federal Regulations

There are no federal regulations that apply to the project with regard to population and housing.

4.14.4.2 State Regulations

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law[3] as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The RHNA for San Bernardino County is developed by SCAG and allocates to cities and the unincorporated county their "fair share" of the region's projected housing needs. The 6th Cycle RHNA Allocation Plan, which covers the planning period from October 2021 to October 2029, was adopted by SCAG's Regional Council on March 5, 2020.

The projected housing needs in the RHNA are categorized by income levels (very low, low, moderate, and above moderate income) established by the U.S. Department of Housing and Urban Development (HUD). According to the 6th cycle Final RHNA Allocation Plan, the City will need to accommodate a total of 5,434 units in various income categories during this time, including 1,318

1 Employment Density Study Summary Report. Table 8B. Southern California Association of Governments. October 31, 2001.

2 18,124 square feet of proposed commercial uses ÷ 683 square feet per employee = 27.48 employees. Conversely, 2.9 acres x 9.98 employees per acre = 28.94 employees.

3 Government Code §65584.

very low-income, 668 low-income, 906 moderate-income, and 2,542 above moderate-income housing units.[1]

4.14.4.3 Regional and Local Regulations

The specific policies outlined in the Land Use Element of City's General Plan (updated 2013) related to population and housing include:

Goal LU-1: Achieve a balance of land use types that create diverse opportunities for housing, employment, commerce, recreation, and civic engagement.

Policy LU-1.1: Ensure that all new development conforms to all applicable provisions of the General Plan and Zoning Code.

Policy LU-1.2: Evaluate existing Specific Plans to ensure continued appropriateness in relation to the goals and policies of the General Plan and the City's long-term vision, and to reflect planned land use. After evaluation, maintain, amend, or repeal Specific Plans, as appropriate.

Policy LU-1.3: Ensure that the zoning map, Zoning Code, Specific Plans, and other applicable development-related ordinances are brought into conformance with the Land Use Element as soon as practical following adopted or amendment.

Goal LU-3: Ensure a strong and diversified economic base to provide for fiscal stability and sustainability.

Policy LU-3.1: Provide for land uses that allow a variety of retail, service, manufacturing, institutional, office, and recreational businesses to locate in Colton.

Goal LU-6: Minimize or eliminate land use conflicts where residences are in close proximity to rail lines, freeways, and industrial businesses.

Policy LU-6.2: Discourage the establishment of incompatible uses in proximity to each other.

Policy LU-6.3: Use land use designations and zones to buffer incompatible uses.

Policy LU-6.4: Promote the use of buildings, setbacks, walls, landscaping, and other design features to buffer and reduce conflicts between adjacent properties.

Goal LU-9: Maintain a diverse mix of commercial uses that benefit the community in terms of needed commercial services, tax revenue, and employment opportunities.

Policy LU-9.1: Encourage and facilitate an appropriate mix of goods and service offered in community and neighborhood commercial centers.

Policy LU-9.2: Discourage proliferation of strip commercial development approaches.

Policy LU-9.3: Encourage a unified architectural character in commercial areas, and vigorously enforce commercial land use standards, including but not limited to

[1] SCAG. 2021. SCAG 6th Cycle Final RHNA Allocation. Website: https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1623447417 (accessed July 23, 2021).

landscaping, signage, and property maintenance to enhance the visual appearance of the City's commercial areas.

Policy LU-9.4: Maintain the integrity and appearance of commercial properties by streamlining and simplifying the application process for new businesses occupancies and by encouraging updating of the visual appearance of a property whenever possible.

Policy LU-9.7: Explore opportunities to increase commercial amenities in underserved neighborhoods.

Policy LU-9.8: Diversify the types of commercial uses available in Colton to ensure the City's fiscal well-being. Create a balanced mix of restaurants and retail stores that offer a varied selection of dining and shopping opportunities.

There are no Reche Canyon Specific Plan objectives that deal specifically with population, housing, or employment relative to the project. For a discussion of land use compatibility and the project's consistency with goals and objectives related to land use, see Section 4.10, Land Use and Planning.

4.14.5 Thresholds of Significance

The following thresholds of significance regarding potential impacts related to population and housing are based on the Appendix G of *CEQA Guidelines*. The project would have a significant impact relative to population or housing if it:

Threshold 4.14-1 **Induced 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).**

Threshold 4.14-2 **Displaced substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.**

In addition, this section will evaluate the project's consistency with applicable General Plan policies and goals regarding population, housing, and growth.

4.14.6 Impact Analysis

4.14.6.1 Population Growth

Threshold 4.14-1 ***Would the proposed project induce substantial unplanned population growth in an area, either directly (e.g., new homes and businesses) or indirectly (e.g., extension of roads and infrastructure)?***

The California Environmental Quality Act (CEQA) requires a discussion of ways in which the project could be growth inducing (see also Chapter 5.0, *Other CEQA Considerations*). The *CEQA Guidelines* identify a project as growth inducing if it fosters economic or population growth, or the construction of additional housing either directly or indirectly in the surrounding environment.[1] New employees from commercial or industrial development and new population from residential development

[1] *CEQA Guidelines* §15126.2(d).

represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. Growth can happen only through capital investment in new economic opportunities by the private or public sectors. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG). Substantial growth impacts could also occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it can be demonstrated that the potential growth significantly affects the environment in some way.

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with the increase in project population and thus reducing or removing the barriers to growth. This occurs in suburban or rural areas where population growth results in increased demand for service and commodity markets responding to the new population such as a shopping center or grocery store. This type of growth is, however, a regional phenomenon resulting from introduction of a major employment center or regionally significant housing project. Additional commercial uses may be drawn to the area by the increased number of residents in the area as a result of a project; however, it is expected that any such development would occur consistent with planned growth identified in the General Plan or applicable specific plans.

Population growth is anticipated to continue in the City and the SCAG region, albeit at a slower rate than in previous decades. SCAG population projections estimate the City's population will reach approximately 70,700 by 2045. Between 2016 and 2045, SCAG predicts a 0.69 percent annual rate of population growth for the region.[1] Based on the projected population for the City between 2016 and 2045, the City will experience a 31.6 percent increase in population over these years, or approximately 1.09 percent annually.[2] Therefore, the City is expected to grow at a higher rate relative to the SCAG region.

The General Plan is City's blueprint for future growth and development. The General Plan identifies the City's goals with respect to both built and natural environments and establishes the policies and implementation measures to achieve the stated goals. Table 4.14.C addresses the project's consistency with General Plan goals and policies applicable to population, housing, and employment.

1 (22,500,000 - 18,800,000) ÷ 18,800,000 x 100 = 19.68%; 19.68% ÷ 29 years = 0.69% per year
2 (70,700 - 53,700) ÷ 53,700 × 100 = 31.6%; 31.6% ÷ 29 years = 1.09% per year

Table 4.14.C: General Plan Consistency Analysis

General Plan Goals and Policies	General Plan Consistency Analysis
Land Use Element Goal LU-1: Achieve a balance of land use types that create diverse opportunities for housing, employment, commerce, recreation, and civic engagement.	
Policy LU-1.1: Ensure that all new development conforms to all applicable provisions of the General Plan and Zoning Code.	**Consistent.** The proposed neighborhood retail commercial center would fulfill the anticipated expansion of commercial uses within the RCSP. The project includes an amendment to the RCSP land use designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center consistent with the RCSP goals of limited commercial development at a neighborhood as opposed to regional scale and to serve and finance the incremental buildout of the RCSP and associated improvements within Reche Canyon.
Policy LU-1.2: Evaluate existing Specific Plans to ensure continued appropriateness in relation to the goals and policies of the General Plan and the City's long-term vision, and to reflect planned land use. After evaluation, maintain, amend, or repeal Specific Plans, as appropriate.	
Policy LU-1.3: Ensure that the zoning map, Zoning Code, Specific Plans, and other applicable development-related ordinances are brought into conformance with the Land Use Element as soon as practical following adopted or amendment.	
Land Use Element Goal LU-3: Ensure a strong and diversified economic base to provide for fiscal stability and sustainability.	
Policy LU-3.1: Provide for land uses that allow a variety of retail, service, manufacturing, institutional, office, and recreational businesses to locate in Colton.	**Consistent.** The project would develop a neighborhood retail commercial center consistent with the RCSP goals of limited commercial development at a neighborhood as opposed to regional scale to serve and finance the incremental buildout of the RCSP and associated improvements within Reche Canyon.
Land Use Element Goal LU-6: Minimize or eliminate land use conflicts where residences are in close proximity to rail lines, freeways, and industrial businesses.	
Policy LU-6.2: Discourage the establishment of incompatible uses in proximity to each other.	**Consistent.** The project is proposed adjacent to the only other commercial uses within the RCSP and would be developed between the original and current alignment of Reche Canyon Road. The project site would be surrounded on all four sides by roadways, beyond which land uses are designated Estate Density residential. The project includes an amendment to the RCSP land use designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center consistent with the RCSP goals of limited commercial development at a neighborhood as opposed to regional scale and to serve and finance the incremental buildout of the RCSP and associated improvements within Reche Canyon. The proposed commercial uses would be developed in accordance with the design standards of the RCSP and include an equestrian water supply and shelter facility and trail traversing the project site to maintain connectivity between surrounding Estate Density residential properties.
Policy LU-6.3: Use land use designations and zones to buffer incompatible uses.	
Policy LU-6.4: Promote the use of buildings, setbacks, walls, landscaping, and other design features to buffer and reduce conflicts between adjacent properties.	
Land Use Element Goal LU-9: Maintain a diverse mix of commercial uses that benefit the community in terms of needed commercial services, tax revenue, and employment opportunities.	
Policy LU-9.1: Encourage and facilitate an appropriate mix of goods and service offered in community and neighborhood commercial centers.	**Consistent.** The proposed neighborhood retail commercial center would fulfill the anticipated expansion of commercial uses within the RCSP. The project includes an amendment to the RCSP land use designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center consistent with the RCSP goals of limited commercial development at a neighborhood as opposed to regional scale and to serve and finance the incremental buildout of the RCSP and associated improvements within Reche Canyon. The project is proposed adjacent to the only other commercial uses within the RCSP and would be developed between the original and current Reche
Policy LU-9.2: Discourage proliferation of strip commercial development approaches.	
Policy LU-9.3: Encourage a unified architectural character in commercial areas, and vigorously enforce commercial land use standards, including but not limited to landscaping, signage, and property maintenance to enhance the visual appearance of the City's commercial areas.	

Table 4.14.C: General Plan Consistency Analysis

General Plan Goals and Policies	General Plan Consistency Analysis
Policy LU-9.4: Maintain the integrity and appearance of commercial properties by streamlining and simplifying the application process for new businesses occupancies and by encouraging updating of the visual appearance of a property whenever possible	Canyon Road. The proposed commercial uses would be developed in accordance with the design standards of the RCSP and include an equestrian water supply and shelter facility and trail traversing the project site to maintain connectivity between surrounding Estate Density residential properties.
Policy LU-9.7: Explore opportunities to increase commercial amenities in underserved neighborhoods.	
Policy LU-9.8: Diversify the types of commercial uses available in Colton to ensure the City's fiscal well-being. Create a balanced mix of restaurants and retail stores that offer a varied selection of dining and shopping opportunities.	

Source: City of Colton General Plan, October 2003; Land Use Element updated August 20, 2013.
RCSP = Reche Canyon Specific Plan

The project includes an amendment to the RCSP land use designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center. The existing land use designation within the RCSP of Estate Density residential permits the development of up to two (2) dwelling units per acre. The average household size in Colton is 3.50 persons per dwelling unit,[1] so the project site has the potential to support up to 20 permanent residents under the existing RCSP land use designation.[2]

In compliance with Senate Bill 330 (SB 330), the project must accommodate the loss of six units that could have been built on the project site elsewhere in the City to ensure no net loss of residential capacity. To avoid a net loss of residential capacity, the City has identified the parcel located at 635 South 7th Street (Assessor's Parcel Number [APN] 163-172-48) as capable of accepting the residential capacity (six units) from the project site. The existing General Plan and Zoning for 635 South 7th Street does not currently allow for any residential development. Therefore, to ensure no net loss of residential capacity within the City, the project would require a General Plan Amendment (GPA) from General Commercial to Mixed-Use Downtown and a zone change from General Commercial to Mixed-Use Downtown for APN 163-172-48 at 635 South 7th Street, which would allow for residential development. APN 163-172-48 is 0.31 acre. The Mixed-Use Downtown zoning allows for a residential density of 30 du/ac. Therefore, if APN 163-172-48 is rezoned to Mixed-Use Downtown, it would allow for a maximum of 9 dwelling units, which at an average of 3.5 persons per household is a maximum of 30 permanent residents.[3]

1 California Department of Finance. E-5 Population and Housing Estimates for Cities Counties, and the State 2011–2021 with 2010 Census Benchmark. Website: http://dof.ca.gov/Forecasting/Demographics/Estimates/e-5/ (accessed March 24, 2023.

2 2 dwelling units per acre x 2.9-acre project site = 5.8 dwelling units x 3.34 persons per dwelling unit = up to 20 permanent residents.

3 9 dwelling units x 3.34 persons per dwelling unit = up to 30 permanent residents.

As stated previously, development of the project site 18,124 square feet of neighborhood retail commercial uses and 6 fueling dispensers under the proposed amendment to the RCSP would generate between 27 and 29 new jobs in Colton. Although it is not possible to predict whether the employment positions generated by the project would be filled by existing Colton residents or by persons residing outside the city limits, it is expected that several of these positions would be filled by Colton residents, particularly by residents of Reche Canyon, due to the project's relatively isolated location within the City.

Therefore, the proposed project would not induce a substantial increase in population over that which was envisioned in the RCSP buildout or buildout of the City's General Plan.

The project is proposed adjacent to the only other commercial uses within the RCSP and would be developed between the original and new alignment of Reche Canyon Road. The project would be connected to existing municipal utility infrastructure and would not include the construction of new roadways or infrastructure beyond that which would serve only the project site. The proposed commercial uses would be developed in accordance with the design standards of the RCSP and include an equestrian water supply and shelter facility and trail traversing the project site to maintain connectivity between surrounding Estate Density residential properties.

Impact Conclusion. The project would have a **less than significant** impact relative to the growth of the City's or region's population either directly through the provision of new housing or indirectly through the extension of infrastructure. No mitigation is warranted.

4.14.6.2 Displace Substantial Numbers of Housing or People

Threshold 4.14-2 Displaced substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site is currently undeveloped. No residential uses currently exist onsite. No displacement of housing or residents would occur with implementation of the project.

Impact Conclusion. The project would have **no impact** relative to the displacement of housing or residents; therefore, no mitigation is required.

4.14.7 Programmatic Analysis

4.14.7.1 Environmental Setting

As stated previously in Table 4.14.A, the City's population is estimated to be 54,198 persons and is projected to grow to 70,700 persons by the year 2045. The RTS is currently designated General Commercial (GC) under the City's General Plan and is zoned C-2 (General Commercial). Presently, 1 legal dwelling unit, a store, and a warehouse are located on the RTS. Properties directly adjacent to the RTS are developed with single- and multi-family structures.

4.14.7.2 Programmatic Impact Analysis

As stated previously, the Proposed Project includes an amendment to the Reche Canyon Specific Plan designation (from Estate Density Residential to Commercial) to allow development of the

proposed neighborhood retail commercial center. This action would effectively reduce the City's residential capacity by up to 6 units. To offset this loss of residential capacity, the proposed GPA and zone change for the RTS would allow the development of not less than 9 units on the RTS, which offsets the loss in residential capacity resulting from development of the Proposed Project. As the proposed GPA and zone change ensures no net loss of residential capacity, no significant increase in the inventory of residential units (and therefore no significant increase in population) in Colton would result from implementation of the proposed entitlements.

The RTS is surrounded by existing developed areas currently served by public roadways and utilities. It is expected that any improvements required to accommodate future residential redevelopment of the RTS would tie into existing or planned infrastructure in the project area and would not require the extension of roads or utilities; therefore, the proposed GPA and zone change would not induce growth in locations not previously anticipated by the City.

As the RTS is redeveloped, the relocation of any person residing in existing structures would proceed pursuant to applicable City and State guidelines. Due to the limited size of the RTS and current limited residential occupancy, any redevelopment of the RTS subsequent to adoption of the proposed GPA and zone change would not result in the displacement of substantial numbers of persons; therefore, there would be **no impact** associated with population and housing.

4.14.8 Cumulative Impacts

The cumulative area for the discussion of population and housing impacts is the City, but it also is analyzed under the larger context of the SCAG region as a whole. The project would include an amendment to the RCSP land use designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center. As detailed in Table 4.14.C, the project would be consistent with the goals of the General Plan to achieve a balance of land use types, ensure a strong and diversified economic base, minimize land use conflicts, and maintain a diverse mix of commercial uses that benefit the community. Furthermore, the project would be consistent with the SCAG regional goals related to jobs/housing balance, as it proposes up to 29 new jobs in lieu of up to 20 new residents in a city currently considered "jobs poor," as detailed in Section 4.14.1.3. Therefore, the project's impacts on population and housing would **not be cumulatively considerable.** No mitigation is required.

4.15 PUBLIC SERVICES AND FACILITIES

The following discussion includes an evaluation of the project's impacts on law enforcement, fire protection, schools, and park services. Impacts to parks are analyzed in Section 4.16, Recreation and Parks, in this EIR. The analysis considers the existing public services provided in the project area and evaluates the impacts to service providers that would result from the construction and occupancy of the proposed project. The analysis contained in this section is based on the following reference documents:

- *City of Colton General Plan,* Open Space and Conservation Element. Adopted October 1987.
- *City of Colton General Plan,* Safety Element. Adopted December 2018.
- *City of Colton General Plan Update Environmental Impact Report.* SCH No. 2012031037. May 2013.
- *Reche Canyon Specific Plan.* City of Colton. February 1991.

4.15.1 Police Protection

4.15.1.1 Existing Setting

The Colton Police Department (CPD) provides law enforcement services within the corporate boundaries of the City. The CPD is headquartered at 650 North La Cadena Drive and is staffed with 51 sworn officers and 32 non-sworn employees, equating to approximately 1.46 sworn officers per 1,000 population, which the CPD identifies as an acceptable level of service ratio.[1] The City maintains mutual aid agreements with surrounding cities (e.g., Rialto, Redlands, and Riverside) and with the San Bernardino County Sheriff's Department, which allow for the services of nearby police departments to assist the CPD during major emergencies.

4.15.1.2 NOP/Scoping Meeting Comments

The City did not receive any comment letters during the public review period of the Notice of Preparation (NOP) regarding police services. During the public scoping meeting the City received several comment letters. For copies of the comment letters, refer to Appendix A-2 of this EIR. The comments from the public scoping meeting that relate to police services are follows:

- **Geraldrie Farres:** This individual commented on public services and transportation and traffic. Specifically, public safety from roadway traffic accident occurrences.
- **Cathy Ludwig:** This individual commented on accidents and criminal activity.
- **Lori Langford:** This individual commented on public services, specifically, increase in crime, trash and pollution, and illegal parking.
- **John Stahler:** This individual commented on public services and transportation and traffic. Specifically, safety issues, accidents, traffic flows and increased police and fire services.

[1] *City of Colton General Plan Update Environmental Impact Report*. SCH No. 2012031037. Pages 4.14-2 and 4.14-8. City of Colton. May 2013.

- **Mr. & Mrs. Banasiak:** These individuals commented on public services, specifically increased criminal activity.

4.15.1.3 Methodology

The evaluation of police services impacts takes into account information on current police service levels, and whether the project would require new or physically altered law enforcement facilities in order to main satisfactory service levels.

4.15.1.4 Existing Policies and Regulations

There are no federal or state regulations related to police services applicable to the project site.

City of Colton General Plan. The Safety Element of the City's General Plan identifies the following Principals, Standards, and Proposals applicable to the project to ensure adequate provision of police services throughout the City:

> **Crime and Defensible Space**
>
> **Principle 1:** Deter crime through proper design techniques.
>
> **Standard 3:** Require low shrubbery landscaping and discourage overnight on-street or vacant lot parking as an aid to police and the general public in visually surveying neighborhood.
>
> **Standard 6:** In order that an image of security is established, streets shall be well lighted and pedestrian paths occur in wide open space designed to encourage high intensity use.
>
> **Standard 7:** All development plans are to be reviewed by local planning and crime prevention authorities.
>
> **Proposal 1:** Encourage the use and type of landscaping situated in locations so as to maximize observation, while providing the desired degree of aesthetics.
>
> **Proposal 2:** Encourage the clustering of industries and businesses by operating hours, whereby industrial and businesses operating after normal hours will not be isolated.
>
> **Proposal 4:** Adopt regulations specifying the provisions of vehicle access to the front and back of all structures within an industrial park, shopping center, mall, or strip commercial area.
>
> **Proposal 8:** Adopt regulations whereby parking stalls are laid out to permit maximum observation by patrol of attendants.
>
> **Proposal 10:** Encourage (through the site planning review process) the development of pedestrian amenities within public spaces and along sidewalks, thereby increasing the intensity of use, thus providing a deterrent to crime.
>
> **Proposal 11:** Require a representative frons the Police Department to be included on the subdivision review process.
>
> **Proposal 12:** Support the expansion of the present system of lighting along streets, walkways, parking lots, and entrances to buildings.
>
> **Proposal 16:** Support the adoption of regulations requiring public bicycle racks to be immovable and situated in a readily observable area.

Reche Canyon Specific Plan. The RCSP does not contain any goals or objectives pertaining to police protection services.

General Plan Consistency. Table 4.15.A evaluates the project's consistency with General Plan policies relative to law enforcement services.

4.15.1.5 Thresholds of Significance

The City of Colton has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. For this reason, this EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts to police services are based on Appendix G of the CEQA Guidelines. Police protection impacts would be considered significant if the following condition resulted from the construction or operation of the proposed project:

Threshold 4.15-1 **Substantial adverse physical impacts associated with the provision of new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services.**

4.15.1.6 Impact Analysis

Threshold 4.15-1 ***Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services?***

Police Services. Police services to the site would be provided by the CPD. The CPD is headquartered at 650 north La Cadena Drive, approximately 5.2 miles northwest of the site. As stated in Section 4.14, *Population, Housing, and Employment* of this EIR, development of the site with 18,124 square feet of commercial uses under the proposed amendment to the RCSP would generate between 22 and 29 new jobs in the City. Although it is not possible to predict whether the employment positions generated by the project would be filled by existing Colton residents or by persons residing outside the City limits, it is logical to assume that several of these positions would be filled by Colton residents, particularly by residents of Reche Canyon, due to the project's relatively isolated location within the City. Therefore, the proposed project would not induce a substantial increase in population over that which was envisioned in the RCSP build out or build out of the City's General Plan and would therefore not result in a demand for more police protection services beyond what was anticipated and planned for at this location. The following analysis considers the potential impacts the project would have on police services in the City.

Table 4.15.A: General Plan Consistency Analysis, Police Protection

General Plan Principals, Standards, and Proposals	General Plan Consistency Analysis
Crime and Defensible Space Principle 1: Deter crime through proper design techniques.	
Standard 3) Require low shrubbery landscaping and discourage overnight on-street or vacant lot parking as an aid to police and the general public in visually surveying neighborhood.	**Consistent.** The project would incorporate crime prevention through environmental design (CPTED) features to keep police service demand increases to a minimum. For example, the project would incorporate public zones and private zones via physical and symbolic barriers to define acceptable uses of the proposed commercial facilities and determine who has a right to occupy such zones. Additionally, the proposed development would be equipped with formal surveillance through the use of closed-circuit television, electronic monitoring, and potentially security patrols, as well as informal surveillance such as architecture, landscaping, and lighting designed to minimize visual obstacles and eliminate places of concealment for potential assailants. The project site plan would be provided to the CPD for review and input during the City's plan check process to ensure minimal opportunities for concealment and the layout of the site could be feasibly patrolled by law enforcement. All on-site structures would be constructed to the latest provisions of the 2016 CBC to ensure anti-intrusion devices, windows, and doors are incorporated. The site would be lighted in accordance with Title 18 - Zoning of the City's Municipal Code to ensure sufficient lighting is provided for on-site observation while minimizing spillover to adjacent properties. Law enforcement would have 360-degree vehicle access to the project site via the realigned (new) Reche Canyon Road on the east side and the original (old) alignment of Reche Canyon Road on the west and south side of the site. Additionally, vehicle and bicycle parking would be positioned in front of the commercial structures along the project site's frontage to permit maximum observation by patrol of attendants. Additionally, the 2.9-acre commercial project site is proposed adjacent to the only other commercial uses within Reche Canyon, comprised of similar businesses (e.g., market, restaurant, and gas station) of commensurate operating hours, to ensure operations after normal hours would not be isolated.
Standard 6) In order that an image of security is established, streets shall be well lighted and pedestrian paths occur in wide open space designed to encourage high intensity use.	
Standard 7) All development plans are to be reviewed by local planning and crime prevention authorities.	
Proposal 1) Encourage the use and type of landscaping situated in locations to maximize observation, while providing the desired degree of aesthetics.	
Proposal 2) Encourage the clustering of industries and businesses by operating hours, whereby industrial and businesses operating after normal hours will not be isolated.	
Proposal 3) Adopt subdivision and zoning regulations requiring the incorporation of crime prevention techniques and methodology in the physical design of developments.	
Proposal 4) Adopt regulations specifying the provisions of vehicle access to the front and back of all structures within an industrial park, shopping center, mall, or strip commercial area.	
Proposal 6) Adopt subdivision and zoning regulations specifying sufficient off-street parking, well lighted, and situated so that it can be observed from patrol.	
Proposal 7) Adopt subdivision and zoning regulations requiring developments to locate their recreation or community facilities in areas which will receive a maximum amount of observation from the residents.	
Proposal 8) Adopt regulations whereby parking stalls are laid out to permit maximum observation by patrol of attendants.	
Proposal 10) Encourage (through the site planning review process) the development of pedestrian amenities within public spaces and along sidewalks, thereby increasing the intensity of use, thus providing a deterrent to crime.	
Proposal 11) Require a representative frons the Police Department to be included on the subdivision review process.	
Proposal 12) Support the expansion of the present system of lighting along streets, walkways, parking lots, and entrances to buildings.	
Proposal 13) Support revisions to the building code for stronger anti-intrusion devices, windows and doors for residential and commercial structures.	
Proposal 16) Support the adoption of regulations requiring public bicycle racks to be immovable and situated in a readily observable area.	

Source: Safety Element, City of Colton General Plan, Adopted October 1987.

Construction. Construction activities on the project site have the potential to affect police services, such as emergency vehicle response times, by potentially requiring circulation detours, road closures, and lane closures along Reche Canyon Road. As described in **Section 4.17 Transportation and Traffic** of this EIR, a Traffic Management Plan (TMP) would be prepared for the project pursuant to **Mitigation Measure 4.17.1** to ensure that emergency vehicles and

emergency service providers, such as police personnel, are provided with advance notice of any planned detours or lane/road closures so that they can plan accordingly. Additionally, traffic management personnel (flag persons), required as part of the TMP, would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with police vehicle access. If any detours or lane/street closures are required, flag persons would be used to facilitate the traffic flow through the entire construction period.

Construction activities on the project site also have the potential to attract criminals that may be attracted to construction equipment and/or vehicles with gasoline and diesel fuel at the project site, and/or unsecured construction materials. To minimize criminal trespassing, the project site (construction areas) would be fenced, and access points would be locked during non-construction hours (refer to **Mitigation Measure 4.1.1)**. Additionally, construction equipment would be stored in well-lit areas, and smaller equipment would be secured to reduce pilfering by trespassers. Finally, the project site is located in an area already patrolled by the CPD. With implementation of **Mitigation Measures 4.1.1 and 4.17.1,** construction of the proposed project would not result in a demand for additional police services or significantly impact existing service ratios or response times. Therefore, proposed project construction would not result in the need to provide for new or physically altered law enforcement facilities, and impacts would be **less than significant with mitigation incorporated.**

Operation. As previously discussed, the project would generate between approximately 22 and 29 new employment positions. However, it is expected that all, or at least a majority of these positions would be filled by City residents, particularly by residents of Reche Canyon, because of the project's relatively isolated location. Therefore, the project would not increase the City's population.

Currently, the 2.9-acre project site is undeveloped. The proposed project would result in the development of 18,124 square feet of neighborhood commercial uses, including a gas station, convenience store, car wash, and retail space. Placing development of any kind at a currently undeveloped site could result in an incremental increase in police services calls. However, the project site is designated for development as part of the RCSPs and therefore, the proposed project would not result in a higher demand for police protection services beyond what was anticipated and planned for at this location. Finally, the City maintains mutual aid agreements with surrounding cities (e.g., Rialto, Redlands, and Riverside) and with the San Bernardino County Sheriff's Department, which allow for the services of nearby police departments to assist the CPD during major emergencies, if necessary. Therefore, the proposed project would not result in a demand for additional police services or significantly impact existing service ratios or response times during project operations. Operation of the proposed project would not result in the need to provide for new or physically altered law enforcement facilities, and impacts would be less than significant. No mitigation measures are required.

Regardless of whether or not the proposed project would have an impact on the provision of police services, all new development within the City are required to comply with Ordinance No. O-02-20. Ordinance No. O-02-20 requires all new development to pay a fee to fund capital improvements in the City (including police facilities) based on the total number of equivalent dwelling units calculated for the proposed project. – Furthermore, the City monitors police

staffing levels as part of the annual budgeting process to ensure that adequate police protection continues after new development projects are approved and constructed. Therefore, if at any point the City determines that new or expanded police protection facilities are needed to accommodate growth in the City, including any generated by the proposed project, the City can use funds paid via Public Facilities Fees to develop new or expanded facilities. Any future construction of new or expanded police protection facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated at the time such development actions are proposed by the City.

As previously stated, the project is not expected to increase the City's population and the proposed project would not result in a demand for more police protection services beyond what was anticipated and planned for at this location. Therefore, the project would not degrade the CDP's performance to the point that a new facility or expanded facility, the construction of which could cause significant environmental impacts, would be required. Impacts would be **less than significant,** and mitigation is not required.

Impact Conclusion. Implementation of **Mitigation Measures 4.1.1 and 4.17.1** would reduce potential criminal activity at the project site and ensure that police response times are not increased during project construction. Therefore, impacts would be **less than significant with mitigation incorporated.** The project is not expected to increase the City's population and development of the proposed uses on the project site would not result a demand for more police protection services beyond what was anticipated and planned for at this location. Therefore, the project would not degrade the CDP's performance to the point that a new facility or expanded facility, the construction of which could cause significant environmental impacts, would be required. Impacts would be **less than significant,** and no additional mitigation is required.

4.15.2 Fire Protection

4.15.2.1 Existing Setting

Fire protection services to the site would be provided by the CFD, which is the City's source for fire protection, fire prevention, and emergency/medical services. The CFD maintains 40 uniformed personnel ranging in rank from Fire Chief, Battalion Chief, Fire Captain, Engineer, and Firefighter Paramedic. Daily operations are supported by 12 Firefighters and 1 Battalion Chief who staff 3 paramedic fire engines, 1 paramedic ladder truck, 1 Type-3 brush engine, 1 Office of Emergency Services (OES) engine, 1 fire investigation unit, 1 Battalion Chief vehicle, 1 utility truck, 1 breathing support trailer, 2 reserve engines, and 1 reserve battalion chief vehicle at the City's four (4) fire stations and respond to over 5,000 calls per year.[2] The staffing level at each Fire Station consists of three staff members per shift, including one Fire Captain, one Fire Engineer, and one Firefighter Paramedic.

[2] About the Colton Fire Department. City of Colton Fire Department. https://www.coltonfire.com/station-locations/, accessed September 2021.

The fire station nearest to the site is CFD Station 214 at 1151 south Meadow Lane, approximately 2.3 miles northwest of the site within an approximate 5-minute travel time. According to the RCSP, emergency fire response time has declined from 9.43 minutes down to 5 minutes or less within Reche Canyon.[3] The CFD strives for a six (6) minute response time for all call types. The ability of the CFD to maintain the current response times in the future is dependent on many factors such as freeway and surface street congestion, call volume, and the number and locations of fire stations and ambulance services.[4]

The City maintains "Mutual Aid" and "Automatic Aid" agreements with surrounding cities (e.g., Rialto, Redlands, Loma Linda, and Riverside), and with San Bernardino County & Riverside County Fire Departments/Cal Fire, which allow for the services of nearby fire departments to assist the City during major emergencies.

Since the site is situated within Reche Canyon in an area with hilly, undeveloped terrain, dense chaparral vegetation, proximal ignition sources, and fire history, there is potential for periodic wildfire in the project vicinity.[5] Accordingly, the project site is located in an area defined by CalFire as a Very High Fire Hazard Severity Zone (VHFHSZ).[6] Projects within VHFHSZ are required to comply with California Buildings Standards Commission's California Building Code (CBC) Chapter 7A, which specifies that new buildings in VHFHSZ use ignition-resistant construction methods and materials.[7]

4.15.2.2 NOP/Scoping Comments

The City received one comment letter during the public review period of the Notice of Preparation (NOP) regarding fire protection services:

- **San Bernardino County Fire Protection District (SBCFPD):** The SBCFPD noted the requirements for installation of underground fuel storage tanks and provided recommendations for hazardous material compliance.

During the public scoping meeting the City received several comment letters. For copies of the comment letters, refer to Appendix A-2 of this EIR. The comments from the public scoping meeting that relate to fire protections services are follows:

- **Terri Riesenman:** This individual commented on transportation and traffic, specifically fire exit availability for emergency.

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3 *Reche Canyon Specific Plan*. City of Colton. Page 19. February 1991.

4 Colton and Loma Linda Fire Department Strategic Plan 2015-2017. Colton Fire Department and Loma Linda Fire Department. http://coltonfire.com/items/Joint%20Fire%20Strategic%20Plan%202015-2017.pdf (accessed September 2021).

5 *Reche Canyon Specific Plan*. City of Colton. Page 19. February 1991.

6 Very High Fire Hazard Severity Zones in LRA, as Recommended by Cal Fire. California Department of Forestry and Fire Protection, Fire and Resource Assessment Program. http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/san_bernardino/Colton.pdf, (accessed August 2021).

7 Chapter 7A - Materials and Construction Methods for Exterior Wildfire Exposure. California Building Code, Part 2, Volume 1. 2016. https://codes.iccsafe.org/public/chapter/content/1774/, (accessed August 2021).

- **Faye Pribble:** This individual commented on public services and wildfire. Specifically, impacts to wildfire evacuation and public safety.
- **John Stahler:** This individual commented on public services and transportation and traffic. Specifically, safety issues, accidents, traffic flows and increased police and fire services.

4.15.2.3 Existing Policies and Regulations

Federal Regulations. There are no federal regulations related to fire protection services applicable to the project site.

State Regulations.

California Building Code Title 24. Title 24 of the California Code of Regulations, also known as the California Building Code (CBC or Title 24), contains the design standards that govern the construction of buildings in California to "safeguard life or limb, health, property, and public welfare by regulation and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment." The 2019 Edition of the CBC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. The Triennial 2019 CBC edition became effective January 1, 2020 and is composed of 12 parts. Part 2 of the CBC outlines building design and construction requirements relating to fire, life safety, and structural safety.

California Fire Code. The California Fire Code (CFC) includes regulations for emergency planning, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Several fire safety requirements include installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

Local Regulations.

City of Colton. The Safety Element of the City's General Plan identifies the following Principals, Standards, and Proposals applicable to the project to ensure adequate provision of fire services throughout the City:

Fire Hazards

Principle 1: Define and limit the extent and intensity of development in areas of high fire hazard.

Principle 2: Provide protection to property and life from fire.

Standard 4: Multi-story structures and high-hazard structures shall comply with fire protection standards.

Standard 6: All developments must provide streets of adequate width to allow safe ingress and egress of emergency vehicles.

Standard 7: Major arterials and freeways shall be used for escape routes for public evacuation.

Standard 8: Reliable and sufficient water supplies for fire protection are to be provided to all developments within fire hazardous areas.

Standard 9: Distances between structure, shall conform to standards for safe fire protection.

Standard 10: All development plans shall be reviewed by local planning, fire, water, health, road, and flood control authorities.

Proposal 6: Require all proposed area development to provide for safe and ready access for fire and other emergency equipment and for routes of escape which will safely handle evacuations.

Proposal 7: Require at least two different ingress-egress routes for significantly scaled projects.

Proposal 8: Require all proposed developments to be adequately served by water supplies for community fire protection, in accordance with the standards of the San Bernardino County Fire Chiefs Association. In addition, no hook-up to existing water supply should be considered if it would lower the underground water table.

Proposal 16: Require all requests to build within the hazardous fire area be reviewed by the Planning Commission, and the responsible fire authority for applicable fire regulations and approval.

Proposal 18: Curtail the use of heavy equipment during critical fire weather.

Reche Canyon Specific Plan. The RCSP identifies the following goals and objectives applicable to the project to ensure adequate provision of fire services throughout the planning area:

Goal Three: Reduce, or where practical eliminate, adverse effects on the public health, safety, and welfare that could result from inappropriate development.

Objective 3: Reduce potential wildfire hazards through setbacks, fuel modification, and land use standards.

General Plan Consistency. Table 4.15.B evaluates whether the proposed project is consistent with the City's General Plan and the RCSP policies relative to fire protection service.

4.15.2.4 Methodology

The evaluation of fire protection impacts considers information on current fire protection service levels, and whether the project would require new or physically altered firefighting facilities in order to main satisfactory service levels. Applicable fire codes and regulations and the City Municipal Code were also reviewed in determining impacts.

Table 4.15.B: General Plan and RCSP Consistency Analysis, Fire Protection

General Plan Principals, Standards, and Proposals	General Plan Consistency Analysis
Fire Hazards Principle 1: Define and limit the extent and intensity of development in areas of high fire hazard.	
Standard 10) All development plans shall be reviewed by local planning, fire, water, health, road, and flood control authorities.	**Consistent:** The project site plan would be provided to the CFD for review and input during the City's plan check process to ensure compliance with Chapter 7A of the 2016 CBC and Chapter 15.16, *Fire Code,* of the City Municipal Code to minimize structural ignitions as well as provide adequate access by emergency responders such that CFD personnel could feasibly protect life and property onsite. Furthermore, the City Planning Commission would review the project pursuant to CEQA and provide recommendations to the applicant and City Council regarding appropriate development practices.
Proposal 16) Require all requests to build within the hazardous fire area be reviewed by the Planning Commission, and the responsible fire authority for applicable fire regulations and approval.	
Fire Hazards Principle 2: Provide protection to property and life from fire.	
Standard 4) Multi-story structures and high-hazard structures shall comply with fire protection standards.	**Consistent:** The project will be designed, constructed, and operated in accordance with Chapter 7A of the 2016 CBC and Chapter 15.16, *Fire Code,* of the City Municipal Code to form the basis of the systems of protection necessary to minimize structural ignitions as well as provide adequate access by emergency responders. Project design features, such as ignition-resistant construction materials, automatic fire sprinkler systems, fuel modification and ignition-resistant landscaping, apparatus access roads, multiple ingress/egress routes, including one that will be designated for emergency access only, and adequate water capacity and delivery for operations and during emergencies requiring extended fire flow would aid fire-fighting personnel to feasibly protect life and property onsite. Additionally, the project site is located along Reche Canyon's main thoroughfare, Reche Canyon Road, which would facilitate immediate evacuation opportunities in the event of emergency triggering voluntary or mandatory evacuations. Finally, construction of the project would occur in compliance with CalFire's Red Flag Warnings & Fire Weather Watches, which would restrict certain construction activities and equipment during critical fire weather.
Standard 6) All developments must provide streets of adequate width to allow safe ingress and egress of emergency vehicles.	
Standard 7) Major arterials and freeways shall be used for escape routes for public evacuation.	
Standard 8) Reliable and sufficient water supplies for fire protection are to be provided to all developments within fire hazardous areas.	
Standard 9) Distances between structures shall conform to standards for safe fire protection.	
Proposal 6) Require all proposed area development to provide for safe and ready access for fire and other emergency equipment and for routes of escape, which will safely handle evacuations.	
Proposal 7) Require at least two different ingress-egress routes for significantly scaled projects.	
Proposal 8) Require all proposed developments to be adequately served by water supplies for community fire protection, in accordance with the standards of the San Bernardino County Fire Chiefs Association. In addition, no hook-up to existing water supply should be considered if it would lower the underground water table.	
Proposal 18) Curtail the use of heavy equipment during critical fire weather.	

Table 4.15.B: General Plan and RCSP Consistency Analysis, Fire Protection

RCSP Goals and Objectives	RCSP Consistency Analysis
RCSP Goal Three: Reduce, or where practical eliminate, adverse effects on the public health, safety, and welfare that could result from inappropriate development.	
Objective 3) Reduce potential wildfire hazards through setbacks, fuel modification, and land use standards.	**Consistent.** The project site is designated for residential development, but the proposed amendment to the RCSP and use of the site for commercial development would occur in accordance with Chapter 7A of the 2016 CBC and Chapter 15.16, *Fire Code,* of the City Municipal Code to form the basis of the systems of protection necessary to minimize structural ignitions as well as provide adequate access by emergency responders such that CFD personnel could feasibly protect life and property onsite.

Source 1: *Safety Element*. Pages 7-6 and 7-7. City of Colton General Plan. October 1987.
Source 2: *Reche Canyon Specific Plan.* City of Colton. Page 29. February 1991.

4.15.2.5 Threshold of Significance

The City of Colton has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts to police services are based on Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, fire protection impacts would be considered significant if the following condition resulted from the construction or operation of the proposed project:

Threshold 4.15-2 **Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire services.**

4.15.2.6 Impact Analysis

Threshold 4.15-2 ***Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered fire-fighting facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire services?***

Fire Services. The CFD would provide fire protection services to the project site. As stated previously, the fire station nearest to the site is CFD Station 214 at 1151 South Meadow Lane, approximately 2.3 miles northwest of the site with an approximate 5-minute travel time. Station 214 has a daily staffing of three personnel comprised of one captain, one engineer, and one firefighter paramedic responding on Medic Engine 214; additionally, this Station's personnel cross staff Brush

Engine 214 since this Station is designated to serve Reche Canyon within a VHFHSZ.[8] According to the RCSP, emergency fire response time has declined from 9.43 minutes down to 5 minutes or less within Reche Canyon, which is the planning standard for fire services.[9] Meanwhile, the CFD strives for a six (6) minute response time for all call types.[10] Through compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, travel time between the nearest fire station and the site is expected to be between five and six minutes. Therefore, the project is consistent with the City's response time standard.

The proposed project would result in the development of 18,124 square feet of neighborhood commercial uses, including a gas station, convenience store, car wash, and retail space. Placing development of any kind at a currently undeveloped site could result in an incremental increase in fire protection, prevention and emergency medical services. The project site is designated for development as part of the RCSPs and therefore, the proposed project would not result in a higher demand for fire protection and prevention services or medical services beyond what was anticipated and planned for at this location. The following analysis considers the potential impacts the project would have on police services in the City.

Construction. Construction activities on the project site have the potential to affect fire protection services, such as emergency vehicle response times, by potentially requiring circulation detours, road closures, and lane closures along Reche Canyon Road. As described in **Section 4.17 Transportation and Traffic** of this EIR, a Traffic Management Plan (TMP) would be prepared for the project pursuant to **Mitigation Measure 4.17.1** to ensure that emergency vehicles and emergency service providers, such as fire protection personnel, are provided with advance notice of any planned detours or lane/road closures so that they can plan accordingly. Additionally, traffic management personnel (flag persons), required as part of the TMP, would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with fire engine access. If any detours or lane/street closures are required, flag persons would be used to facilitate the traffic flow through the entire construction period. With implementation of **Mitigation Measure 4.17.1,** construction of the proposed project would not result in a demand for additional fire protection services or significantly impact existing service ratios or response times. Therefore, proposed project construction would not result in the need to provide for new or physically altered fire protection facilities, and impacts would be **less than significant with mitigation incorporated.**

Operation. The City would require the developer to coordinate directly with Colton Fire Department to assure the project's design and construction meets the fire protection requirements for this area or fire zone in accordance with Chapter 16.80.080 *Fire Protection* of the City's Code of Ordinances. These include but not limited to adequate vehicle access, adequate fire flow, the use proper fire resistant construction methods, and a sufficient number on-site fire hydrants. Additionally, the City participates in the *California Master Mutual Aid*

8 *Station 214.* Colton Fire Department. http://www.coltonfire.com/index.cfm?section=16&pagenum=142&titles=0. (Accessed September 2021).

9 *Reche Canyon Specific Plan.* City of Colton. Page 19. February 1991.

10 *Colton and Loma Linda Fire Department Strategic Plan 2015-2017.* Colton Fire Department and Loma Linda Fire Department. http://coltonfire.com/items/Joint%20Fire%20Strategic%20Plan%202015-2017.pdf (Accessed September 2021).

Agreement of 1950, which provides assistance from other fire departments, without charge, during major emergencies to cities temporarily overwhelmed by an incident. The City also has entered into various *Automatic Aid* agreements with neighboring cities to ensure the quickest and most efficient fire response regardless of city boundaries. Therefore, it is possible the San Bernardino County Fire Station 23 at 22582 City Center Ct, Grand Terrace, approximately 3.7 miles west of the site with an estimated 8-minute response time, or the Riverside County Fire/Moreno Valley Station #48 at 10511 Village Road, Moreno Valley, approximately 8.5 miles south of the project site with an estimated 14-minute response time would provide fire protection services in the event of an emergency. For example, during the recent Smiley Fire, which ignited on June 18, 2017, in Reche Canyon and burned 153 acres, several fire agencies, including ones from Riverside, San Bernardino, and San Diego Counties, converged on the fire.[11] At its height, 210 firefighters, 19 engine companies, 4 helicopter, 4 air tankers, a helitender aircraft, and other equipment (e.g., bulldozers, etc.) battled the blaze.[12]

The project is located within a VHFHSZ, as designated by CalFire,[13] due to the hilly, undeveloped terrain, dense chaparral vegetation, proximal ignition sources, and fire history. Projects within VHFHSZ are required to comply with California Buildings Standards Commission's California Building Code (CBC) Chapter 7A, which specifies that new buildings in VHFHSZ use ignition-resistant construction methods and materials.[14] Fire climatologists have characterized southern California as the worst fire climate in the United States. It is critical that the latest fire protection technologies, developed through intensive research and real-world wildfire observations and findings by fire professionals for both ignition resistant construction and creating defensible space in the ever-expanding wildland-urban interface (WUI) areas, are implemented and enforced. The proposed project would implement the latest fire protection measures through project design features listed below.

All onsite structures would be constructed to the 2016 CBC Chapter 7A and Fire Codes, as adopted by the City. Similar to building code successes, provisions for modified fuel areas separating wildland fuels from structures have reduced the number of fuel-related structure losses by providing separation between structures and heat generated by wildland fuels. Most of the primary components of the layered fire protection system provided for the proposed project are required by CFD and County of San Bernardino Standards. Interior fire sprinklers (now required by code), have a track record of extinguishing up to 95 percent of interior fires,

11 "Smiley Fire 100 Percent Contained in Reche Canyon." Redlands Daily Facts. https://www.redlandsdailyfacts.com/2017/06/19/smiley-fire-100-percent-contained-in-reche-canyon/. Newspaper Article Published June 19, 2017. (Accessed September 2021).

12 *Ibid.*

13 Very High Fire Hazard Severity Zones in LRA, as Recommended by Cal Fire. California Department of Forestry and Fire Protection, Fire and Resource Assessment Program. http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/san_bernardino/Colton.pdf, (accessed August 2021).

14 Chapter 7A - Materials and Construction Methods for Exterior Wildfire Exposure. California Building Code, Part 2, Volume 1. 2016. https://codes.iccsafe.org/public/chapter/content/1774/, (accessed September 2021).

which significantly reduces structural damage.[15] Although not designed for wildland fire defense, should embers succeed in entering a structure, sprinklers provide an additional layer of life safety and structure protection.

Once the proposed project is built out, the onsite fire potential will be lower than existing conditions due to conversion of wildland fuels to managed landscapes combined with on-site structures built to the latest ignition-resistant fire codes, and improved accessibility to fire personnel because of improved traffic flow within the project area. According to Chapter 7A of the 2016 CBC and Chapter 15.16, *Fire Code,* of the City Municipal Code, the following project design features are required for new development in VHFHSZ/WUI areas:

1. Application of the latest adopted ignition-resistant building codes;
2. Exterior wall coverings are to be non-combustible or ignition resistant;
3. Multi-pane glazing with a minimum of one tempered pane;
4. Ember resistant vents;
5. Interior, automatic fire sprinklers to code for occupancy type;
6. Modern infrastructure, access roads, and water delivery system;
7. Appropriate storage and maintenance of flammable and combustible materials;
8. Maintained fuel modification areas/abate fire hazards; and
9. Appropriately constructed and unobstructed Fire apparatus access roads throughout the project.

The project would meet or exceed all applicable Fire Code requirements and incorporate project design features as follows:

1. Project buildings would be constructed of ignition-resistant construction materials and include automatic fire sprinkler systems based on the latest Building and Fire Codes for occupancy types.

2. Fuel modification would be provided around the perimeter of the site, where required, and would be maintained by the landlord, or another approved entity, at least annually and as needed.

3. Landscape plantings would not utilize prohibited plants that have been found to be highly flammable.

4. Fire apparatus access roads (i.e., public and private streets) would be provided throughout the site and would vary in width and configuration but would all provide at least the minimum required unobstructed travel lanes, lengths, turnouts, turnarounds, and clearances. Primary access and internal circulation would comply with the requirements of the CFD.

[15] U.S. Experience with Sprinklers, Fact Sheet, Sprinklers in Reported U.S. Fires during 2010 to 2014. National Fire Protection Association. July 2017. http://www.nfpa.org/news-and-research/fire-statistics-and-reports/fire-statistics/fire-safety-equipment/us-experience-with-sprinklers, accessed September 2021.

5. Water capacity and delivery would be provided for a reliable water source for operations and during emergencies requiring extended fire flow.

Compliance with Chapter 7A of the 2016 CBC and Chapter 15.16, *Fire Code,* of the City Municipal Code would form the basis of the systems of protection necessary to minimize structural ignitions as well as provide adequate access by emergency responders. The project design features described above would aid fire-fighting personnel and minimize the demand placed on the existing emergency services system. Additionally, through the execution of mutual aid agreements maintained with surrounding cities (e.g., Rialto, Redlands, Loma Linda, and Riverside), and with San Bernardino County & Riverside County Fire Departments/Cal Fire, the City would have the additional firefighting support of nearby fire departments to provide assistance during major emergencies.

The project would be required to be designed, constructed, and operated per applicable fire prevention/protection standards established by the City. Such requirements include, but are not limited to, provisions for smoke alarms; sprinklers; building and emergency access; adequate emergency notification; and hydrant sizing, pressure, and siting in accordance with Chapter 7A of the 2016 CBC and Chapter 15.16, *Fire Code,* of the City Municipal Code.

As stated above, regardless of whether or not the proposed project would have an impact on the provision of fire and medical services, all new development within the City is required to pay DIFs to the City. These fees are determined by the City Council, in consultation with the CFD, based on an assessment of the activity occurring within the City as well as the needs of the City. Such fees would be used to fund capital costs associated with land acquisition, construction, and purchasing equipment. Therefore, the proposed project would not result in a demand for additional fire services or significantly impact existing service ratios or response times during project operations. Operation of the proposed project would not result in the need to provide for new or physically altered fire fighting facilities, and impacts would be less than significant. No mitigation measures are required.

Impact Conclusion. Implementation of **Mitigation Measure 4.17.1** would ensure that fire protection response times are not increased during project construction. Therefore, impacts during project construction would be **less than significant with mitigation incorporated.** The CFD maintains 40 uniformed personnel, equating to approximately 0.74 CFD personnel per 1,000 population.[16] As discussed above, while the proposed project would introduce between 22 and 29 jobs in the City, it is logical to assume that these jobs would be filled be existing residents within the City. Therefore, the project would not increase the CFD's fire protection service level demand.[17] Additionally, project design features incorporated into the structural design and layout to facilitate general fire retardation on the site and reduce the risk of exposure of people or structures to a significant risk or loss, injury, or death involving wildland fires would keep service demand increases to a minimum. Therefore, the proposed project would not result in a demand for additional fire services or significantly impact existing service ratios or response

16 About the Colton Fire Department. City of Colton Fire Department. http://www.coltonfire.com/index.cfm?section=10&pagenum=78, (accessed April 11, 2018).

17 29 additional employees ÷ 1,000 persons per 0.74 CFD personnel = 0.021 CFD personnel.

times during project operations. Operation of the proposed project would not require new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. Therefore, impacts are **less than significant**, and no mitigation is required.

4.15.3 Schools

4.15.3.1 Existing Setting

The project area is served by the Colton Joint Unified School District (CJUSD). The CUSD operated 29 schools with a combined enrollment of 20,550 students during the 2020-2021 school year.[18] Although attendance boundaries may change, currently schools in the project area that may accommodate project residents include Grand Terrace High School, Terrace Hills Middle School, and Reche Canyon Elementary School.[19] Table 4.15.C details the enrollment characteristics for these schools.

Table 4.15.C: Project Area School Enrollment

School	Maximum Capacity by Design[1]	Enrollment (2017-2018)[2]
Reche Canyon Elementary School	750	493
Terrace Hills Middle School	1,500	884
Grand Terrace High School	2,700	1,792

[1] Source: *City of Colton General Plan Update Environmental Impact Report.* City of Colton. Page 4.14-10. SCH No. 2012031037. May 2013.

[2] Source: *2020-2021 Enrollment by Grade, Colton Joint Unified School District Report (36-67686)*. California Department of Education. https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=3667686&agglevel=District&year=2020-21 (accessed September 28, 2022).

4.15.3.2 NOP/Scoping Meeting Comments

No comments regarding schools were provided during the Public Scoping Meeting and no comment letters regarding schools were received during the NOP period.

4.15.3.3 Methodology

School service impacts are determined by calculating how many schoolchildren would be generated by the project, and then determining whether this increase would cause negative impacts to existing or future school facilities or programs.

4.15.3.4 Existing Policies and Regulations

Federal Regulations. There are no federal regulations related to school services applicable to the project site.

[18] 2020-2021 Enrollment by Grade, Colton Joint Unified School District Report (36-67686). California Department of Education. https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=3667686&agglevel=District&year=2020-21 (accessed September 28, 2022).

[19] Boundary Maps. Colton Joint Unified School District. https://ca02218339.schoolwires.net/Page/2960 (accessed September 28, 2022).

State Regulations.

Assembly Bills 2926, 1600, and 2751. To assist in providing facilities to serve students generated from new development projects, the State enacted Assembly Bill (AB) 2926 in 1986, which allows school districts to collect impact fees from developers of new residential, commercial, and industrial developments. Development impact fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of the costs for the construction, modernization, or reconstruction of school facilities. Subsequent legislation has modified the fee structure and general guidelines. In 1987, the provisions of AB 2926 have been expanded and revised by AB 1600, which limits the ability of a school district to levy School Fees unless (i) there is a need for the School Fee revenues generated, and (ii) there is a nexus or relationship between the need for School Fee revenues and the type of development project on which the School Fee is imposed. (The requirements of AB 1600 were clarified with the passage in 2006 of AB 2751, which codifies the findings of Shapell Industries v. Milpitas Unified School District.)

Senate Bill 50 and California Education Code Section 17620. Senate Bill (SB) 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. It is a program for funding school facilities largely based on matching funds. The approval of Proposition 1A authorized funds for SB 50 in the amount of $9.2 billion, including grants for construction of new schools and modernization of existing schools. The new construction grant provides funding on a 50/50 State and local match basis. The modernization grant provides funding on a 60/40 State and local match basis. Districts that are unable to provide some or all of the local match requirements and are able to meet financial hardship provisions may be eligible for additional State funding.[20] SB 50 (codified as California Education Code Section 17620) allows school districts to levy a fee, charge, dedication, or other requirement against any development project within its boundaries for the purpose of funding the construction or reconstruction of school facilities. The maximum fee amount that school districts can assess is limited by statutes provided in California Government Code Section 65995.

The payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a project to levels that are less than significant (see California Government Code Section 65996). Stated another way, the provisions of SB 50 provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in the California Environmental Quality Act (CEQA) or other State or local laws. The California Department of Education permits local school districts to increase facility fees subject to Department of Education review and with approval of a nexus study from the school district that demonstrates that costs incurred by the school district for the provision of school facilities and services are higher than Level 1 funding provides. In such an instance, a nexus must be demonstrated in the study between the increase proposed by the local school district and the actual cost of provision of school facilities and services.**Local Regulations.**

[20] State of California. State Allocation Board. *Office of Public School Construction, School Facility Program Handbook*. April 2007. http://www.bestfacilities.org/best-home/docuploads/pub/116_SchoolFacilityProgramHandbook_CA.pdf (accessed August 2, 2022).

City of Colton. The 2013-2021 Housing Element of the City's General Plan includes goals and policies related to school services in the City; however, these goals and policies apply to residential projects that generate school-aged population. Since the proposed project would not generate school-aged population, none of the goals and/or policies apply.

Reche Canyon Specific Plan. The RCSP has no goals or policies related to school facilities.

4.15.3.5 Thresholds of Significance

The City of Colton has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts to schools are based on Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, school impacts would be considered significant if the following condition resulted from the construction or operation of the proposed project:

Threshold 4.15-3 **Substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives.**

4.15.3.6 Impact Analysis

Threshold 4.15-3 ***Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?***

Schools. As detailed in Section 4.14, Population, Housing, and Employment, development of the site with 18,124 square feet of commercial uses under the proposed amendment to the RCSP would generate between 22 and 29 new jobs in the City. Although it is not possible to predict whether the employment positions generated by the project would be filled by existing Colton residents or by persons residing outside the City limits, it is logical to assume that several of these positions would be filled by Colton residents, particularly by residents of Reche Canyon, due to the project's relatively isolated location within the City. Nevertheless, the project does not include a residential component; therefore, it is not expected to generate any schoolchildren, the addition of which could cause negative impacts to existing or future school facilities or programs.

California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. These base amounts are commonly referred to as "Level 1 fees" and are subject to inflation adjustment every two years. School districts are placed into a specific "level" based on school impact fee amounts that are imposed on the development. With the adoption of Senate Bill 50 and Proposition 1A in 1998, schools meeting certain criteria can now adopt Level 2 and 3 developer fees. The amount of fees that can be charged over the Level 1

amount is determined by the district's total facilities needs and the availability of State matching funds. If there is State facility funding available, districts are able to charge fees equal to 50 percent of their total facility costs, termed "Level 2" fees. If, however, there are no State funds available, "Level 3" fees may be imposed for the full cost of their facility needs.[21]

The CJUSD currently collects Level 1 fees and imposes development fees of $0.56 per square foot for commercial, industrial, and federally qualified senior housing.[22] Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts … on the provision of adequate school facilities." The project will be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620.

Impact Conclusion. Through payment of development fees in accordance with Government Code 65995 and Education Code 17620, impacts related to school services are **less than significant** and no mitigation is required.

4.15.4 Other Public Services

4.15.4.1 Existing Setting

The City maintains three (3) public library facilities with over 80,000 items in circulation serving approximately 60,000 borrowers annually.[23] The Main Public Library (10,700 square feet) is located at 656 Ninth Street, the Luque Branch Library (3,000 square feet) is located at 294 East "O" Street, and the Carnegie Building (6,400 square feet) is located at 380 North La Cadena Drive.

4.15.4.2 NOP/Scoping Meeting Comments

No comments regarding other public facilities were provided during the Public Scoping Meeting and no comment letters regarding other public facilities were received during the NOP period.

4.15.4.3 Methodology

In the absence of specific demand factors for other public facilities, a general discussion of other public facilities and potential impact project-related increase on these facilities is provided.

4.15.4.4 Existing Policies and Regulations

The City's General Plan does not contain goals and/or policies specifically related to other public facilities; however, the City collects DIF from new development to offset incremental increases in

[21] An Evaluation of the School Facility Fee Affordable Housing Assistance Programs, Legislative Analyst's Office, January 2001. http://www.lao.ca.gov/2001/011701_school_facility_fee.html (accessed September 2021).

[22] Developer School Fees. Colton Joint Unified School District. https://www.colton.k12.ca.us/site/handlers/filedownload.ashx?moduleinstanceid=3362&dataid=3348&FileName=2016%20Calculation%20Sheet.pdf (accessed September 2021).

[23] City of Colton General Plan Update Environmental Impact Report. City of Colton. Page 4.14-4. SCH No. 2012031037. May 2013.

service demand on the civic center, libraries, parks, and transportation facilities (in addition to police and fire facilities) pursuant to the City Municipal Code.

4.15.4.5 Thresholds of Significance

The City of Colton has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the State CEQA Guidelines to determine the significance of environmental impacts. The following thresholds of significance regarding potential impacts to governmental facilities are based on Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, governmental facilities impacts would be considered significant if the following condition resulted from the construction or operation of the proposed project:

Threshold 4.15-4 **Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives.**

4.15.4.6 Impact Analysis

Threshold 4.15-4 ***Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?***

Other Public Facilities. As stated in Section 4.14, Population, Housing, and Employment of this EIR, development of the site with 18,124 square feet of commercial uses under the proposed amendment to the RCSP would generate between 22 and 29 new jobs in the City. Although it is not possible to predict whether the employment positions generated by the project would be filled by existing Colton residents or by persons residing outside the City limits, it is logical to assume that several of these positions would be filled by Colton residents, particularly by residents of Reche Canyon, due to the project's relatively isolated location within the City. Therefore, the proposed project would not induce a substantial increase in population over that which was envisioned in the RCSP build out or build out of the City's General Plan and would therefore not result in a demand for more services at City-owned facilities, such as City Hall and libraries, beyond what was anticipated and planned for at project site.

Impact Conclusion. The proposed project is not expected to increase the City's population; therefore, the project would not result a demand for more services at City-owned facilities, including City Hall and libraries, beyond what was anticipated and planned for at the project site. Therefore, the construction of new or expansion of existing library or other governmental facilities would not be required. Impacts would be **less than significant**. No mitigation is required.

4.15.5 Programmatic Analysis

4.15.5.1 Environmental Setting

The RTS is located at 635 South 7th Street and entirely within the City of Colton. Public service demand to existing residential uses on the RTS is provided by the following service providers:

- Police Protection (Colton Police Department [CPD])
- Fire Protection (Colton Fire Department [CFD])
- Public Schools (Colton Joint Unified School District [CJUSD]
- Parks (City of Colton Parks and Recreation Department)
- Public Libraries (Colton Public Library)

Sections 4.15.1 through 4.15.4 of this Draft EIR provide a comprehensive summary related to each of these service providers.

4.15.5.2 Programmatic Impact Analysis

New development or redevelopment in Colton will require the funding of public services and facilities to meet the needs and expectations of the community. Chapter 16.26.070 of the City's Municipal Code identifies the requirement to collect fees, "required by the then current fee schedule." California Education Code §17620 allows school districts to levy a fee, charge, dedication, or other requirement against any development project within its boundaries for the purpose of funding the construction or reconstruction of school facilities. Facilities planning is routinely conducted by the city and/or individual service providers to assess needs to maintain adequate service ratios and response times. The development of Development Impact Fees typically requires the preparation of a Fee Nexus Study, which includes demographic assumptions, facility needs and costs, cost allocation per equivalent dwelling unit, and a fee schedule assessable per residential unit type, nonresidential square footage, or other specific unit of measure.

The City adopted its Development Impact Fee Ordinance (Ordinance No. O-02-20) in January 2020 to identify the fees that are imposed on developers building in Colton to fund public services. It is the City's intent that the costs representing future developments' share of public facilities and capital improvements be imposed on development in the form of a Development Impact Fee for the following:

- Long-Range Developer Traffic Impact Fees
- Development Impact Mitigation Fees to fund the following civic facilities:
    - Fire Station
    - Civic Center
    - Library
    - Police Station
- Park Development Impact Fees
- Quimby Park In-Lieu Fees
- Water and Wastewater Fees

The following outlines the Development Impact Fees that would be imposed by the City on any residential redevelopment of the RTS site (either multi-family or per unit):[24]

- Traffic.....$1,236
- Fire Protection.....$662
- Police $1,134
- Library.....$515
- Civic Center.....$180
- Quimby in-Liew fees.....$3,613
- Water/Wastewater $2,968

Additionally, the Colton Joint Unified School District (CJUSD) asses a Level 1 fee of $4.08/square foot for new residential construction.

The proposed GPA and zone change, in and of themselves, do not propose any development on the RTS site. Rather, as influenced by economic conditions and market demand, the proposed land use actions would allow the redevelopment of RTS at some future point in time. Because it is not known when residential development on the RTS would occur, the applicant of any such development would be required to pay relevant Development Impact Fees in effect at the time of project approval. The transfer of residential capacity from the Project Site to the RTS does not represent a significant increase in number of residential units or increase in population not previously accounted for in public facility planning or funding programs. Therefore, the proposed GPA and zone change and subsequent redevelopment of the RTS would have a **less than significant** impact on the City's public services.

4.15.6 Cumulative Impacts

4.15.6.1 Police and Fire Services

The cumulative areas for law enforcement police and fire protection services are the service areas within the City. The need for new and/or maintenance of existing public services and associated facilities is measured by service area population, or the number of residents and workers within the City's service area, as well as the type and density of development.

As additional development occurs in the City, there may be an overall increase in the demand for law enforcement and fire protection services, including personnel, equipment, and/or facilities. Increases in demand are routinely assessed by these agencies as part of the annual monitoring and budgeting process. All development within the service areas of the City's Police and Fire Departments would be required to adhere to conditions established by these agencies and would be subject to applicable fees that would contribute to the maintenance of their facilities.

The project would result in the development of uses that are typical of those currently present in the service area for the City's Police and Fire Departments and does not include any use or structure anticipated to increase service demand disproportionately beyond that which currently exists or was

[24] City of Colton. n.d. Development Fees & AB 602 Compliance. Website: https://www.ci.colton.ca.us/300/Fees (accessed March 28, 2023).

planned when the RCSP was approved. With adherence to standard conditions and payment of required fees, the project would **not result in a cumulatively considerable impact** on law enforcement and fire services in the City would occur.

4.15.6.2 Schools

The cumulative area for school-related services is the CJUSD. The CJUSD requires the payment of development fees to provide for maintenance of existing and the expansion or construction of new facilities. All new development, including the project, is required to provide school impact fees at the level identified by the CJUSD. Since the project would not generate a school-aged population, the project would **not result in a cumulatively considerable impact** to school facilities or services in the City. No mitigation is required.

4.15.6.3 Other Public Facilities

The cumulative area for other public facilities are the service areas within the City. The need for new and/or maintenance of existing public services and associated facilities is measured by service area population, or the number of residents and workers within the City's service area, as well as the type and density of development. The City requires the payment of development fees to provide for maintenance of existing and the expansion or construction of new facilities. All new development, including the project, is required to provide DIFs at a level commensurate with the type and size of the development. Since the projected increase in population generated by the project would not result in a physical expansion, modification, or off-site construction of public facilities when considered in conjunction with other cumulative development, the project would **not result in a cumulatively considerable impact** to other public facilities in the City. No mitigation is required.

4.16 RECREATION

This chapter analyzes the impact of the proposed project on existing local and regional recreational services or the need to construct or expand additional recreational facilities due to the implementation of the proposed project. This section is based in part on the following resources:

- *City of Colton General Plan,* Open Space and Conservation Element. Adopted 1987.
- *Reche Canyon Specific Plan.* City of Colton. February 1991.

4.16.1 Existing Setting

The City's park and recreation areas consist of open space, public parks, local and regional trails, and select school sites with fields available for public use during certain hours. In addition, the City operates four (4) community centers, which provide a variety of activities, programs, education classes, and events for the residents of the City. Overall, the City maintains 21 parks, tot lots, sports facilities, and other recreational facilities within Colton.[1]

The RCSP planning area contains a small passive recreational park (Prado Park) located at 3000 East Prado Lane approximately 1.25 miles north of the project site, in addition to a network of pedestrian, cycling, and equestrian trails adjacent to the project site. As detailed in Figure 14 of the RCSP, the project site is located adjacent to a bicycle trail along Reche Canyon Road and approximately 175 feet west of the Reche Canyon Main Trail (for hikers and equestrians) proceeding along the San Bernardino County Flood Control Channel.

4.16.1.1 NOP/Scoping Meeting Comments

No public or agency comments related to park or recreation were received during NOP comment period or during the Public Scoping Meeting.

4.16.1.2 Methodology

The assessment of potential impacts to recreation and park resources included an evaluation of whether the project would result in increased use of existing recreation and park resources or necessitate the construction or expansion of recreation and park facilities.

4.16.2 Policies and Regulations

4.16.2.1 Federal Regulations

Americans with Disabilities Act. The Americans with Disabilities Act (ADA) of 1990 (42 United States Code [USC] 12181) prohibits discrimination on the basis of disability in public accommodation and State and local government services. Under the ADA, the Architectural and Transportation Barriers Compliance Board issues guidelines to ensure that facilities, public sidewalks, and street crossings are accessible to individuals with disabilities. Play areas, meeting rooms, park restrooms, and other

[1] City of Colton Facilities Map, Parks and Recreation Foundation. http://www.coltononline.com/DocumentCenter/View/461 (accessed July 23, 2021).

buildings and park structures must comply with ADA requirements. Park facilities proposed as part of the proposed Project would be required to be ADA compliant.

4.16.2.2 State Regulations

Quimby Act (California Government Code 66477). The Quimby Act requires the dedication of land and/or imposes a requirement of fees for park and recreational purposes as a condition of approval of certain tentative maps or parcel maps. Pursuant to Section 66477(9)(d), the Quimby Act does not apply to commercial subdivisions such as the proposed project.

4.16.2.3 Local Regulations

City of Colton General Plan. The General Plan calls for a park acreage standard of 5 acres of developed parkland per 1,000 residents and includes goals and policies that aim to provide for and maintain recreational facilities. Table 4.16.A addresses the project's consistency with General Plan goals and policies applicable to parks and recreation.

Table 4.16.A: General Plan Consistency Analysis

General Plan Goals and Policies	General Plan Consistency Analysis
Land Use Element Goal LU-12: Provide for open space and recreation areas that meet the needs of Colton residents.	
Policy LU-12.1: Preserve and protect the City's established recreational and open space uses.	**Consistent.** The proposed commercial uses would fulfill the anticipated expansion of commercial uses within the RCSP to serve and finance its incremental buildout and associated improvements within Reche Canyon.
Policy LU-12.2: Pursue opportunities for providing additional open space and recreation areas for residents, working toward the goal of having a City park within one-half mile of every residential neighborhood in Colton.	
Policy LU-12.4: Provide five acres of park space for every 1,000 residents.	**Not Applicable.** The proposed commercial uses are not introducing additional residents to the City; therefore, this policy is not applicable.

Source: City of Colton General Plan, October 2003; Land Use Element updated August 20, 2013.

Reche Canyon Specific Plan. The RCSP has a goal of expanding the existing trail network and coming as close as possible to the City's standard of five (5) acres of parkland for every 1,000 residents. Based on an estimated buildout population of 7,817 people within the Colton portion of Reche Canyon, the City would need to develop approximately 40 acres of parkland and other recreational space for the existing and future residents of Reche Canyon in accordance with the RCSP. The RCSP has identified the project site as a possible location for a future park site due to its proximity to existing trails and adjacent commercial uses.[1]

City of Colton Municipal Code.

> ***Municipal Code Chapter 16.58.*** The City's Municipal Code (Section 16.58.010(C)) exempts commercial subdivisions from City Park and Recreation dedication and fees.

[1] *Reche Canyon Specific Plan*. City of Colton. Figure 14 and Page 47. Adopted February 1991.

4.16.3 Thresholds of Significance

The City has not established local California Environmental Quality Act (CEQA) significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the State CEQA Guidelines. According to Section XVI of Appendix G to the State CEQA Guidelines, the project may be deemed to have a significant impact with respect to recreational facilities if:

Threshold 4.16-1 **The project increases 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; and/or**

Threshold 4.16-2 **The project includes recreational facilities or requires the construction or expansion of recreational facilities that have an adverse physical effect on the environment.**

4.16.4 Impact Analysis

4.16.4.1 Existing Recreational Facilities and New or Physically Altered Recreation and Park Facilities

Threshold 4.16-1 ***Would the project result in increased use of existing neighborhood and regional parks or other recreational facilities where substantial physical deterioration would occur or be accelerated?***

Threshold 4.16-2 ***The project includes recreational facilities or requires the construction or expansion of recreational facilities that have an adverse physical effect on the environment.***

The project site is currently vacant and located in the RCSP. As previously discussed, the proposed project includes an amendment to the RCSP to change the land use designation of the project site from Estate Density residential to Commercial to allow for the development of the proposed neighborhood retail commercial center.

Development of the project site would result in 18,124 square feet of neighborhood retail commercial uses, which is anticipated to generate up to 29 employees on the project site. It is not possible to determine with any reasonable certainty, the location, frequency or intensity of use project employees may have on public park/recreation facilities. The nearest public park in proximity to the project site is Prado Park located at 3000 East Prado Lane approximately 1.25 miles north of the project site. Given the distance to the nearest public park from the project site, it is unlikely employees of the proposed project would increase the use of Prado Park when compared to existing conditions. The project is located adjacent to a bicycle trail along Reche Canyon Road and approximately 175 feet east of the Reche Canyon Main Trail (for hikers and equestrians) proceeding along the San Bernardino County Flood Control Channel. Due to the project site's proximity to the bicycle trail, project generated employees may increase the use of this trail. However, given the relatively low number of employees on the project site, the increased use of the trail would not result in substantial physical deterioration of the trail.

The project includes development of 18,124 square feet of commercial uses, including a gas station, car wash, convenience store, and retail space. The project does not include the construction of recreation facilities. As stated above, the project is expected to generate up to 29 employees on the project site. Although it is not possible to predict whether the employment positions generated by the project would be filled by existing Colton residents or by persons residing outside the City limits, it is expected that several of these positions would be filled by Colton residents, particularly by residents of Reche Canyon, due to the project's relatively isolated location within the City. Therefore, the proposed project is not anticipated to increase the population in the City and would not affect the City's parkland standard when compared to existing conditions. Since the project would not increase the City's population, the project would not require the construction of new or expanded recreational facilities.

Impact Conclusion. The project would have a **less than significant** impact relative to the increased use of existing neighborhood and regional parks or other recreational facilities, or the need for the expansion of existing facilities, or the need for new park and recreational facilities. No mitigation is required.

4.16.5 Programmatic Analysis

4.16.5.1 Environmental Setting

No park or recreation facilities are located on the RTS. The nearest existing park to the RTS is Veteran's Park, which is located approximately 0.25 mile to the east. Veteran's Park encompasses 13.7 acres and provides baseball and softball fields, basketball and handball courts, a playground area, horseshoe pits, a splash pad, and two large picnic shelters with BBQ facilities. Multiple picnic tables are located around Veteran's Park. Co-located with the park is the Luque Community Center (which provides a main hall, community meeting space, and community kitchen facilities) and the Luque Branch Library (which provides library, literacy, and homework assistance services to the community).[1]

4.16.5.2 Programmatic Impact Analysis

The proposed GPA and zone change, in and of themselves, do not propose any development on the RTS. Rather, as influenced by economic conditions and market demand, the proposed land use actions would allow the redevelopment of residential uses at some future point in time. The transfer of residential capacity from the Project Site to the RTS would not cause an increase in residential units or population in Colton that has not been previously considered in planning or funding programs for parks and/or recreation facilities.

The City adopted its Development Impact Fee Ordinance (Ordinance No. O-02-20) in January 2020 to identify the fees that are imposed on developers building in Colton to fund public services, including the provision of required parks and recreation facilities. Redevelopment of the RTS would undergo site-specific review by the City to ensure the payment of appropriate fees to provide/fund required

[1] City of Colton. n.d. Websites: https://www.ci.colton.ca.us/Facilities/Facility/Details/15; https://www.ci.colton.ca.us/148/Locations-Facilities; and https://www.ci.colton.ca.us/facilities/Facility/Details/25 (accessed March 28, 2023).

park/recreational facilities. The payment of required fees at the time of redevelopment would ensure that impacts associated with recreational resources resulting from the proposed GPA or zone change or the subsequent redevelopment of residential uses on the RTS would **be less than significant**.

4.16.6 Cumulative Impacts

The cumulative area for recreation and parks for the proposed project is the City. Increases in the City's population would result in an increased demand for parks and recreational facilities. As detailed in Section 4.14, Population and Housing, of this EIR; development of approximately 18,124 square feet of neighborhood retail commercial uses which includes a 3,574-square foot fueling station with 6 fueling dispensers, a 3,000-square foot convenience store, 9,800 square feet of neighborhood commercial retail space, and a 1,750-square foot drive through car wash under a proposed amendment to the RCSP and is estimated to generate between 22 and 29 new jobs in the City.

Implementation of the proposed project in combination with cumulative projects in the City would increase use of existing parks and recreation facilities. However, as future residential development is proposed, the City will require developers to provide the appropriate amount of parkland or pay the in-lieu fees, which will contribute to future recreational facilities. When considered with other projects in the City, the proposed project would **not have a cumulatively considerable impact** on park and recreational facilities, and no mitigation is required.

4.17 TRANSPORTATION

This section provides a discussion of the existing transportation conditions in the region, city, and vicinity of the project site. In addition, this section addresses potential impacts to transportation facilities resulting from construction and operation of the project. This section also summarizes information provided in Traffic Impact Study prepared for the project in June 2023. This report is included as Appendix I to this Environmental Impact Report (EIR). This section also incorporates data and information from the City of Colton (City) General Plan Circulation Element, a review of existing resources, technical data, and applicable laws, regulations, and guidelines.

4.17.1 Existing Setting

The information below describes the existing setting of the roadway network, bicycle and pedestrian facilities, and transit that services the City of Colton as well as the area of the project site.

4.17.1.1 Existing Transportation and Circulation System

Roadway Network. The project site is in Colton, California. Within Colton, all major roadways are classified based on the Street Classification Plan provided in the City of Colton General Plan Circulation Element. The City identifies the following types of roads within its jurisdiction:

- **Major Arterials** are roadways designed to accommodate large volumes of traffic and link freeways with local streets to provide access between cities and subregions. Within the study area, Reche Canyon Road and Washington Street are classified as Major Arterial. Reche Canyon Road is a two-lane roadway and is partially divided by a median between Shadid Drive and Old Reche Canyon Road. Washington Street is a four-lane roadway divided by a median. There are no bike facilities along either direction on these roadways and there is no provision for on-street parking.

- **Secondary Arterials** are roadways designed to provide access within the City by connecting traffic to districts and neighborhoods. Within the study area, Hunts Lane is classified as a Secondary Arterial. Hunts Lane is a four-lane, undivided roadway. There are no bike facilities along either direction, and there is no provision for on-street parking.

Pedestrian Facilities. Pedestrian facilities are comprised of sidewalks, off-street pathways, marked and enhanced crosswalks (mid-block and at intersections), curb ramps, median refuges, and pedestrian scale lighting. Safe and attractive sidewalks and walkways improve the walkability of the City. Sidewalks are generally provided on both sides of the streets throughout the City. Additionally, standard paved trails and non-standard unpaved trails are frequently used by bicyclists and pedestrians in the City, including the Hidden Valley Canyon trail loop that starts at the intersection of Reche Canyon Road and Westwood Street and extends to Loma Linda Ridge Run. The existence of trails and sidewalks provides accessible facilities, provides safety features, and improves walkability in the City. Within the study area, paved sidewalks are present intermittently on Reche Canyon Road and are present on both sides of Washington Street and Hunts Lane. There are no sidewalks that front the project site.

Bicycle Facilities. The City of Colton encourages bicycle mobility to support physical activity and alternative modes of transportation, allowing residents to bike to work, school, parks, libraries, and other local destinations using safe and convenient bikeway facilities. According to the City's General Plan Mobility Element, the bikeway network within the City is classified into three categories and discussed below:

- **Class I Bikeways** (Bike Paths) are intended for the exclusive use of bicycles and provide bicycle travel on a pathway that is physically separated from any street or highway.

- **Class II Bikeways** (Bike Lanes) share the right-of-way with a roadway or walkway and are identified by a bikeway pictograph and continuous stripe on the pavement or are separated by a continuous or intermittent low barrier (i.e., curb).

- **Class III Bikeways** (Bike Routes) share the right-of-way with a roadway or walkway and are identified only with signage.

Currently, there are no designated bikeways within the study area. However, the City's General Plan Mobility Element designates Reche Canyon Road as a Bicycle Street and planned Class II bikeway from Washington Street to the southern City limit. Bicycle Streets are routes that prioritize bicycle safety within the roadway by implementing traffic calming measures and provide continuous access to the local and regional bike network. Additionally, the General Plan designates Washington Street as a Bicycle Street and as Multi-Modal Connector Street. Multi-Modal Connector Streets are streets that equally accommodate automobiles, transit, bicycles, and pedestrians by providing transit options, sidewalks, and bicycle lanes where feasible.

Transit. Transit service in the City and County is primarily provided by OmniTrans. Currently, there are no bus service routes along Reche Canyon Road. The nearest bus routes to the project site are OmniTrans Routes 19 and 305, which provide transit services along Washington Street, connecting to the neighboring jurisdictions and major transit hubs (e.g., Loma Linda, Grand Terrace, and the San Bernardino Transit Center). Additionally, Riverside Transit Agency (RTA) Route 14 provides transit services along Washington Street and connects to the Cities of Riverside, Grand Terrace, and other Riverside County destinations.

4.17.2 NOP/Scoping Meeting Comments

The City did not receive any comment letters during the public review period of the Notice of Preparation (NOP) regarding traffic and transportation. During the public scoping meeting, the City received 27 comment letters related to transportation and traffic. These comments pertain to how the project would exacerbate existing issues of roadway congestion and traffic accidents in the project vicinity, and the need for roadway improvements (refer to Appendix A-2).

4.17.3 Methodology

Trip generation was generated for the proposed project using the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) and other applicable sources used to prepare the Traffic Impact Study (Appendix I).[1]

Until July 1, 2020, roadway congestion or level of service (LOS) was used as the primary study metric for planning and environmental review of development projects in California. However, Senate Bill 743 (SB 743) required the Governor's Office of Planning and Research (OPR) to establish a new metric for identifying and mitigating transportation impacts pursuant to the California Environmental Quality Act (CEQA) to meet the State's goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through more active transportation.

California Public Resources Code (PRC) Section 21099(b) states that, upon certification of the revised guidelines for determining transportation impacts, automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA. On July 1, 2020, OPR identified vehicle miles traveled (VMT) as the required CEQA transportation metric (not LOS) and is the only legally acceptable threshold for transportation-related environmental impacts pursuant to CEQA. However, because the City still uses LOS in their General Plan for local planning purposes, a thorough discussion about LOS within the project area is provided in the Traffic Impact Study (Appendix I).

VMT is a measurement of the amount and distance that a person drives, accounting for the number of passengers within a vehicle. Many interdependent factors affect the amount and distance a person might drive. In particular, the type of built environment affects how many places a person can access within a given distance, time, and cost, using different ways of travel (e.g., private vehicle, public transit, bicycling, walking). Typically, low-density development located at great distances from other land uses and in areas with few alternatives to the private vehicle provides less access than a location with high density, mix of land uses, and numerous ways of travel. Therefore, low-density development typically generates more VMT per capita compared to a similarly sized development located in urban areas. In general, higher VMT areas are associated with more air pollution, including GHG emissions and energy usage, than lower VMT areas. VMT is calculated by multiplying the number of trips generated by a project by the total distance of each of those trips.

Lead agencies have the discretion to set their own thresholds of significance with the goals of the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. On June 2, 2020, the Colton City Council adopted the *City of Colton VMT (Vehicle Miles Traveled) Guidelines* (VMT Guidelines). The City of Colton VMT Guidelines include the screening criteria, VMT analysis methodology, VMT impact thresholds, and VMT mitigation measures.

[1] LSA Associates, Inc. *Traffic Impact Study, Reche Canyon Retail, City of Colton, San Bernardino County, California*. June 2023.

The City's VMT Guidelines list standardized screening criteria for project-level VMT analyses that can be used to identify when a proposed land use development project would result in a less than significant impact. Local-serving retail projects with an area of less than 50,000 square feet are assumed to have a negligible impact on the City's VMT profile. Since the project includes the development of local-serving retail uses (e.g., gas station with convenience store, car wash, and neighborhood commercial retail) totaling 18,124 square feet, the project can be estimated to have a negligible impact on the City's VMT and a detailed VMT analysis is not required for the proposed project.

4.17.4 Existing Policies and Regulations

4.17.4.1 Federal Regulations

There are no relevant federal regulations related to transportation and traffic applicable to the proposed project.

4.17.4.2 State Regulations

Senate Bill 743. SB 743 was signed in 2013, with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions." SB 743 changes the focus of the transportation impact discussion within CEQA environmental review analyses from measuring impacts to drivers, to measuring the impact of driving on the environment. The change is made by replacing the historically and commonly utilized LOS metric with an analysis of VMT. This shift in applicable metrics is expected to better align transportation impact analysis and mitigation outcomes with the State's goals to reduce GHG emissions, encourage infill development, and improve public health through more active transportation. When implemented, "traffic congestion shall not be considered a significant impact on the environment" within a CEQA transportation environmental analysis.

After an extensive public review period, in late 2018, updates to the *State CEQA Guidelines* were finalized and adopted. These changes became effective on December 28, 2018. The updated *State CEQA Guidelines* address the requirements of SB 743 and require lead agencies to assess VMT impacts for projects in Section 15064.3. The updated *State CEQA Guidelines* indicate that "a development project that is not exempt and that results in vehicle miles traveled greater than regional average for the land use type may indicate a significant impact."

In February 2020, the San Bernardino County Transportation Authority (SBCTA) released the *SBCTA Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service* (SBCTA Guidelines) that address both traditional automobile delay-based LOS and the required VMT analysis requirements. Using the SBCTA Guidelines as a reference document, the City adopted the *City of Colton VMT (Vehicle Miles Traveled) Guidelines* (VMT Guidelines) in June 2020. The City's VMT Guidelines have been used to conduct this analysis Mandatory implementation of the VMT metric and application of Section 15064.3 must occur by July 2020, pursuant to the applicable *State CEQA Guidelines*.

4.17.4.3 Regional and Local Regulations

Regional Regulations.

County of San Bernardino Congestion Management Program (CMP). The intent of the County of San Bernardino CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation.

City of Colton.

City of Colton General Plan Mobility Element (2013). The Mobility Element establishes the vision and priorities for transportation improvements in Colton, CA. The basis for the goals and policies reflects the priorities expressed by Colton residents and businesses during General Plan workshops and discussions. The following goals and policies are relevant to private development.

Goal M-1: Provide an integrated and balanced multi-modal transportation network of Complete Streets to meet the needs of all users and transportation modes.

Policy M-1.3: Require all new nonresidential, mixed-use, and large-scale residential development projects, through the development review process, to include public transit, bicycle, and pedestrian facilities.

Policy M-1.5: Minimize vehicle emissions by encouraging land use patterns and multi-modal transportation improvements that reduce the need for automobile trips by making biking, walking, and use of public transit more convenient and available.

Goal M-2: Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.

Policy M-2.3: Require that private development projects provide transit amenities, including bus stops that meet Omnitrans' bus stop design guidelines.

Policy M-2.9: Condition discretionary projects to require bicycle amenities such as bike racks and secure storage areas.

Policy M-2.10: Provide pedestrian amenities such as benches, shade trees, and refuse cans on sidewalks along streets that are key pedestrian routes.

Policy M-2.13: Require that within Reche Canyon Specific Plan area, sidewalks be provided on one side of the street at a minimum.

Goal M-3: Develop a safe, efficient, and attractive street system that provides capacity to meet existing and future demand.

Policy M-3.1: Apply General Plan roadway standards for roadways to the design and construction of future street improvements. Take into account not only automobiles, but also transit vehicles, bicycles, and pedestrians as identified by the Street Typology system.

Policy M-3.5: Maintain intersection traffic flows at Level of Service of D during peak hours for all roadways in Colton, except at those locations identified in this Mobility Element where peak-hour LOS E is allowed.

Policy M-3.6: Restrict driveway entrances onto surrounding arterial, secondary and major streets when practical, and minimize through traffic on residential Collector streets.

Goal M-5: Maintain an efficient network of goods and freight movement that supports the needs of Colton businesses while reducing truck and rail traffic impacts on residential neighborhoods.

Policy M-5.5: Vigorously enforce established truck routes to discourage truck shortcuts through residential neighborhoods.

Goal M-6: Ensure the provision of adequate, convenient, and safe parking for all land uses.

Policy M-6.1: Require that all new developments provide off-street parking to meet local needs and minimize congestion on streets.

Policy M-6.2: Require that all new commercial and manufacturing developments provide adequate loading areas within off-street parking areas.

Reche Canyon Specific Plan. The Reche Canyon Specific Plan (RCSP) establishes development standards within the Reche Canyon region as to retain the canyon's character while yielding development that will be of the greatest benefit to the City of Colton, Loma Linda, and the County of San Bernardino.

RCSP Goal Two: Improve and enhance the efficiency, carrying capacity, and safety of the circulation system throughout the canyon area.

Objective 1. Improve Reche Canyon Road so that it will carry its traffic load without undue delay or congestion.

Objective 5. Complete the pedestrian and equestrian trail loop system so that alternatives to driving are available and easy to use.

Table 4.17.A outlines the City General Plan goals and policies related to traffic and transportation that are applicable to the proposed project and evaluates the consistency of the proposed project to these goals and policies.

4.17.5 Thresholds of Significance

The significance criteria for transportation impacts used in this analysis are based on the Appendix G of the *State CEQA Guidelines* and the *City's VMT Guidelines*. The project may be deemed to have a significant impact with respect to transportation if it would:

Threshold 4.17-1 Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Table 4.17.A: General Plan Consistency Analysis

General Plan Principals, Standards, and Proposals	General Plan Consistency Analysis
Mobility Element - Goal M-1: Provide an integrated and balanced multi-modal transportation network of Complete Streets to meet the needs of all users and transportation modes.	
Policy M-1.3: Require all new nonresidential, mixed-use, and large-scale residential development projects, through the development review process, to include public transit, bicycle, and pedestrian facilities.	**Consistent.** The project site is designed and would be constructed to include bicycle amenities such as bike racks and secure storage areas. The project consists of a commercial use designed in size, scale, and location to serve the local community as opposed to a regional demographic. The project would provide convenient access to services and amenities for residents living in close proximity to the site along the primary roadway corridor traversing Reche Canyon. Additional reduction in vehicle emissions would be achieved through the availability of the proposed commercial uses to pass-through traffic that would otherwise drive additional miles for services.
Policy M-1.5: Minimize vehicle emissions by encouraging land use patterns and multi-modal transportation improvements that reduce the need for automobile trips by making biking, walking, and use of public transit more convenient and available.	
Mobility Element - Goal M-2: Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.	
Policy M-2.3: Require that private development projects provide transit amenities, including bus stops that meet Omnitrans' bus stop design guidelines.	**Consistent.** The project site is designed and would be constructed to include bicycle amenities and provide overall connectivity through sidewalks to serve pedestrians and other transportation networks such as equestrian and bicycle modes. As discussed above, the project consists of a commercial use designed in size, scale, and location to serve the local community as opposed to a regional demographic. The project would provide convenient access to services and amenities for residents living in close proximity to the site along the primary roadway corridor traversing Reche Canyon.
Policy M-2.9: Condition discretionary projects to require bicycle amenities such as bike racks and secure storage areas.	
Policy M-2.10: Provide pedestrian amenities such as benches, shade trees, and refuse cans on sidewalks along streets that are key pedestrian routes.	
Policy M-2.13: Require that within Reche Canyon Specific Plan area, sidewalks be provided on one side of the street at a minimum.	
Mobility Element - Goal M-3: Develop a safe, efficient, and attractive street system that provides capacity to meet existing and future demand.	
Policy M-3.1: Apply General Plan roadway standards for roadways to the design and construction of future street improvements. Take into account not only automobiles, but also transit vehicles, bicycles, and pedestrians as identified by the Street Typology system.	**Partially Consistent.** The General Plan designates Reche Canyon Road as a Bicycle Street from Washington Street to the southern City limit. A bicycle street is a route providing continuous access to the local and regional bike network. Future plans by the City are to widen Reche Canyon Road to two lanes in each direction with a Class II bicycle lane from Washington Street to the southern City limit and to construct a new connection from Reche Canyon to Hunts Lane to alleviate congestion at the Reche Canyon Road/Washington Street intersection. Project driveways are proposed along the major arterial Reche Canyon along the eastern and southern frontages of the site. The proposed project would also implement intersection improvements at five study area intersections, which would eliminate operational deficiencies at all but one intersection (improvements would not eliminate operational deficiencies at the Reche Canyon Road/Shadid Drive intersection). However, intersection improvements at Reche Canyon Road/Shadid Drive (construct a new fourth leg to provide emergency access only to the project site and install a Two Way Left Turn lane (TWLTL) median) would improve the operational deficiency when compared to baseline conditions. Since the proposed project would improve existing deficiencies at this intersection, the proposed project would be partially consistent with Policy M-3.5.
Policy M-3.5: Maintain intersection traffic flows at Level of Service of D during peak hours for all roadways in Colton, except at those locations identified in this Mobility Element where peak-hour LOS E is allowed.	
Policy M-3.6: Restrict driveway entrances onto surrounding arterial, secondary and major streets when practical, and minimize through traffic on residential Collector streets.	

Table 4.17.A: General Plan Consistency Analysis

General Plan Principals, Standards, and Proposals	General Plan Consistency Analysis
	Additionally, CEQA Guidelines Section 15064.3 "describes specific considerations for evaluating a project's transportation impacts" and provides that, except for roadway capacity projects, "a project's effect on automobile delay shall not constitute a significant environmental impact." (CEQA Guidelines, Section 15064.3(a).) Although the Reche Canyon Road/Shadid Drive intersection would continue to operate at a deficient level with implementation of project improvements, the proposed project's contribution to automobile delay at this intersection does not constitute a significant environmental impact pursuant to CEQA Guidelines Section 15064.3(a). The project would serve the local need for retail and pass-through traffic along Reche Canyon Road that would otherwise drive additional miles for services. Therefore, the project would not be a destination or regional commercial center, thereby minimizing through traffic on residential Collector streets.
Mobility Element - Goal M-6: Ensure the provision of adequate, convenient, and safe parking for all land uses.	
Policy M-6.1: Require that all new development provide off-street parking to meet local needs and minimize congestion on streets.	**Consistent.** The project would include adequate on-site/off-street parking and loading areas. The site plan would be subject to planning staff review and approval prior to issuance of building permits to ensure consistency with these General Plan goals and policies.
Policy M-6.2: Require that all new commercial and manufacturing developments provide adequate loading areas within off-street parking areas.	
RCSP Goals and Objectives	**RCSP Consistency Analysis**
RCSP Goal Two. Improve and enhance the efficiency, carrying capacity, and safety of the circulation system throughout the canyon area.	
Objective 1. Improve Reche Canyon Road so that it will carry its traffic load without undue delay or congestion. **Objective 5.** Complete the pedestrian and equestrian trail loop system so that alternatives to driving are available and easy to use.	**Consistent.** The General Plan designates Reche Canyon Road as a Bicycle Street from Washington Street to the southern City limit. A bicycle street is a route providing continuous access to the local and regional bike network. Future plans by the City are to widen Reche Canyon Road to two lanes in each direction with a Class II bicycle lane from Washington Street to the southern City limit and to construct a new connection from Reche Canyon to Hunts Lane to alleviate congestion at the Reche Canyon Road/Washington Street intersection. The proposed neighborhood retail commercial center would fulfill the anticipated expansion of commercial uses within the RCSP. The project includes an amendment to the RCSP land use designation from Estate Density residential to Commercial to allow the proposed neighborhood retail commercial center consistent with the RCSP goals of limited commercial development at a neighborhood as opposed to regional scale and to serve and finance the incremental buildout of the RCSP and associated improvements within Reche Canyon.

Source 1: *Mobility Element*. Pages M-52 through M-57. City of Colton General Plan. Adopted August 30, 2013.
Source 2: *Reche Canyon Specific Plan.* City of Colton. Page 28-30. February 1991.

Threshold 4.17-2 Would the Project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Threshold 4.17-3 Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Threshold 4.17-4 Would the Project result in inadequate emergency access?

4.17.6 Impacts Analysis

4.17.6.1 Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System

Threshold 4.17-1 Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

This section discusses the project's impacts related to conflicts with applicable plans, ordinances, and policies addressing the circulation system, including the City's General Plan Mobility Element. The section begins with a description of the proposed project's trip generating potential, compared to existing conditions, followed by an analysis of potential impacts to pedestrian, bicycle, and transit facilities.

Trip Generation. Trip generation is the process of estimating the number of vehicles that would likely access the project site. The trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) for Land Use 820 – "Shopping Center", and Land Use 945 – "Gasoline/Service Station with Convenience Market". The proposed project is estimated to generate 2,822 daily trips, with 158 trips occurring during the a.m. peak hour and 204 trips occurring during the p.m. peak hour. For retail and gas stations, a certain percentage of external trips are pass-by trips. A pass-by trip is a trip where an intermediate stop is made on the way from the origin to the primary destination of the trip without making a route diversion. For the proposed project, it has been estimated that pass-by trips would occur along Reche Canyon Road, due to the existing northbound and southbound through traffic in the vicinity of the project. Pass-by rates were obtained from the ITE Trip Generation Handbook, 3rd Edition for these land uses. After accounting for pass-by trips, the proposed project is estimated to generate 1,246 daily trips, with 66 trips occurring during the a.m. peak hour and 98 trips occurring during the p.m. peak hour.

The trips generated by the proposed project were used to assess traffic operations at the following eight study area intersections, all of which are within the jurisdiction of the City of Colton:

1. Reche Canyon Road/Crystal Ridge Lane
2. Reche Canyon Road/Shadid Drive
3. Reche Canyon Road/Project Driveway 1
4. Reche Canyon Road/Old Reche Canyon Road
5. Reche Canyon Road/Shane Drive-Mobile Home Estates

6. Reche Canyon Road/Washington Street
7. Hunts Lane/Washington Street
8. Existing Reche Canyon Road/Future Realignment (Future Intersection)[1]

Based on the circulation analysis provided in the Traffic Impact Study (TIS) (refer to Appendix I), five study area intersections would exceed LOS D with or without the project. Therefore, traffic associated with the proposed project would *contribute to* a deficient LOS at intersections within the City. However, the proposed project would implement intersection improvements at all five intersections, which will eliminate operational deficiencies at all but one of the five study area intersections (improvements would not eliminate operational deficiencies at the Reche Canyon Road/Shadid Drive intersection). However, intersection improvements at Reche Canyon Road/Shadid Drive (construct a new fourth leg to provide emergency access only to the project site at this access driveway and install a Two Way Left Turn lane (TWLTL) median) would improve the operational deficiency at this intersection when compared to baseline conditions. Since the proposed project would improve existing deficiencies at this intersection, the proposed project would be partially consistent with Policy M-3.5. Additionally, *State CEQA Guidelines* Section 15064.3 "describes specific considerations for evaluating a project's transportation impacts' and provides that, except for roadway capacity projects, "a project's effect on automobile delay shall not constitute a significant environmental impact" (*State CEQA Guidelines* Section 15064.3(a)). *State CEQA Guidelines* Section 15064.3 further specifies that "vehicle miles traveled is the most appropriate measure of transportation impacts." Although the Reche Canyon Road/Shadid Drive intersection would continue to operate at a deficient level with implementation of intersection improvements, the proposed project's contribution to automobile delay at this intersection does not constitute a significant environmental impact pursuant to *State CEQA Guidelines* Section 15064.3(a).

Given the above, the proposed project would have a **less than significant impact** with regard to its consistency with a program, plan, ordinance, or policy addressing the circulation system. No mitigation is required.

Pedestrians. There are no sidewalks along the project site frontage at Reche Canyon Road to the east or Old Reche Canyon Road to the south and west. In the site's vicinity, sidewalks exist intermittently on Reche Canyon Road and are present on both sides of Washington Street and Hunts Lane. Generally, pedestrian facilities in proximity to the project site are fragmented and to not facilitate adequate pedestrian access from the site to neighboring commercial and residential uses.

The project includes frontage improvements along Reche Canyon Road to include curb and gutter, sidewalks, street trees, and lighting. Development of the project therefore would reduce the existing

[1] Reche Canyon Road is proposed to be realigned with Hunts Lane in the future, with the estimated completion date as 2025. As such, project trips accessing Hunts Lane or moving eastwards towards Loma Linda will be using this new connection after the realignment is completed. Since the project opening year is 2023, two separate project trip distributions are provided for in the Traffic Impact Study to demonstrate project trip distributions under project opening year and at General Plan Buildout.

pedestrian system gap in the project vicinity. Accordingly, implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the pedestrian system.

Bicycles. There are no designated bikeways along roadways adjacent to the project site or within the project vicinity. However, the City's General Plan Mobility Element designates Reche Canyon Road as a Bicycle Street and planned Class II bikeway from Washington Street to the southern City limit. Bicycle Streets are routes that prioritize bicycle safety within the roadway by implementing traffic calming measures and provide continuous access to the local and regional bike network. Development of the project site would include a southbound lane to Reche Canyon Road along the project frontage. Ultimate buildout of Reche Canyon Road will occur at the discretion of the City and will include the addition of Class II bikeways in accordance with the City General Plan. Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the City's bicycle facilities system.

Transit Services. There are no bus service routes along Reche Canyon Road. The nearest bus routes to the project site are OmniTrans Routes 19 and 305 and Riverside Transit Agency (RTA) Route 14 along Washington Street. The proposed project would be site specific and would not require new transit stops or the significant relocation of existing transit stops. Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the transit services system.

Impact Conclusion. The proposed project would be consistent with programs, plans, ordinances, and policies addressing pedestrian, bicycle, and transit systems. The proposed project would be partially consistent with the City's General Plan Mobility Element Policy M-3.5, which establishes standards related to automobile delay on City roadways. Therefore, the proposed project would have a **less than significant impact** with regard to its consistency with a program, plan, ordinance, or policy addressing the circulation system. No mitigation is required.

4.17.6.2 VMT

Threshold 4.17-2 Would the Project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

State CEQA Guidelines Section 15064.3, subdivision (b) establishes VMT criteria in lieu of LOS for analyzing transportation impacts and was signed into law as SB 743 in 2013. Lead agencies have the discretion to set their own thresholds of significance with the goals of the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. On June 2, 2020, the Colton City Council adopted the *City of Colton VMT (Vehicle Miles Traveled) Guidelines* (VMT Guidelines). The City of Colton VMT Guidelines include the screening criteria, VMT analysis methodology, VMT impact thresholds, and VMT mitigation measures.

The City's VMT Guidelines provides multiple screening criteria for land use projects within Section 2.1, Screening Analysis of the VMT Guidelines. As recommended under the subsection 'Land Use Type' of the project screening criteria, local-serving retail projects with an area of less than 50,000 square feet are assumed to have a negligible impact upon the City's VMT profile. Since the project is a local-serving retail project and has an area of less than 50,000 square feet (18,124 square feet),

the project would have a negligible impact on the City's VMT and can be screened out from further VMT analysis.

Impact Conclusion. The proposed project would not conflict or be inconsistent with *State CEQA Guidelines* §15064.3, subdivision (b). The project would have **no impacts** on VMT, and mitigation is not required.

4.17.6.3 Hazardous Roadway Design Features or Incompatible Uses

Threshold 4.17-3 Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The design of the proposed project does not include any geometric design features or incompatible uses that could substantially increase circulation/traffic hazards. The proposed project would develop 9,800 square feet of retail space and gas station with carwash and mini mart along the west side of Reche Canyon Road. The project site is infill adjacent to existing single family residential uses and commercial uses to the south. Development of the site as proposed would improve pedestrian facilities along the project site frontage and facilitate walkable access to the site from commercial uses to the south and surrounding residential uses.

The proposed project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Development of the project site includes frontage improvements, which would provide sidewalk facilities for pedestrians. Accordingly, substantial increases in hazards due to design features or incompatible uses would not occur from implementation of the proposed project.

Impact Conclusion. The proposed project would not increase roadway hazards due to a geometric design feature or be incompatible or obstruct the use of farm equipment. The project would have **no impact**, and mitigation is not required.

4.17.6.4 Inadequate Emergency Access

Threshold 4.17-4 Would the Project result in inadequate emergency access?

The project site is located in an area designated by the City and CalFire as a very high wildfire hazard zone. In October 2022, the State of California Office of the Attorney General released a document, which provides best practices for analyzing and mitigating wildfire impacts of development projects under the CEQA (here on out referred to as *2022 Wildfire Guidance*), including a proposed project's impacts on wildfire ignition risk, emergency access, and evacuation.

According to the *2022 Wildfire Guidance*, projects in high wildfire risk areas should consider the following when considering whether a project has the potential to impact emergency response and/or evacuation plans:

- Capacity of the roadways to accommodate project and community evacuation and simultaneous emergency access;
- Project impacts on evacuation timing;
- Need for alternative evacuation plans;
- Project impacts on existing evacuation plans; and
- Adequacy of emergency access, including the projects proximity to existing fire services and the capacity of the existing services.

The project's impacts to emergency access are discussed below.

Construction. Construction of the proposed project includes improvements along Reche Canyon Road, which could require partial lane closures and interfere with emergency responders' ability to access the site. However, to ensure sufficient emergency access in and around the project site during construction, the Construction Contractor would be required to prepare and implement a Transportation Management Plan (TMP) (**Mitigation Measure 4.17.1**), to be reviewed and approved by City staff. that would include provisions to maintain traffic flow along Reche Canyon Road, safe access into and out of the project site, and emergency access to the project site and adjacent areas during construction. The TMP would be prepared consistent with the recommendations of the California Temporary Traffic Control Handbook and would include provisions to maintain traffic flow along Reche Canyon Road, safe access into and out of the project site, and emergency access to the project site and adjacent areas during construction. For example, traffic management personnel would be trained to assist with responses to emergencies and evacuation needs by controlling the movement of traffic along Reche Canyon Road and into and out of the project site to facilitate emergency vehicle access. In this manner, officials can plan and respond appropriately to direct the public along Reche Canyon Road and associated intersections with the support of construction traffic management staff and emergency first responders, as appropriate, in the event of an emergency requiring evacuation. Implementation of **Mitigation Measure 4.17.1** would ensure that adequate emergency access to, from, and within the site is maintained during project construction. Impacts would be **less than significant with mitigation incorporated.**

Operation. The proposed project includes two driveways, one at southern end of the project site at the intersection of Reche Canyon Road/Old Reche Canyon Road and one along the eastern frontage and in the central portion of the project site off Reche Canyon Road. The driveway along the eastern frontage of the project site would be right in/right out only. The project also includes a new fourth leg at Reche Canyon Road/Shadid Drive at the northern portion of the project site to provide emergency access only. The proposed project would construct a southbound lane on Reche Canyon Road along the project frontage and provide other improvements on Reche Canyon Road along the project frontage including curb and gutter, sidewalks, street trees, and lighting. Additionally, complete emergency vehicle access around the entire perimeter of the project site is available from the on-site project driveways, as well as along Reche Canyon Road and Old Reche Canyon Road.

Development within the proposed project site would also be required to comply with all applicable SBCFPD standards and City ordinances for emergency vehicle access, which would ensure adequate

emergency vehicle access to, from, and within the site. As noted above, the project includes the construction of a new fourth leg at the Reche Canyon Road/Shadid Drive intersection, which would provide emergency access only to and from the project site. Providing an access point to the project site that is dedicated for emergencies would facilitate prompt emergency vehicle access to the project site and prevent conflict with passenger vehicles at the other driveways on the project site. This emergency access only driveway could also provide a third egress point for passenger vehicles to evacuate the project site if necessary. Furthermore, the proposed site design would facilitate access and internal movement of emergency apparatus and personnel to the sides of every building. Therefore, the proposed project's site design would promote adequate emergency vehicle and personnel access to, from, and within the site.

The proposed site design, including access to the project site and circulation within the site, would be subject to review and approval by the SBCFPD, City Police Department, City Traffic Engineer, and Public Works Department during the City's plan review process. Additionally, the Fire Marshal would be authorized impose additional requirements to ensure protection of life and property during project operation, including additional fire hydrants, increased turnaround ability, increased sprinkler density and coverage, and additional access points to the project site. Given the above, the project would not result in inadequate emergency access during project operation and impacts would be **less than significant,** and no mitigation is required.

Mitigation Measure 4.17.1 **Traffic Management Plan.** Prior to commencement of grading activities, the Construction Contractor shall prepare a Traffic Management Plan (TMP) to the satisfaction of the City of Colton and shall ensure that the plan is implemented during construction with the goal of maintaining safety and adequate traffic operations on roadways affected by construction traffic. The TMP shall be consistent with the *California Temporary Traffic Control Handbook* (CATTCH) (previously known as the California Joint Utility Traffic Control Manual). At a minimum, the TMP shall include, but not be limited to, the following:

- Provisions for temporary traffic control to improve traffic flow on public roadways and ensure the safe access into and out of the site (e.g., warning signs, lights and devices, and flag personnel);
- Prohibiting construction-related vehicles from parking on public streets;
- Providing safety precautions for pedestrians, equestrians, and bicyclists through such measures as alternate routing and protection barriers;
- Advance notice of construction periods and road/lane closures to all emergency service providers and property owners in the project vicinity.

- Maintaining unobstructed emergency access to the project site and adjacent areas during all phases of construction. Flag personnel shall be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access.

Impact Conclusion. Implementation of **Mitigation Measure 4.17.1** would ensure adequate emergency access is maintained during project construction. The proposed project is designed to provide adequate emergency access to, from, and within the site. Project site design plans would be reviewed and approved by the SBCFPD and City during the City's plan review process to ensure that the project complies with all applicable policies related to emergency access. Therefore, construction and operation of the proposed project would not result in inadequate emergency access, and impacts would be **less than significant with mitigation incorporated**.

4.17.7 Programmatic Analysis

4.17.7.1 Environmental Setting

The City's current General Plan Circulation Element identifies the existing transportation conditions in Colton, including roadway configuration and capacities. As stated previously, the Residential Transfer Site (RTS) and adjacent areas are developed with urban uses. La Cadena Drive is a Major Arterial in the City's General Plan Circulation Element. Major Arterials are roadways designed to move large volumes of traffic, linking freeways with local streets and providing access to and through Colton. La Cadena Drive, from Valley Boulevard to the southern city limit, has the primary purpose of moving vehicles efficiently and safety.

Omnitrans Route 19 provides bus access between Rialto and Loma Linda through Colton and along La Cadena Drive. Sidewalks are located on both sides of La Cadena Drive and also provided on the west side of South 7th Street and intermittently along the east side. Crosswalks at the signalized intersection of La Cadena and South 7th Street and a pedestrian bridge provide pedestrians with a means to cross La Cadena Drive to get to Woodrow Wilson Elementary School. While a Class II bike lane is being considered for La Cadena Drive, no dedicated or designated bike facilities are currently located in the project vicinity.

4.17.7.2 Programmatic Impact Analysis

State CEQA Guidelines §15064.3 states that VMT is the most appropriate measure of transportation impacts. The City adopted its VMT Guidelines on June 2, 2020, which includes the screening criteria, VMT analysis methodology, VMT impact thresholds, and VMT mitigation measures. Using Trip Screening criteria detailed in Section 2.1 of the VMT Guidelines, "…a project can be assumed to generate a less than significant impact if it is found to attract less than or equal to 110 project trips per day." Typical project types which pass this screening criteria include:[1]

- 11 single-family housing units
- 16 multi-family, condominiums, or townhouse housing units

[1] Minagar & Associates, Inc. 2020. *City of Colton VMT (Vehicle Miles Traveled) Guidelines*.

- 10,000 square feet of office
- 15,000 square feet of light industrial
- 65,000 square feet of warehousing
- 79,000 square feet of high cube transload and short-term storage warehouse
- 12 hotel rooms

The General Plan Amendment (GPA) and zone change would not directly result in any physical project; rather, redevelopment of the RTS would occur at some future point in time when economic conditions and market demand were favorable for such uses. The 9 units permitted under the proposed GPA and zone change are below the 11-unit screening threshold for single-family housing units and the 16-unit screening threshold for multi-family uses detailed in the City's VMT Guidelines. Therefore, it is reasonable to assume that no VMT impact would result from redevelopment of the RTS.

The City of Colton has created its local Development Impact Fee program to impose and collect fees from new development for the purpose of funding roadways and intersections necessary to accommodate City growth. The Traffic Facilities Fee is designed to fund the construction of new roadways, interchanges, intersections, traffic signals, and related improvements necessary for safe and efficient vehicular access throughout Colton. The fees are collected at the time development occurs and are intended to meet the transportation demand for new development through the year 2035.

Measure I 2010-2040 was overwhelmingly approved by the voters of San Bernardino County on November 2, 2004. The SBCTA collects separate fees to fund improvements on the arterials, interchanges, and railroad crossings included in its SBCTA Nexus Study. The biennially updated Nexus Study[1] supports the implementation of Measure I 2010-2040. The Nexus Study identifies a Nexus Study Network, representing regional roadways in the urbanized areas of San Bernardino County. Roadway improvement projects must be located on this network for their costs to be included in the Nexus Study and to be eligible to receive or expend Measure I funds. Payment of these fees occurs at the time development occurs.

Because (1) no redevelopment of the RTS is planned at this time, (2) any future redevelopment of the RTS would be below the City's threshold for VMT impacts, and (3) any subsequent redevelopment would be reviewed to assess other non-VMT transportation concerns, the proposed GPA and zone change would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, safety, and emergency access. Any future redevelopment of the RTS, like any such activity in the City, would adhere to applicable General Plan Circulation Element policies related to the design, installation, and maintenance of required circulation features.

Future redevelopment permitted on the RTS pursuant to the proposed GPA and zone change would be reviewed on a project-specific level for potential transportation-related concerns, which may include the payment of required Measure I and City Transportation Impact fees, as well as required

[1] San Bernardino County Transportation Authority (SBCTA). 2020. Development Mitigation Nexus Study Appendix G of the SBCTA Congestion Management Program.

fair share contributions for the improvement of streets affected by said development. Therefore, the proposed GPA and zone change and subsequent redevelopment of the RTS would have a **less than significant** transportation impact.

4.17.8 Cumulative Impacts

The cumulative geographic study area for transportation impacts is the City and surrounding jurisdictions, including the Cities of Colton, Grand Terrace, Loma Lina, Moreno Valley, and unincorporated counties of Riverside and San Bernardino. Implementation of the project in combination with the related projects in the region[1] has the potential to result in cumulative transportation impacts.

As discussed in the preceding analysis, the project would result in less than significant impacts with mitigation incorporated relating to conflicts with the circulation system, VMT, roadway design hazards, and emergency access. Other past, present, and reasonably foreseeable projects in the region would be required to meet standard requirements to provide transportation facilities that accommodate both pedestrian, bicycle, and vehicle travel. Therefore, when considered with the projects identified in the Traffic Impact Study, the proposed project would **not have a cumulatively considerable impact** on the circulation system, VMT, roadway design hazards, and emergency access, and no mitigation is required.

[1] LSA Associates, Inc. *Traffic Impact Study, Reche Canyon Retail, City of Colton, San Bernardino County, California*. Table 4-A. June 2023.

4.18 TRIBAL CULTURAL RESOURCES

This section identifies and evaluates the project's potential adverse impacts related to tribal cultural resources (TCR). The resources of concern include, but are not limited to, prehistoric and historic artifacts and/or historic structures. This section provides a detailed discussion of impacts potentially attributable to the proposed project and criteria used to determine impact significance to tribal cultural resources.

The project's potential impacts to non-tribal cultural and paleontological resources are addressed in Section 4.5, Cultural Resources. This section addresses impacts related to burial sites and other sites of religious or cultural significance to Native American groups. It additionally includes a summary of the Native American contact and consultation conducted for the project. The analysis contained in this section is based upon the consultations between the City and Native American tribal government(s) conducted pursuant to Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52) as well as the following report:

- *Cultural Resources Assessment for the Colton Reche Canyon Plaza Project in the City of Colton, San Bernardino County, California*. LSA, July 2019 (Appendix D).

4.18.1 Existing Setting

4.18.1.1 Ethnographic Context

The project site is located within the traditional boundary interface between the Serrano and Cahuilla Native American groups. The Serrano and Cahuilla had similar material cultures and both groups have traditional use claims to the region encompassing the project site. Both the Serrano and Cahuilla were semi-nomadic hunter gatherers who subsisted by exploitation of seasonably available plant and animal resources.

Serrano Tribe. Generally, the Serrano lived along the northern and southern foothills of the San Bernardino Mountains. The Tribe's traditional use territory extended west into the Cajon Pass and east as far as Twentynine Palms, north to Victorville, and south to the Yucaipa Valley. "Serrano" is a Spanish term meaning mountaineer or highlander, but tribal members refer to themselves as the *Maarrenga'yam*. The Serrano were mainly hunter-gatherers who occasionally fished. Vegetable staples consisted of acorns, piñon nuts, bulbs and tubers, shoot and roots, mesquite, barrel cacti, and Joshua trees. Settlement locations were highly dependent on water availability, so most Serrano lived in small villages near water sources. Serrano dwellings were generally circular in plan and they were utilized primarily for sleeping and storage while most activities were conducted outdoors. Today, many Serrano live either on the Morongo or San Manuel Reservations. The term Morongo is derived from Maringa, which is a shortened form of Maringayam. This term is applied to the easternmost division of the Serrano peoples and is a generic term that incorporates all the families and lineages in the general area.

Cahuilla Tribe. The territory of the Cahuilla ranges from the area near the Salton Sea up into the San Bernardino Mountains and San Gorgonio Pass. The Cahuilla are generally divided into three groups: Desert Cahuilla, Mountain Cahuilla, and Western Cahuilla. The distinctions are believed to be primarily geographic, although linguistic and cultural differences may have existed to varying

degrees. Cahuilla villages generally were located near water sources such as creeks or springs within canyons or near alluvial fans (e.g., such as found in the upper Reche Canyon). Cahuilla villages were made of groups of related individuals, generally from a single lineage, and the territory around the village was owned by the villagers. Like other Native American groups in southern California, the Cahuilla were semi-nomadic peoples leaving their villages and utilizing temporary campsites to exploit seasonably available plant and animal resources.

4.18.1.2 Sacred Lands File Search

The City requested a Sacred Lands File (SLF) Search and Native American Contact List from the NAHC on February 24, 2017. In its response, the NAHC responded, "A search of the SLF was completed with negative results." In its response, the NAHC identified methodologies and contacts for conducting required SB 18 and AB 52 tribal consultation. The tribal contacts identified in the SLF search response are identical to those provided in the NAHC response to the project NOP.

4.18.1.3 Native American Consultation

The proposed development is a project under CEQA and includes a Specific Plan Amendment; therefore, consultation provisions pursuant to both SB 18 and AB 52 are required.

Senate Bill 18. On May 8, 2019, pursuant to provisions of SB 18, the City provided consultation requests (via certified mail) to the following Native American entities.[1]

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Los Coyotes Band of Mission Indians
- Morongo Band of Mission Indians
- Ramona Band of Cahuilla Mission Indians
- San Fernando Band of Mission Indians
- San Manuel Band of Mission Indians
- Santa Rosa Band of Mission Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseño Indians
- Torres-Martinez Desert Cahuilla

The City received four responses as a result of the outreach. The Agua Caliente Band of Cahuilla Indians responded that the project site is outside the Tribe's traditional use area, deferred to other tribes in the area, and declined further consultation. Similarly, the Augustine Band of Cahuilla Mission Indians were unaware of specific tribal resources that might be affected by the project and encouraged contact with other local Tribes for information. The Augustine Band of Cahuilla Mission Indians suggested monitoring by a qualified cultural resources monitor occur during pre-construction and construction ground disturbance. The San Manuel Band of Mission Indians also

[1] Multiple contacts were made to some tribes (based on NAHC contact list).

declined further consultation at this time based on their assessment of the project location. However, the San Manuel Band of Mission Indians did request several Mitigation Measures to be added to the cultural and tribal cultural discussions of the environmental document, including the handling of unanticipated cultural finds and human remains.

The City did receive a response from the Morongo Band of Mission Indians requesting continued consultation on the project regarding SB 18. The City responded to the request by providing a copy of the confidential Archaeological Site Survey Record (33-001067) to the Tribe on May 24, 2019. No additional requests from the Tribe have been made to date.

Assembly Bill 52. Pursuant to provisions of AB 52, the City provided consultation requests (via certified mail) on May 8, 2019, to the following four tribes based on the NAHC supplied list:

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Los Coyotes Band of Mission Indians
- Morongo Band of Mission Indians
- Ramona Band of Cahuilla Mission Indians
- San Fernando Band of Mission Indians
- San Manuel Band of Mission Indians
- Santa Rosa Band of Mission Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseño Indians
- Torres-Martinez Desert Cahuilla

As described above, four Tribes responded to outreach from the City regarding Tribal Cultural Resources. See above discussion regarding SB 18 responses.

The City received one additional response from the Torres-Martinez Desert Cahuilla Tribe (June 12, 2019); this Tribe declined further consultation.

4.18.2 NOP/Scoping Meeting Comments

In response to the project NOP, the Native American Heritage Commission (NAHC) provided comment on February 24, 2017. The NAHC identified appropriate methodologies for addressing potential impacts to Tribal Cultural Resources pursuant to AB 52 and SB 18.

One comment specific to Tribal Cultural Resources was provided during the NOP review period; this concerned the potential for unanticipated resources to be present in Reche Canyon in general. No comments specific to Tribal Cultural Resources were provided during the Public Scoping Meeting.

4.18.3 Methodology

The methodology used to address potential impacts to Tribal Cultural Resources (TCRs) included the notification of tribal governments as detailed in Section 4.18.1.4. Subsequent confidential contact between the City and the consulting tribal governments was conducted to receiving information relative to tribal concerns and developing appropriate mitigation to address any potential impact.

4.18.4 Existing Policies and Regulations

4.18.4.1 Federal Regulations[1]

The Native American Graves Protection and Repatriation Act (NAGPRA) was enacted on November 16, 1990, to address the rights of lineal descendants, Indian tribes, and Native Hawaiian organizations to Native American cultural items, including human remains, funerary objects, sacred objects, and objects of cultural patrimony. The NAGPRA assigned implementation responsibilities to the Secretary of the Interior. The National NAGPRA program provides support for the following activities:

- Publishing notices for museums and federal agencies in the Federal Register;
- Creating and maintaining databases, including the Culturally Unidentifiable Human Remains Inventories (CUI) Database;
- Making grants to assist museums, Indian tribes, and Native Hawaiian organizations in fulfilling NAGPRA;
- Assessing civil penalties on museums that fail to comply with provisions of the Act;
- Providing staff support to the NAGPRA Review Committee and for the Annual Report to Congress;
- Providing technical assistance to federal agencies where there are excavations and discoveries of cultural items on federal and Indian lands;
- Promulgating implementing regulations; and
- Providing technical assistance through training, website information, reports prepared for the Review Committee, supporting law enforcement investigations, and direct personal service.

The National Park Service has compliance obligations for parks, separate from the National NAGPRA Program. National NAGPRA is the omnibus program, the constituent groups all of which are Federal agencies, museums that receive federal funds, tribes and Native Hawaiian organizations, and the public. On private lands, excavations or discoveries are governed first by local or state laws, but human remains or cultural items removed from private or state land may be subject to NAGPRA as a holding or collection, depending on who has control of them.

[1] https://www.nps.gov/nagpra/, site accessed September 2021.

4.18.4.2 State Regulations

Senate Bill 18. Signed into law in September 2004, and effective March 1, 2005, SB 18 permits California Native American tribes recognized by the NAHC to hold conservation easements on terms mutually satisfactory to the tribe and the landowner. The term "California Native American tribe" is defined as "a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC."

The bill requires a City or County to consult with California Native American tribes for the purpose of preserving specified places, features, and objects located prior to the adoption or amendment of a General Plan or Specific Plan. This bill requires the planning agency to refer to the California Native American tribes specified by the NAHC and to provide them with opportunities for involvement.

Assembly Bill 52. Effective July 1, 2016, AB 52 created a new environmental resource (tribal cultural resources) that must be considered under CEQA. AB 52 requires Lead Agencies evaluate a project's potential to impact "tribal cultural resources" which may include "… [s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources."

AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a project if they have requested notice of projects proposed within that area. Consultation may include discussing the type of environmental review necessary, the significance of tribal cultural resources, the significance of the project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. Consultation must be conducted in good faith between the tribal government and the lead agency and is deemed concluded when either the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource (should a significant effect exists) or when a party concludes that mutual agreement cannot be reached.

California Health and Safety Code. The California Health and Safety Code Section 7050.5 states that if human remains are discovered onsite, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. This regulation is applicable to any project where ground disturbance would occur.

4.18.4.3 Local Regulations

City of Colton General Plan. The City's General Plan does not have any specific goals or policies relative to traditional tribal cultural resources. However, the following goal and policies are related to archaeological resources:

> **Cultural Resources Element (2000)**
>
> **Goal 1:** Identify, protect, and preserve Colton's rich archaeological resources for the enjoyment of future generations.

Policy 1a. Conserve in their entirety the largest and most unique archaeological sites.

Policy 1b. Develop public policy to protect archaeological resources from the encroachment of development.

4.18.5 Thresholds of Significance

Per Appendix G of the State *CEQA Guidelines*, a project would have a significant impact on tribal cultural resources if it would:

Threshold 4.18-1 **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:**

- **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**
- **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.**

4.18.6 Impact Analysis

4.18.6.1 Tribal Cultural Resources

Threshold 4.18-1 ***Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:***

- ***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***
- ***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.***

The City received four responses as a result of the outreach. The Agua Caliente Band of Cahuilla Indians responded that the project site is outside the Tribe's traditional use area, deferred to other

tribes in the area, and declined further consultation. Similarly, the Augustine Band of Cahuilla Mission Indians were unaware of specific tribal resources that might be affected by the project and encouraged contact with other local Tribes for information. The Augustine Band of Cahuilla Mission Indians suggested monitoring by a qualified cultural resources monitor occur during pre-construction and construction ground disturbance. The San Manuel Band of Mission Indians also declined further consultation at this time based on their assessment of the project location. However, the San Manuel Band of Mission Indians did request several Mitigation Measures to be added to the cultural and tribal cultural discussions of the environmental document, including the handling of unanticipated cultural finds and human remains.

The City did receive a response from the Morongo Band of Mission Indians requesting continued consultation on the project regarding SB 18. The City responded to the request by providing a copy of the confidential Archaeological Site Survey Record (33-001067) to the Tribe on May 24, 2019. No additional requests from the Tribe have been made to date.

The City's General Plan does not include policies specifically addressing tribal cultural resources; however, Table 4.18.A lists General Plan policies addressing cultural resources and the degree to which the proposed project is consistent with these policies.

Table 4.18.A: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Cultural Resources Element Goal 1: Identify, protect, and preserve Colton's rich archaeological resources for the enjoyment of future generations.	
Policy 1a. Conserve in their entirety the largest and most unique archaeological sites.	**Consistent.** The project records search identified one archaeological resource within a mile of the project site. However, anecdotal information[1] indicates the area may contain Native American artifacts or resources from the Cahuilla and/or Serrano tribes. Potential impacts to any buried archaeological resources are addressed by Mitigation Measures 4.5.1 through 4.5.3 and 4.18.1 through 4. 18.3.
Policy 1b. Develop public policy to protect archaeological resources from the encroachment of development.	

Source: Cultural Resources Element, City of Colton General Plan, 2000.

A discussion of potential National Register of Historic Places and California Register of Historic Places resources has been provided in Section 4.5, Cultural Resources. According to project-specific Cultural Resources Assessment, no historic-era resources located within the project site maintain sufficient integrity to qualify for listing in either register.

No information regarding specific known tribal cultural resources on the project site was provided by the responding Tribes. Therefore, no tribal cultural resources listed or eligible for listing in the California Register of Historical Resources (California Register) or in a local register exist within the project area, and there are no known tribal cultural resources on the project site. The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource defined as a site, feature, place, or cultural landscape that is geographically defined in terms of the

[1] "The Changing Land of Many Hills – A History of Reche Canyon" issued by Nicolas Perry in 2009.

size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register or in a local register of historical resources as defined in PRC Section 5020.1(k).

In its AB 52 consultation response, the Augustine Band of Cahuilla Mission and the San Manuel Band of Mission Indians tribes expressed concerns for cultural resources and stated: "A possibility exists that unknown, yet significant, cultural resources will be encountered during ground disturbance activities."

"Ground disturbance activities" may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, weed abatement, boring, grading, excavation, and trenching within the project area. Development of the project requires extensive ground-disturbing activity. Due to the depth and extent of onsite grading, this activity may unearth previously unrecorded tribal cultural resources, the discovery of which would be a potentially significant impact. As part of the consultation process, the Augustine Band of Cahuilla Mission and the San Manuel Band of Mission Indians tribes have each provided the City with measures to mitigate for any potential impact to tribal cultural resources. These measures have been modified to be project specific, and are listed below.

Mitigation Measures. The following measures are proposed to reduce potential impacts to known, unknown, or potential Tribal Cultural Resources (TCRs) related to tribal group or groups that have expressed a desire to consult with the City on this project (i.e., "interested tribes"):

4.18.1 **Native American Monitoring Agreement.** At least 30 days prior to the commencement of ground-disturbing activity, the construction contractor shall provide a Native American Monitoring Agreement with interested tribes to the City for review and approval. The Native American monitoring agreement shall be developed in consultation with the appropriate Native American tribal contact(s) of the interested tribes and shall identify (but not be limited to) the following:

- The professional qualification(s) and/or approval of Native American monitor(s);
- The professional standards and procedures to be following during archaeological excavation and/or monitoring;
- The construction schedule, term/schedule of onsite Native American monitor(s) and the extent of areas and activities to be monitored;
- The responsibilities of Native American monitor(s) including any requirement for the completion of daily monitoring logs and end-of-monitoring reporting;
- The authority of Native American monitor(s) to redirect construction activity in the vicinity of any inadvertent discovery;
- The method and/or terms of compensation (if any) for Native American monitor(s); and

- Any insurance, specialized training or safety requirement necessary for Native American monitor(s) working within the proposed construction area.

This mitigation measure shall be incorporated in all construction contract documentation and implemented to the satisfaction of the City.

4.18.2 **Inadvertent Discovery of Native American Cultural Resources.** Any archaeological resource unearthed by construction activities shall be evaluated by the Qualified Archaeologist outlined in Mitigation Measure 4.5.1 and the Native Monitor(s). If the resources are Native American in origin, the interested tribe or tribes shall coordinate with the landowner regarding treatment and curation of these resources.

- If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to CEQA *Guidelines Section* 15064.5(a) or has a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with *CEQA Guidelines* Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources.

- Preservation in place by accommodating onsite reburial of the discovered items with the interested tribes. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and recordation efforts have been completed.

- A curation agreement with an appropriate qualified repository within San Bernardino County that meets federal standards per 36 CFR Part 79. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Bernardino, to be accompanied by payment of the fees necessary for permanent curation.

This mitigation measure shall be incorporated in all construction contract documentation and implemented to the satisfaction of the City.

4.18.3 **Native American Monitor.** If any suspected Native American cultural resource is discovered during ground-disturbing activities and the Native American monitor is not present, construction activities within 50 feet of the suspected resource supervisor shall be halted. The Native American monitor shall be notified of the suspected discovery immediately.

This mitigation measure, including the contact information of the qualified Native American monitor(s), shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City.

Impact Conclusion. Adherence to **Mitigation Measures 4.18.1** through **4.18.3,** along with **4.5.1** through **4.5.4,** will reduce potential impacts to Native American tribal cultural resources to a **less than significant** level.

4.18.7 Programmatic Analysis

4.18.7.1 Environmental Setting

The City of Colton is located within the traditional boundaries of a number of Native American groups. Archaeological evidence suggests that numerous Serrano villages may have been located within the vicinity of Colton. In particular, the west bank of Lytle Creek, to the north of Colton, where thousands of Indian artifacts have been found throughout the years, appears to have been a major Serrano occupation area sometime prior to the entry of the Spanish into the area in 1776. Areas along the terraces of the Santa Ana River and the sand dune areas in and near the La Loma Hills, Blue Mountain/Reche Canyon area, and along the old Warm Creek and Lytle Creek have a particularly high potential for prehistoric archaeological resources to exist.[1] These areas are located a substantial distance from the RTS. The City's General Plan does not identify the RTS as an area sensitive for archaeological resources, nor have Native American cultural resources previously been identified or recorded on or adjacent to the RTS.

4.18.7.2 Programmatic Impact Analysis

The GPA and zone change would not directly result in any physical project; rather, redevelopment of the RTS would occur at some future point in time when economic conditions and market demand are favorable for such uses. The RTS and surrounding areas are currently developed with urban uses and have been substantially altered over the past 70+ years. It is reasonable that future redevelopment of the RTS would adhere to applicable City General Plan policies related to the identification and assessment of archaeological resources, including site-specific measures (if any) developed pursuant to required future Native American consultation efforts.

Due to the current nature of the RTS and the absence of previously known and/or recorded cultural material on the RTS, the proposed GPA and zone change and the subsequent redevelopment of residential uses on the RTS are not expected to cause a substantial adverse change in the significance of a Tribal cultural resource (which is defined as 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 listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in PRC §5020.1(k). Therefore, the proposed GPA and zone change and the subsequent redevelopment would have **no impacts** associated with Tribal Cultural Resources.

4.18.8 Cumulative Impacts

The cumulative area for cultural resources is the ancestral territory of affected Native American tribes. Past, present, and reasonably foreseeable future projects in Native American traditional use area(s) would similarly include ground-disturbing activities with the potential to destroy, damage, or displace surface or previously undiscovered Native American cultural resources, including burials

[1] City of Colton. 2013. *City of Colton General Plan Update EIR*, pages 4.5-1 and 4.5-4.

and associated funerary objects; therefore, the project, in combination with other cumulative activities in the project area, has the potential to result in a significant cumulative impact.

Through implementation of applicable provisions of SB 18 and AB 52, affected Native American governments have the opportunity to identify areas of Native American cultural resource sensitivity and develop appropriate mitigation to reduce and/or avoid said impacts. Similar to the project, as other project(s) located in Native American traditional use area(s) developed, it is reasonable to conclude Native American participation in this process would provide equal opportunities to identify specific measures to reduce the significance of impacts to Native American cultural resources. Implementation of the mitigation measures outlined in this EIR, and the CEQA documents for other developments in the City and other jurisdictions would reduce potential impact to Native American cultural resource is **not cumulatively considerable**. No additional mitigation for cumulative impacts is required.

4.19 UTILITIES AND SERVICE SYSTEMS

This section analyzes the existing and planned water supply, wastewater facilities, drainage or storm water facilities (as they relate to water), solid waste facilities, and natural gas and electrical facilities for the project site and the surrounding area and evaluates the impacts to utility providers that could result from the construction and operation of the proposed onsite uses.

The analysis contained in this section is based on the following technical studies prepared for the proposed project:

- *Water Quality Management Plan (WQMP) for Reche Canyon Commercial Retail Project, San Bernardino, California*. Transtech Engineering. September 14, 2018.

In addition to these project-specific technical studies, this analysis incorporates information from the following documents:

- *2015 San Bernardino Valley Regional Urban Water Management Plan (RUWMP)*. Water Systems Consulting, Inc. June 2016.
- *Santa Ana Region Basin Plan*. Santa Ana Regional Water Quality Control Board. June 2019.
- *2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP).* San Bernardino Valley Municipal Water District. June 30, 2021.
- *San Bernardino Countywide Integrated Waste Management Plan*. County of San Bernardino Solid Waste Management Division. April 2018.
- City of Colton General Plan Land Use Element. City of Colton. August 2013.
- *Reche Canyon Specific Plan*. City of Colton. 1991.
- *City of Colton Sewer System Management Plan (SSMP)*. City of Colton Water Reclamation Facility. 2015
- Estimating 2003 Building-related Construction and Demolition Materials Amounts. U.S. Environmental Protection Agency. 2003.

4.19.1 Existing Setting

4.19.1.1 Wastewater Services

The City of Colton owns and operates a secondary wastewater treatment plant called the Colton Wastewater Reclamation Facility (CWRF) located at 1201 South Rancho Avenue that accepts domestic, commercial, and industrial wastewater generated within the Cities of Colton, Grand Terrace, and some unincorporated areas of San Bernardino County. The plant is jointly owned by the Cities of Colton and San Bernardino. The CWRF serves approximately 65,867 people in San Bernardino County and provides services to the Cities of Colton, Grand Terrace, and some unincorporated areas of the County with an average daily flow of 5.6 million gallons per day (MGD) (with a maximum of 10.4 MGD).

Secondary treated wastewater is directed to the Rapid Infiltration and Extraction Facility (RIX facility) where the water undergoes additional treatment before being discharged into the Santa Ana River.[1] Under extreme "wet weather" conditions the CWRF is permitted to discharge secondary treated wastewater directly to the Santa Ana River by the State of California under conditions specified in Order No. R8-2005-0075. The RIX facility is located on Agua Mansa Road west of the CWRF and receives about 33 MGD.[2]

The SSMP for the City of Colton describes all planning, management and operational processes and procedures used that ensure effective management of the sewer collection system. The City operates 114 miles of sewer line which it maintains and cleans annually. The SSMP also includes a Sanitary Sewer Overflow (SSO) Plan which provides written guidelines that improve response time, provide clear guidance regarding containment, clean up and reporting, and minimize the overall risks associated with SSOs.

4.19.1.2 Water Supply

The City of Colton Water Department (Water Department) provides water to the City, and the project site is located within the City's service area. Other agencies that provide water to various portions of the City are the West Valley Water District (WVWD) and the Riverside Highland Water Company. [3] The Water Department service area is adjacent to the City of Loma Linda on the east, the City of Colton on the west, the City of San Bernardino on the north, and the cities of Grand Terrace, Colton (San Bernardino County), and Riverside (Riverside County) on the south. The Water Department service area encompasses approximately 14 square miles in the City of Colton and 0.8 square mile in the unincorporated area in San Bernardino County. In 2020, the Water Department provided over 10,200 municipal water service connections to approximately 46,500 residents.[4,5]

The Water Department obtains its supply entirely from groundwater. Groundwater extraction is primarily 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).

The project site is located within the Rialto-Colton groundwater basin.[6] This basin is approximately 10 miles long and varies in width from approximately 3.5 miles in the northwestern section to 1.5 miles in the southeastern section. The basin is managed by the Rialto Basin Management Association. The Santa Ana River crosses the southeastern part of the basin. The basin generally drains to the southeast, toward the Santa Ana River, the Chino Basin, and the Riverside-Arlington

1 https://www.ci.colton.ca.us/653/Wastewater-Information, accessed August 12, 2021.
2 https://www.sbmwd.org/176/Water-Reclamation, accessed August 16, 2021.
3 The project site is not located within the service area of these two water suppliers.
4 2015 San Bernardino Valley Regional Urban Water Management Plan, June 2016.
5 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP), June 30, 2021.
6 Map of the area can be found here: https://sgma.water.ca.gov/webgis/?appid=160718113212&subbasinid=8-002.04

Basin. Warm Creek and Lytle Creek join near the southeastern boundary of the basin and flow to meet the Santa Ana River near the center of the southeastern part of the basin.

The surface area of the Rialto-Colton basin is approximately 30,100 acres, with an estimated groundwater storage capacity of 2.517 million acre-feet.[1] The principal recharge areas are Lytle Creek, Reche Canyon in the southeastern part of the basin, and the Santa Ana River in the south-central part of the basin. Lesser amounts of recharge are provided by percolation of precipitation, underflow, and irrigation and septic returns. Underflow occurs from fractured basement rock and through the San Jacinto Fault in younger river deposits at the south end of the basin in the northern reaches of the San Jacinto Fault system and artificial recharge.[2]

Water Code Section 10620(a) of the California Urban Water Management Planning Act requires every urban water supplier to prepare and adopt an urban water management plan and conduct updates every 5 years. The 2015 San Bernardino Valley RUWMP acts as the Urban Water Management Plan (UWMP) for the San Bernardino Valley Municipal Water Department (SBVMWD), a regional water wholesaler, and for the ten retail purveyors participating in the plan.[3] The City of Colton Water Department is a participating agency in the RUWMP. Together, ten urban water suppliers have coordinated the preparation of the RUWMP to provide a consistent evaluation of water sources common to each agency. According to the RUWMP, the City of Colton Water Department anticipates that it will meet projected water demands within its service boundaries for a normal water year, single-dry year, and multiple dry years through the year of 2040, as detailed in Table 4.19.A.[4]

The project site is currently comprised of undeveloped and disturbed land. Water connection will be provided from existing mains along Reche Canyon Road.

4.19.1.3 Storm Water Drainage

The project site is currently vacant and does not contain stormwater infrastructure. According to the Preliminary Hydrology Study, storm water currently sheet flows from the southeast to the northwest. A majority of the stormwater that sheetflows across the project site is collected in an existing sump on the north portion of the property and then continues north where it flows into a concrete channel north of the project site.[5]

1 An acre-foot is the amount that it would take to cover an acre with a foot of water, or 325,851 gallons.
2 Section 2.4.2.2, Rialto-Colton, *Integrated Regional Water Management Plan, Upper Santa Ana River Watershed*, June 2021.
3 *San Bernardino Valley Regional Urban Water Management Plan*, June 2016.
4 *Ibid.* Tables 13-20, 13-21, and 13-22.
5 Transtech Engineers, Inc. *Preliminary Hydrology Study for Commercial Retail Project*, October 21, 2018.

Table 4.19.A: Projected RUWMP Water Supply and Demand for Normal Year, Single Dry Year, and Multiple Dry Years

Totals		2020	2025	2030	2035	2040
Normal Year (acre-feet)						
Supply Totals		12,608	13,000	13,770	14,853	14,853
Demand Totals		10,458	11,301	11,978	12,698	13,462
Difference		2,150	1,699	1,792	2,155	1,391
Single Dry Year (acre-feet)						
Supply Totals		12,608	13,000	13,770	14,853	14,853
Demand Totals		11,504	12,431	13,176	13,968	14,808
Difference		1,104	569	594	885	45
Multiple Dry Years (acre-feet)						
First Year	Supply Totals	12,608	13,000	13,770	14,853	14,853
	Demand Totals	11,504	12,431	13,176	13,968	14,808
	Difference	1,104	569	594	885	45
Second Year	Supply Totals	12,608	13,000	13,770	14,853	14,853
	Demand Totals	11,504	12,431	13,176	13,968	14,808
	Difference	1,104	569	594	885	45
Third Year	Supply Totals	12,608	13,000	13,770	14,853	14,853
	Demand Totals	11,504	12,431	13,176	13,968	14,808
	Difference	1,104	569	594	885	45

Source: Tables 13-20, 13-21, and 13-22, *San Bernardino Valley Regional Urban Water Management Plan*, June 2016.
RUWMP = Regional Urban Water Management Plan

4.19.1.4 Solid Waste

Solid waste disposal and recycling services for the project site would be provided by CR&R Environmental Services, Inc. (CR&R), a franchise hauler. CR&R would transfer solid waste to the Inland Regional Material Recovery Facility (MRF) in Colton for the proposed project. From the MRF, solid waste would be transported to the several landfills throughout the state. According to the General Plan Update EIR, "roughly 71 percent capacity remains within the landfills that serve the City".[1]

4.19.2 NOP/Scoping Comments

No comments were received on the Notice of Preparation (NOP). A Public Scoping Meeting for the project was held on April 22, 2019. No one in attendance expressed specific concerns regarding utilities and service systems. However, three written comments were received via email/comment card to the City of Colton. Generally, these comments touched on water usage, utility/service supplies, and solid waste production (refer to Appendix A-2).

4.19.3 Methodology

The impact analyses are based on data obtained through websites and adopted planning documents of the service and utility providers.

[1] City of Colton. *City of Colton General Plan Update Environmental Impact Report*. State Clearinghouse No. 2012031037. Adopted May 2013. Page 4.17-6.

4.19.4 Existing Policies and Regulations

4.19.4.1 Federal Regulations

Federal Water Pollution Control Act. A major piece of federal legislation dealing with wastewater is the Federal Water Pollution Control Act, which is designed to restore and preserve the integrity of the nation's waters. In addition to the Federal Water Pollution Control Act, other federal environmental laws have a bearing on the location, type, planning, and funding of wastewater treatment facilities.

4.19.4.2 State Regulations

California Code of Regulations Title 24, Part 11. This part of the California Code is known as the California Green Building Standards Code (CALGreen Code) and was enacted to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts with positive environmental impacts and through encouragement of sustainable construction practices. The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). This update to Part 11 of Title 24 of the California Code of Regulations was effective January 1, 2017.

California Code of Regulations Titles 14 and 27. These parts of the California Code require energy-efficient practices as part of solid and hazardous waste handling and disposal.

Water Conservation in Landscaping Act. To ensure adequate supplies are available for future uses and to promote the conservation and efficient use of water, local agencies are required to adopt water-efficient landscape ordinances. When such an ordinance has not been adopted, a finding as to why (based on the climatic, geologic, or topographical conditions) such an ordinance is not necessary must be adopted. In the absence of such, an ordinance drafted by the State of California applies within the affected jurisdiction. The City implements landscape and irrigation design standards (Title 13, Chapter 30, of the City's Municipal Code), which address the proper maintenance of landscaping or irrigation systems.

Sections 13550–13556 of the California Water Code. These sections of the State Water Code state that local, regional, or State agencies shall not use water from any quality source of potable water for non-potable uses if suitable recycled water is available as provided in Section 13550 of the Water Code.

Urban Water Management Planning Act (California Water Code Section 10631). Since 1984, the Urban Water Management Planning Act, has required "urban water suppliers" to develop written "urban water management plans." Although generally aimed at encouraging water suppliers to implement water conservation measures, it also created long-term planning obligations. In preparing urban water management plans, urban water suppliers must describe the following: (a) existing and planned water supply and demand; (b) water conservation measures and a schedule for implementing and evaluating such measures; and (c) water shortage contingency measures. The Urban Water Management Planning Act requires that urban water suppliers use a 20-year planning horizon and update the data in the urban water plans every 5 years.

In preparing their 20-year management plans, water suppliers must directly address the subject of future population growth. The suppliers must also identify sources of supply to meet demand. The plan must "identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier." In identifying these future water sources, the suppliers need not conduct environmental review.

As stated previously, the 2015 San Bernardino Valley RUWMP acts as the UWMP for the SBVMWD, a regional water wholesaler, and as the UWMP for the nine retail purveyors participating in the plan.[1] The City of Colton Water Department is a participating agency in the RUWMP. Together, these ten urban water suppliers have coordinated the preparation of the RUWMP to provide a consistent evaluation of water sources common to each agency.

Senate Bill 901: Water Supply and Demand Reliability Assessment (California Water Code Section 10910). Signed into law on October 16, 1995, SB 901 requires every urban water supplier to identify as part of its UWMP the existing and planned sources of water available to the supplier over a prescribed five-year period. SB 901 requires additional information to be included as part of an urban water management plan if groundwater is identified as a source of water available to the supplier. Provisions of SB 901 would require an urban water supplier to include in the plan a description of all water supply projects and programs that may be undertaken to meet total project water use. As part of this assessment, the public water system is required to indicate whether its total projected water supplies available during normal, single-dry, and multiple-dry water years will meet the project demand associated with the proposed project, in addition to the public water system's existing and planned uses.

It should be noted that the development proposed does not trigger the requirement for preparation of a Water Supply Assessment (WSA) as established in Section 10912.[2]

Senate Bill 610: Water Supply Planning (California Water Code Section Sections 10910 through 10915). Signed into law October 9, 2001, SB 610 resulted in amendments to Section 21151.9 of the Public Resources Code. Additionally, several sections of the Water Code were amended, one was

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1 *San Bernardino Valley Regional Urban Water Management Plan*, June 2016.

2 Pursuant to Section 10912 of the State Water Code, a "project" is specifically defined as development meeting any of the following criteria:

- 500 or more dwelling units;
- Commercial center employing more than 1,000 persons or having more than 500,000 square feet;
- Office building employing more than 1,000 persons or having more than 250,000 square feet;
- A hotel/motel with 500 or more rooms;
- An industrial, manufacturing, processing plant, or industrial park employing more than 1,000 persons or occupying more than 40 acres, or having more than 650,000 square feet of floor area;
- A mixed-use project that would demand an amount of water equal to the amount of water required by a 500-dwelling unit project; or
- In areas where the public water system has fewer than 5,000 service connections, any development that would increase water demand by 10 percent or greater in the number of existing service connections, or in the case of a mixed-use development, an increase in water required by residential development representing a 10 percent or greater increase in the number of existing service connections.

repealed, while portions of one section were added and/or repealed. Revising provisions established by SB 901 and SB 610 requires that any city or county having determined that a project is subject to CEQA identify any public water systems that may supply water for the project and to request those public water systems to prepare a specified water supply assessment if the project exceeds the specified threshold for a WSA. The project does not trigger the threshold requiring preparation of a WSA.[1] SB 610 requires the public water system, city, or county to submit plans for acquiring the required water supply for the proposed project if the WSA concludes that water supplies are or will become insufficient. The threshold to necessitate a WSA established by SB 610 and the subsequent Water Code sections for smaller water systems is an increase water demand by 10 percent or greater in the number of existing service connections.

Regional Water Quality Control Board. Operation of the Inland Empire Utilities Agency (IEUA) Sewer System is subject to regulations set forth by the California Department of Health Services (DHS) and the Regional Water Quality Control Board (RWQCB). National Pollutant Discharge Elimination System (NPDES) permits are required for operators of publicly owned treatment works, municipal separate storm sewer systems (MS4s), construction, projects, and industrial facilities who discharge to surface waters within the City.

Assembly Bill 341 (Chapter 476, Statutes of 2011). AB 341 was signed into law in 2011 and established a goal of processing 75 percent of generated waste through source reduction, recycling, or composting activities by the year 2020. The bill also instituted a commercial recycling mandate. In the mandate, businesses that generate four or more cubic yards of waste per week and multifamily developments of five or more units are required to arrange for recycling services.

Assembly Bill 1327, California Solid Waste Reuse and Recycling Access Act of 1991. Signed into law in 1991, AB 1327 added Chapter 18 to Part 3 of Division 30 of the Public Resources Code. Chapter 18 required the California Integrated Waste Management Board (CIWMB) to develop a model ordinance for adoption of recyclable materials in development projects. Local agencies were then required to adopt the model, or ordinances of their own, in order to govern adequate areas for collection and loading of recyclable materials in development projects by September 1, 1993. If a local agency had not adopted a model ordinance by that date, the CIWMB model would be adopted and enforced by the local agency.

Senate Bill 1016. As previously identified, the California Integrated Waste Management Act of 1989 (AB 939) requires each jurisdiction to divert 50 percent of its solid waste from being disposed of in landfills. The new per capita disposal measurement system (SB 1016, Wiggins, Chapter 343, Statutes of 2008) became effective January 1, 2009. It builds on AB 939 compliance requirements by implementing a simplified measure of local jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator: the per capita disposal rate, which uses only two factors: a jurisdiction's population and its disposal as reported by disposal facilities. SB 1016 changes how each jurisdiction's progress is measured to reach the 50 percent goal for diverting waste from

[1] Such an assessment would include, among other information, the following:
- Identification of existing water entitlements, water rights, or water service contracts relevant to the water supply identified for a proposed project; and
- The amount of water received pursuant to such entitlements, rights, or contracts.

landfills. This measurement is no longer determinative of compliance. For the CIWMB and jurisdictions to more properly focus on successful program implementation, SB 1016 shifts from the historical emphasis on using calculated generation and estimated diversion to using annual disposal as a factor when evaluating jurisdictions' program implementation.

4.19.4.3 Regional/Local Regulations

San Bernardino Countywide Integrated Waste Management Plan. The San Bernardino Countywide Integrated Waste Management Plan (SBCIWMP) was approved by the CIWMB in 1997 and updated in 2018. The SBCIWMP outlines the goals, policies, and programs the County and its cities, and would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates.

City of Colton General Plan and Reche Canyon Specific Plan. Neither the City's General Plan nor the Reche Canyon Specific Plan (RCSP) contain policies or goals regarding utilities that are applicable to the proposed project.

4.19.5 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *State CEQA Guidelines*. For this reason, this Draft EIR incorporates the CEQA checklist included in Appendix G of the *State CEQA Guidelines* to determine the significance of environmental impacts discussed in this section.

The following thresholds of significance regarding impacts to utilities and service systems are based on the recommended questions contained in Appendix G of the *State CEQA Guidelines*. To determine if a project would have a significant impact on the provision of utilities or service systems related to water supply and solid waste, the following thresholds must be addressed:

Threshold 4.19-1 **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?**

Threshold 4.19-2 **Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Threshold 4.19-3 **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?**

Threshold 4.19-4 **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?**

Threshold 4.19-5 Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

For the purpose of this EIR, significant and unavoidable impacts would occur if the aforementioned conditions cannot be overcome by reasonable design, construction, and maintenance practices.

4.19.5.1 Impact Analysis

Wastewater.

Threshold 4.19-1 Would the project require or result in the relocation or construction of new or expanded wastewater treatment, the construction or relocation of which could cause significant environmental effects?

Threshold 4.19-3 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 CWRF serves approximately 65,867 people in San Bernardino County and provides service to the Cities of Colton, Grand Terrace, and some unincorporated areas of the county with an average daily flow of 5.6 MGD (with a maximum of 10.4 MGD). The secondary treated wastewater is directed to the Rapid Infiltration and Extraction Facility (RIX facility) where the water undergoes additional treatment before being discharged into the Santa Ana River.[1] It is anticipated that all wastewater generated by the proposed project would be routed to and treated by the CWRF.

Under extreme "wet weather" conditions the CWRF is permitted to discharge secondary treated wastewater directly to the Santa Ana River by the State of California under conditions specified in Order No. R8-2005-0075. The RIX facility is located on Agua Mansa Road west of the CWRF and receives about 33 MGD.

Based on the wastewater generation rate used to identify wastewater generation according to various land uses that was used for the Colton HUB City Centre Specific Plan (which employs similar land uses), the proposed project would generate 1,080 gallons of wastewater per day,[2] or approximately 405,432 gallons of wastewater per year. Average daily flows at the CWRF are 5.6 MGD with a maximum capacity of 10.4 MGD. Based on a generation rate of 1,080 gallons of wastewater per day, the project would contribute up to approximately 0.02 percent[3] of the current surplus treatment capacity of the CWRF. Therefore, the CWRF has the capacity treat wastewater generated by the project.

1 https://www.ci.colton.ca.us/653/Wastewater-Information, accessed August 12, 2021.
2 Wastewater generation rate (per Colton's HUB City Centre Specific Plan Draft EIR): 18,124 square feet commercial*60 GPD/1,000 square feet = 1,126 GPD
3 1,080 gallons per day/4.8-million-gallon current CWRF surplus treatment capacity per day = 0.02 percent of current surplus treatment capacity.

As part of the project design, an internal wastewater distribution system would be developed on site; however, such installation would not result in any physical environmental effects beyond those that are analyzed in this environmental document. As part of the project's conditions of approval, the Applicant would be required to provide sewer-loading calculations to the City to ensure the existing infrastructure in Reche Canyon Road is correctly sized to continue to provide adequate service to the project site. Any required improvements to the existing infrastructure would occur within City right-of-way as a condition of project approval, so no additional physical impacts to the environment are expected.

Impact Conclusion. The proposed project would have a **less than significant impact** related to wastewater treatment capacity. No mitigation is required.

Water Supply.

Threshold 4.19-1 Would the project require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?

Threshold 4.19-2 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 project site is located within the service area of the City of Colton Water Department. The City of Colton Water Department service area encompasses approximately 14.8 square miles. In 2020, the City provided over 10,200 municipal water service connections to approximately 46,500 people.

The City of Colton obtains its water supply solely from groundwater. Groundwater extraction is primarily 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).

The project consists of the development of approximately 18,124 square feet of neighborhood retail commercial uses on 2.9 acres in the lower end of Reche Canyon including a 3,574-square-foot fueling station with 6 fueling dispensers, a 3,000-square-foot convenience store, 9,800 square feet of neighborhood commercial retail space divided between approximately six different businesses, and a 1,750-square-foot drive through car wash. The proposed project's water demand is estimated to be 1,408 gallons per day (GPD), which equates to 513,920 gallons or 1.58 acre-feet per year (AFY).[1]

The RUWMP establishes its water supply and demand projections for each of its retail water purveyors by utilizing the most recent planning assumptions and growth projections within local general plans as well as actual water demand data from previous years. Each purveyor maintains its own water supply and resources and must meet its demands through those resources. In the 2015 San Bernardino Valley Regional Urban Water Management Plan, total water demand for the City of

[1] Water consumption rate (per Colton's HUB City Centre Specific Plan Draft EIR): 75 GPD/1000 square feet. 18,124*75 GPD/1000 square feet = 1,408 GPD. 1 acre-foot = 325,851 gallons

Colton is projected to be 11,301 acre-feet for the year 2025. This projection includes the residential water demand for the project site since the Specific Plan authorizing use of the project site for residential uses was approved in 1991, which is before the water demand projections were being developed. Table 4.19.B depicts the projected demands for water in the City of Colton by customer class between the years 2025 and 2045.

Table 4.19.B: Projected Demands for Water (acre-feet)

Customer Class	Projected Water Use				
	2025	2030	2035	2040	2045
Residential	4,858	5,119	5,379	5,524	5,669
Commercial	3,746	3,947	4,148	4,260	4,371
Municipal	268	282	296	304	312
Water Loss	887	935	982	1,009	1,035
Total	**9,759**	**10,283**	**10,806**	**11,097**	**11,388**

Source: Table 2-5, Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan, 2020.
1 acre-foot = 325,851 gallons

For the Water Department, projected water demand was compared to the expected water supply for a 20-year period within its jurisdiction using the Southern California Association of Governments (SCAG) 2012 Adopted Growth Forecast annual growth rate of approximately 1.2 percent beyond 2020.[1] According to the RUWMP, the City of Colton Water Department projected a 2020 water consumption figure of 205 gallons per capita per day (GPCD) for planning purposes.[2] Based on this rate, and on the water consumption rates provided by recent non-residential projects in the City of Colton, the users of a fueling station, convenience store, car wash, and approximately six new retail businesses would consume an additional approximately 1,408 GPD, which equates to 513,920 gallons or 1.58 AFY more than the approved residential project[3].

In addition to the projected average daily and annual water use, the proposed project would also demand additional "emergency" water supplies in the event of a wildfire. In accordance with Chapter 16.80.080 *Fire Protection* of the City's Code of Ordinances and the project-specific Fire Protection Plan (FPP) (refer to **Mitigation Measure 4.20.1**), the proposed project would be required to ensure it has adequate fire flow and that the project site is equipped with a sufficient number of fire hydrants for both routine fire fighting needs as well as for use during a wildfire.

Colton's population beyond 2020 is projected to grow by approximately 1.2 percent annually from 48,429 to 61,643. For commercial uses, demand for raw and potable water are projected to reach 4,867 acre-feet by 2040. The proposed project is projected to demand 1.58 acre-feet per year for its proposed commercial uses.

1 *San Bernardino Valley Regional Urban Water Management Plan*, June 2016. Page 13-4.
2 *Ibid.* Page 13-8.
3 Because the project is subject to SB 330, the project site's estimated residential water demand would still be required at a different location. Therefore, the estimated water demand for the proposed project would be in addition to that which was estimated for the residential development at this project site.

Under buildout of the existing City land use and zoning designations, it is projected that up to 56,100 non-residential square feet would be developed and up to 7,621 people would be living in the Reche Canyon Specific Plan area.[1] Therefore, under existing designations, the Reche Specific Plan area would demand a maximum of 4,207.5 GPD for non-residential uses.[2] This totals a projected 1,535,738 gallons per year (GPY) or 4.7 AFY). As noted above, the proposed project would demand 1.58 AFY.

Table 4.19.C details projected Water Supply and Demand, plus development of the proposed project under normal year, single dry year, and multiple dry year scenarios for the City of Colton Water Department.

Table 4.19.C: Projected WVWD Water Supply and Demand Plus Project for Normal Year, Single Dry Year, and Multiple Dry Years

Totals		2020	2025	2030	2035	2040
Normal Year (acre-feet)						
Supply Totals		12,608	13,000	13,770	14,853	14,853
Demand Totals[1]		10,458	11,301	11,978	12,698	13,462
Demand plus Project Totals[2]		10,459.6	11,302.6	11,979.6	12,699.6	13,463.6
	Difference	**2,148.4**	**1,697.4**	**1,790.4**	**2,153.4**	**1,389.4**
Single Dry Year (acre-feet)						
Supply Totals		12,608	13,000	13,770	14,853	14,853
Demand Totals[1]		11,504	12,431	13,176	13,968	14,808
Demand plus Project Totals[2]		11,505.6	12,432.6	13,177.6	13,969.6	14,816.6
	Difference	**1,102.4**	**567.4**	**592.4**	**883.4**	**36.4**
Multiple Dry years (acre-feet)						
First Year	Supply Totals	12,608	13,000	13,770	14,853	14,853
	Demand Totals[1]	11,504	12,431	13,176	13,968	14,808
	Demand plus Project Totals[2]	11,505.6	12,432.6	13,177.6	13,969.6	14,816.6
	Difference	**1,102.4**	**567.4**	**592.4**	**883.4**	**36.4**
Second Year	Supply Totals	12,608	13,000	13,770	14,853	14,853
	Demand Totals[1]	11,504	12,431	13,176	13,968	14,808
	Demand plus Project Totals[2]	11,505.6	12,432.6	13,177.6	13,969.6	14,816.6
	Difference	**1,102.4**	**567.4**	**592.4**	**883.4**	**36.4**
Third Year	Supply Totals	12,608	13,000	13,770	14,853	14,853
	Demand Totals[1]	11,504	12,431	13,176	13,968	14,808
	Demand plus Project Totals[2]	11,505.6	12,432.6	13,177.6	13,969.6	14,816.6
	Difference	**1,102.4**	**567.4**	**592.4**	**883.4**	**36.4**

Source: Tables 13.20, 13.21, and 13.22, San Bernardino Valley Regional Urban Water Management Plan, June 2016.

[1] Demand projections assume an annual growth rate of 1.3 percent from 2015-2020 and 1.2 percent beyond 2020 for the City of Colton service area.

[2] Demand plus Project assumes 1.6 acre-feet per year required by the proposed project.

WVWD = West Valley Water District

Under a worst-case scenario, assuming the projected growth rate of the 2016 RUWMP plus development of the proposed project, water demand within the Water Department would increase to 10,459.6 AFY (normal year) or up to 11,505.6 AFY (single dry year or multiple dry year scenarios

[1] City of Colton General Plan Land Use Element, City of Colton, August 2013.

[2] 56,100 square feet*75 GPD/1000 square feet = 3,787 GPD (calculated using Colton's HUB City Centre Specific Plan Draft EIR).

for 2020). For 2040, The City of Colton Water Department (with project) water demand would be 13,463.6 AFY (normal year) or up to 14,816.6 AFY under a single dry year or multiple dry year scenarios (Table 4.19.C).

As detailed in Table 4.19.C, the amount of water available for the project is sufficient for normal, single dry, and multiple dry years over the next 25 years. As a precaution, the RUWMP also outlines water shortage contingency planning to minimize social and economic impacts of any water shortages as a result of unanticipated conditions, such as significant drought that could limit supplies, earthquakes that could damage delivery or storage facilities, or a regional power outage.[1] Since planned supplies are sufficient, there is no need for new or expanded water supply entitlements. Therefore, the project would have sufficient supplies from existing entitlements and would not require new or expanded entitlements.

The proposed project would connect to existing water infrastructure in the project area to provide water to the project site. Water distribution lines would be installed and loop through the project site. The necessary on-site water distribution installation is included as a design feature of the project that is analyzed within the footprint of the site and improvements to Reche Canyon Road along the site frontage and therefore would not result in any physical environmental effects beyond what is analyzed in this environmental document.

> ***Impact Conclusion.*** Based on the worst-case scenario analysis above, the proposed project would have a **less than significant impact** on water supply. No mitigation is required.

Storm Water Drainage.

Threshold 4.19-1 Would the project require or result in the relocation or construction of new or expanded storm water drainage facilities, the construction or relocation of which could cause significant environmental effects?

Currently, storm water generally sheet flows in a northwest direction and drains offsite into the onsite retention basin. The proposed project is expected to maintain the existing drainage pattern. Upon development of the site, all on-site storm water would be captured on site in accordance with Santa Ana RWQCB Order Number R8-2010-0033, NPDES Permit No. CAS618033, also known as the MS4 permit. Impervious surfaces will drain to adjacent landscaping, where feasible, for impervious area dispersion, while the majority of runoff from the site would drain to a proposed bioretention basin located at the northwest corner of the site. Storm water would be conveyed offsite at volumes that do not exceed the existing, pre-developed condition.

The City requires all storm water facilities of the proposed project to interconnect with existing municipal storm water conveyance facilities. The precise interconnection locations are determined at the precise plan stage, but they are expected to occur either on site or within the Reche Canyon Road right-of-way in areas already disturbed and developed with infrastructure. The City requires all

[1] *San Bernardino Valley Regional Urban Water Management Plan*, June 2016. Pages 13-16 and 13-17.

line size modifications or interconnections to be designed in accordance with applicable provisions of the City Municipal Code and to the satisfaction of the City Engineer.

The necessary on-site and off-site storm water facilities are included as design features of the project and are analyzed within the footprint of the site and buildout of Reche Canyon Road width along the site frontage. Furthermore, compliance with construction- and operation-phase storm water requirements, as set forth in **RCM 4.10.1** and **RCM 4.10.3**, would ensure post-development storm water runoff volume would not exceed the existing, pre-developed condition. Therefore, the project would not result in the need to upgrade storm water drainage facilities in addition to those already analyzed in this environmental document.

> ***Impact Conclusion.*** Implementation of the proposed project would not require or result in the relocation or construction of new off-site storm water infrastructure that would cause significant environmental effects. Impacts will be **less than significant,** and mitigation is not required.

Solid Waste.

Threshold 4.19-4 ***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?***

Threshold 4.19-5 ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

The solid waste analysis is based on evaluating the existing capacity of nearby landfills that serve the City, future solid waste capacity that would be available to the City, and the identification of existing solid waste demand and future solid waste demand associated with the development of the proposed project. The analysis also identifies existing City goals, policies, and programs implemented to reduce generated waste.

Solid waste collection is a “demand-responsive” service and current service levels can be expanded and funded through user fees without difficulty. Solid waste from the proposed project would be hauled by CR&R to their Inland Regional Material Recovery Facility where waste would be sorted into recyclable and non-recyclable materials and disposed of. Solid waste that is collected and not recycled would be disposed of at several landfills: El Sobrante Landfill, San Timoteo Landfill, and Mid Valley Landfill. The capacities of each of these landfills are denoted in Table 4.19.D.

The proposed project would participate in citywide recycling programs in accordance with SB 1016 to reduce demands for landfill space. CR&R will provide designated trash collection areas and collection services for recyclables to the project in accordance with City regulations.

Table 4.19.D: Landfill Capacities Used by the City of Colton

Facility Name	Remaining Capacity (cubic yards)	Maximum Permitted Capacity (cubic yards)	Daily Capacity (tons)
El Sobrante Landfill	143,977,170	209,910,000	16,054
San Timoteo Landfill	12,360,396	23,685,785	2,000
Mid Valley Landfill	61,219,377	101,300,000	7,500

Source: *CalRecycle,* SWIS Facility/Site Activity Details, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402, accessed September 28, 2022.

Construction activities occurring on the project site would generate solid waste, of which at least 65 percent of non-hazardous material would be diverted to a material recycling facility. Operational waste for commercial uses is calculated using the generation rate of 5 pounds per 1,000 square feet of commercial land use per day,[1] generating 93.85 pounds (0.05 ton) of operational waste per day. The 0.05 ton of solid waste per day is below the maximum permitted daily tonnage accepted by the El Sobrante, San Timoteo, and Mid Valley Landfills; as such, existing landfills would adequately serve the project site.

Per the CALGreen Code, a minimum of 65 percent of debris would be diverted to a material recycling facility, thus reducing the input of solid waste to the receiving landfills. The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

> ***Impact Conclusion.*** The proposed project would have a **less than significant impact** related to solid waste. No mitigation is required.

Electricity, Natural Gas, and Telecommunications.

Threshold 4.19-1 Would the project require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The proposed project would tie into existing electrical, natural gas, and telecommunications infrastructure that exists along Reche Canyon Road adjacent to the site. Such connections may require trenching within the Reche Canyon Road right-of-way; however, construction to connect to existing electrical, natural gas, and telecommunications infrastructure would occur in previously disturbed areas and within the analytical footprint of the proposed project. The overhead power poles/circuits located on the project site would remain in place. Therefore, implementation of the proposed project would not require the relocation or construction of new electrical/natural gas/telecommunications infrastructure off site that would cause significant environmental effects.

[1] https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed August 17, 2021.

Impact Conclusion. Implementation of the proposed project would not require or result in the relocation or construction of new electric power, natural gas, or telecommunications infrastructure that would cause significant environmental effects. Impacts will be **less than significant,** and mitigation is not required.

4.19.6 Programmatic Analysis

4.19.6.1 Environmental Setting

The existing structures on the RTS are serviced by existing utilities. The CWRF serves a population of approximately 65,867 persons in Colton, Grand Terrace, and adjacent unincorporated areas of San Bernardino County. The average daily flow to the CWRF of 5.6 MGD represents approximately 54 percent of the current capacity of this facility. The City's Water Department service area encompasses approximately 14 square miles in Colton and 0.8 square mile in the unincorporated area in San Bernardino County. In 2020, the Water Department provided over 10,200 municipal water service connections to approximately 46,500 residents. Solid waste collected in the city is ultimately delivered at one of the following several landfills: El Sobrante Landfill (Corona), San Timoteo Landfill (Redlands), or Mid Valley Landfill (Rialto).

4.19.6.2 Programmatic Impact Analysis

The proposed GPA and zone change would transfer residential density to the RTS site, which is currently assigned a General Plan designation of General Commercial and is zoned C-2 (General Commercial). The (re)development of the RTS could increase the residential capacity of the City by up to 3 units. The potential development of 3 additional units at the RTS would result in a nominal increase in the demand on water, wastewater, and solid waste providers as compared to the demand at the project site.

Based on a wastewater generation rate of 208 gallons per day per unit (GPD/unit) and 158 GPD/unit for single-family and multi-family residences[1], respectively, the redevelopment of the RTS subsequent to the proposed General Plan Amendment (GPA) and zone change would increase wastewater flows in Colton by approximately 174 GPD[2]. Because the current daily surplus capacity of the CWRF is approximately 4.8 MGD, the slight increase in wastewater resulting from the redevelopment of the RTS would not significantly impact the current or future capacity of the CWRF.

Water demand for single- and multi-family residential uses are 472 GPD/unit and 359 GPD/unit[3], respectively; therefore, redevelopment of the RTS would increase water demand in Colton by approximately 399 GPD[4] or 0.447 AFY. The 2015 San Bernardino Valley RUWMP acts as the UWMP for the SBVMWD, a regional water wholesaler, and for the 10 retail purveyors participating in the RUWMP.[5] The City of Colton Water Department is a participating agency in the RUWMP. Together, 10 urban water suppliers have coordinated the preparation of the RUWMP to provide a consistent

1 DTA. 2020. *Water/Wastewater Capacity Fees, City of Colton*, Table 4.
2 9 units x 174 gpd/unit = 1,422 gpd; 6 units x 208 gpd/unit = 1,248 gpd; 1,422 gpd - 1,248 gpd = 174 gpd.
3 DTA. 2020. *Water/Wastewater Capacity Fees, City of Colton*, Table 2.
4 9 units x 359 gpd/unit = 3,231 gpd; 6 units x 472 gpd/unit = 2,832 gpd, 3,231 gpd – 2,832 gpd = 399 gpd x 365 days = 145,635 gal/yr ÷ 325,851 gallons/acre-feet = 0.447 afy.
5 *San Bernardino Valley Regional Urban Water Management Plan*, June 2016.

evaluation of water sources common to each agency. As previously identified in Table 4.19.C, sufficient water exists to meet projected water demands within its service boundaries for a normal water year, a single dry year, and multiple dry years through the year 2040. The slight increase in water demand (assuming redevelopment of the RTS occurs as stated) represents 1.2 percent of the surplus water supply in 2040; therefore, no significant water supply demand would result from the proposed GPA or zone change or subsequent residential redevelopment on the RTS.

Based on a per-unit solid waste rate of 4.93 pounds per day (lbs/day), redevelopment of the RTS with up to 9 units would increase the amount of solid waste generated in Colton by approximately 14.8[1] lbs/day (0.7 ton), which represent a maximum of 0.0035 percent of daily capacity at receiving landfills; therefore, no significant impact related to landfill capacity would occur. Per CALGreen, a minimum of 65 percent of construction debris would be diverted to a material recycling facility, thus reducing the input of solid waste to the receiving landfills. The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Therefore, the proposed GPA and zone change and the subsequent redevelopment would have **a less than significant impact** on Colton utilities.

4.19.7 Cumulative Impacts

4.19.7.1 Wastewater Facilities

The cumulative area for wastewater-related issues is the CWRF service area in the City of Colton. Cumulative population increases and development within the area serviced by the CWRF would increase the overall demand for wastewater treatment service. The CWRF serves approximately 65,867 people in San Bernardino County and provides service to the Cities of Colton, Grand Terrace, and some unincorporated areas of the County with an average daily flow of 5.6 MGD (with a maximum of 10.4 MGD). The proposed project would result in the creation 18,124 square feet of neighborhood commercial retail, and commercial generation rates are calculated by taking the square footage of the development and multiplying it by the wastewater generation rate, which results in 1,080 GPD[2] contributing up to about 0.15 percent of the CWRF daily flow rate. Cumulative development would not exceed the capacity of the wastewater treatment system because the CWRF currently has the carrying capacity for the wastewater that would be generated from this development project. Therefore, the project would **not contribute to any cumulatively considerable impacts** related to wastewater on a local or regional basis.

4.19.7.2 Water Supply Services

The cumulative area for water supply-related issues is the general Reche Canyon Specific Plan portion of the City of Colton Water Department service area. Existing and future development within the City of Colton Water Department service area would demand additional quantities of water. The RUWMP establishes its water supply and demand projections utilizing the most recent

[1] 4.93 lbs/day/unit x 9 =44.37 lbs/day, 4.93 lbs/day/unit x 6 = 29.58: 44.37 lbs – 29.58 lbs = 14.79 lbs.

[2] Wastewater generation rate (per Colton's HUB City Centre Specific Plan Draft EIR): 180,770 square feet commercial*60 GPD/1,000 square feet = 1,080 GPD

planning assumptions within local general plans and other factors for each of its retail water purveyors. Each purveyor maintains its own water supply and resources and must meet its demands through those resources. For the City of Colton Water Department, projected water demand was compared to the expected water supply for a 20-year period within its jurisdiction using the SCAG 2012 Adopted Growth Forecast annual growth rate of approximately 1.2 percent.[1] Colton's population between the year 2015 and 2040 is projected to grow by approximately 1.3 percent from 2015 to 2020 and 1.2 percent annually beyond 2020 from 45,496 to approximately 61,643. Increases in population, square footage, and intensity of uses would contribute to increases in the overall regional water demand. Based on the water consumption rates provided by recent non-residential projects in the City of Colton, the projected users of a fueling station, convenience store, car wash, and approximately six new retail businesses would consume approximately 1,408 GPD or 513,920 GPY or 1.58 AFY.[2]

The City of Colton Water Department only uses groundwater in its current and planned water supply, as outlined in the RUWMP, which takes into account projected growth for the region. As detailed in Table 4.19.C, the amount of water available for the West Valley Water District (WVWD), plus the proposed project, is sufficient for normal, single dry, and multiple dry years through the year 2040; therefore, cumulative impacts to water supply would be less than significant. The proposed project would connect to existing conveyance infrastructure and adequate treatment capacity is available. Therefore, the proposed project would **not make a significant contribution** to any cumulatively considerable impacts on water supply or infrastructure.

4.19.7.3 Storm Water Drainage Facilities

Cumulatively, development within the project site will result in an increase in impervious surfaces by at least 10,000 square feet in addition to changes in land use and associated pollutant runoff characteristics. Increased impervious surfaces are likely to alter existing hydrology and increase potential pollutant loads. However, all future development in the City of Colton and throughout the Santa Ana RWQCB will be required to comply with the requirements of the NPDES permit program. Continued growth is anticipated to occur in the City and surrounding areas and all new development and significant redevelopment will be required to minimize its individual impacts to storm water drainage and pollutant transport through implementation of Best Management Practices (BMPs).

With implementation of Low Impact Development (LID) BMPs outlined in the WQMP, the drainage system for the proposed project will be designed so that peak flows from post-development runoff are captured by landscape features and BMPs such as stormwater retention/infiltration basins/trench areas and treated prior their discharge into storm drains and water bodies. The proposed project would retain the full LID Design Capture Volume (DCV) on site with 5,336 cubic feet excess runoff volume capture capacity.[3] The DMAs would provide treatment for onsite flows prior to discharge and ensure that flows would not exceed the current downstream capacity or

1 *San Bernardino Valley Regional Urban Water Management Plan*, June 2016. Page 13-4.
2 Water consumption rate (per Colton's HUB City Centre Specific Plan Draft EIR): 75 GPD/1000 square feet. 18,124*75 GPD/1000 square feet = 1,408 GPD.
3 *WQMP for Reche Canyon Commercial Retail Project, San Bernardino, California*. Transtech Engineering. September 14, 2018.

violate downstream water rights. Therefore, the proposed project will **not make a significant contribution to any cumulatively considerable impacts** related to drainage or water quality on a local or regional basis.

4.19.7.4 Solid Waste

AB 341 mandates the reduction of solid waste disposal in landfills. Solid waste from the proposed project and cumulative projects would be hauled by CR&R to their Inland Regional Material Recovery Facility where waste would be sorted into recyclable and non-recyclable materials and disposed of. In addition, the proposed project and cumulative projects would be required to coordinate with the waste hauler to develop collection of recyclable materials for the project on a common schedule as set forth in applicable local, regional, and State programs. Recyclable materials that could be recycled by the project include paper products, glass, aluminum, and plastic. As discussed in Section 4.19.6.4, all three receiving landfills would have adequate capacity to serve the proposed project and development of the proposed project would not significantly affect current operations or the expected lifetime of the landfill serving the project site.

Consequently, the proposed project would **not make a significant contribution to any cumulatively considerable impacts** on solid waste.

4.19.7.5 Electricity, Natural Gas, and Telecommunications

The proposed project would tie into existing electrical, natural gas, and telecommunications infrastructure that exists along Reche Canyon Road adjacent to the site. Such connections may require trenching within the Reche Canyon Road right-of-way; however, construction to connect to existing electrical, natural gas, and telecommunications infrastructure would occur in previously disturbed areas and within the analytical footprint of the proposed project. Implementation of the proposed project would not require or result in the relocation or construction of new electric power, natural gas, or telecommunications infrastructure that would cause significant environmental effects.

Cumulative projects identified in Table 2.A would also be required tie into existing electrical, natural gas, and telecommunications infrastructure. None of the cumulative projects listed in Table 2.A are large enough to have significant impacts on electricity, natural gas and/or telecommunications facilities. The proposed project would connect to existing electrical, natural gas, and telecommunication infrastructure as adequate capacity is available. Therefore, the proposed project would not make a significant contribution to any cumulatively considerable impacts on electric, natural gas, and telecommunications infrastructure.

4.20 WILDFIRE

This section provides a discussion of the existing topography and vegetative cover setting and an analysis of the Reche Canyon Retail project (project) potential wildfire impacts. In addition, this section addresses potential wildland fire impacts resulting from construction and operation of the proposed project. This section also incorporates data from the City of Colton (City) and County of San Bernardino (County) General Plans, a review of existing resources, technical data, and applicable laws, regulations, guidelines.

4.20.1 Existing Setting

Fire environments are dynamic systems and include many types of environmental factors and site characteristics. Fires can occur in any environment where conditions are conducive to ignition and fire movement. Areas of naturally vegetated open space typically provide the conditions that may be favorable to wildfire spread. The three major components of fire environment are topography, climate, and vegetation (fuels). The state of each of these components and their interactions with each other determines the potential characteristics and behavior of a fire at any given moment.

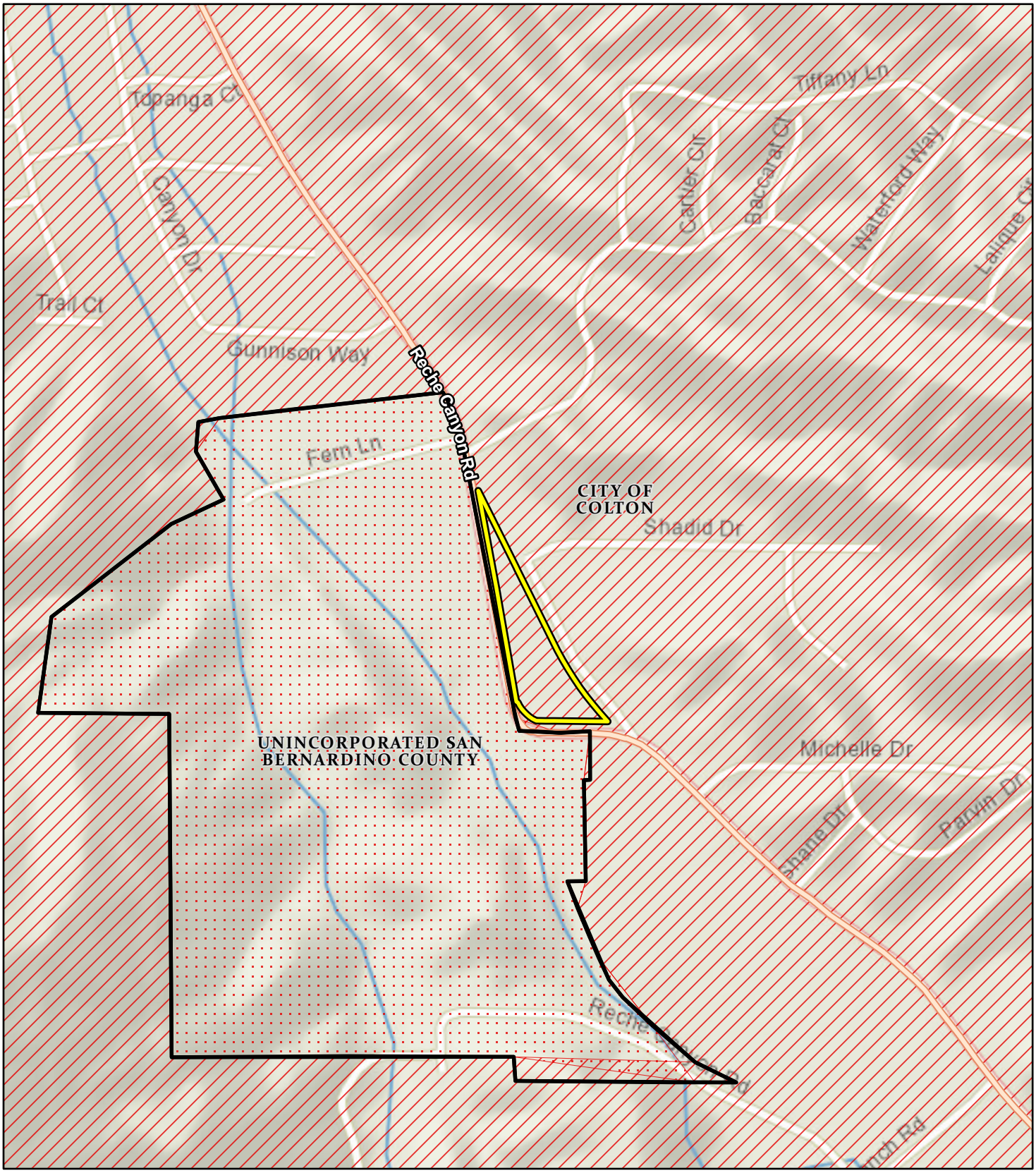
It is important to note that wildland fire may transition to urban fire if structures are receptive to ignition. Structure ignition depends on a variety of factors and can be prevented through a layered system of protective features including fire resistive landscapes adjacent to structure(s), application of known ignition resistive materials and methods, and suitable infrastructure for firefighting purposes. Understanding the existing wildland vegetation and urban fuel conditions on and adjacent to the site is necessary to understand the potential for fire within and around the project site.

The project site is in a wildland-urban interface (WUI) setting in a Wildfire Influence Zone[1] that contains wildfire susceptible vegetation up to 1.5 miles from the Wildland Urban Interface or Wildland Urban Intermix. The project is designated as a Local Responsibility Area Very High Fire Hazard Severity Zone[2] (VHFHSZ). Figure 4.20.1: *CAL FIRE Hazard Severity Zone* shows the location of the project site in a Local Responsibility Area (LRA) pursuant to California Department of Forestry and Fire Protection (CAL FIRE) mapping. Figure 4.20.2: *San Bernardino Hazard Classification Map* shows the location of the project site in a VHFHSZ pursuant to the County of San Bernardino hazard classification map, which includes fire safety areas.

The following sections discuss the characteristics of the project site on a regional scale as well as the site characteristics, local climate, and fire history within and immediately surrounding the site. The intent of evaluating conditions at this macro-scale is to provide a better understanding of the regional fire environment, which is not constrained by property boundary delineations.

1 State of California. Fire and Resource Assessment Program. Wildland Urban Interface (WUI). https://frap.fire.ca.gov/media/10300/wui_19_ada.pdf (accessed August 16, 2021).

2 State of California. Fire and Resource Assessment Program. FHSZ Viewer. https://egis.fire.ca.gov/FHSZ/ (accessed August 16, 2021).



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Project Location

High Fire Hazard Severity Zone

State Responsibility Area

Local Responsibility Area

FIGURE 4.20.1

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0 250 500

FEET

Reche Canyon Plaza Project

CAL FIRE Hazard Severity Zone

SOURCE: Esri National Geographic Basemap (2021), CAL FIRE (2007, 2008)

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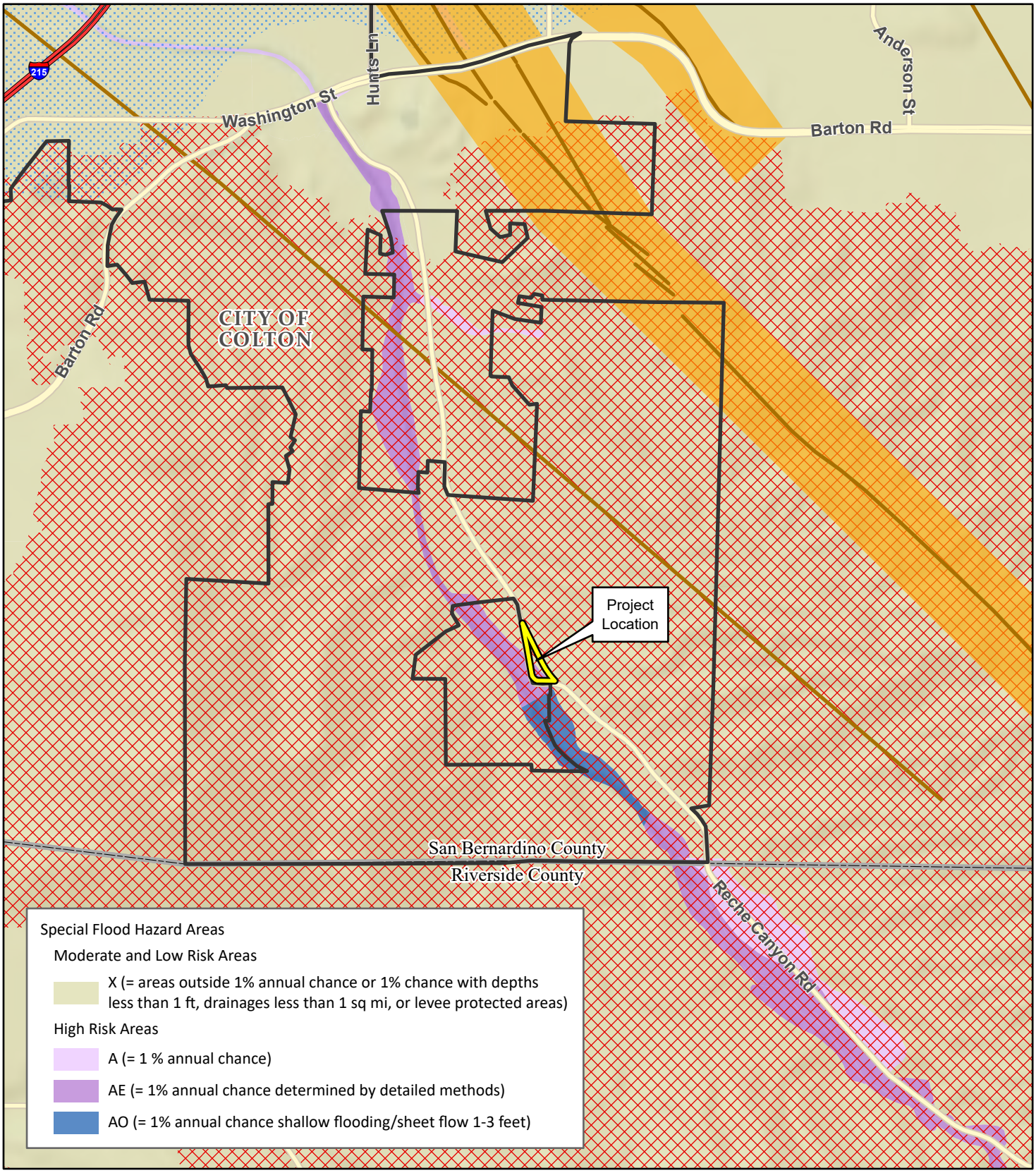

LSA

FIGURE 4.20.3

Reche Canyon Plaza Project

San Bernardino Hazard Classification Map

SOURCE: CAL FIRE (2007, 2008), FEMA (2020), CalOES (2015), California Geological Survey (2002)

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4.20.1.1 Topography

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread up-slope and slower fire spread down-slope in the absence of wind. Flat terrain tends to have little effect on fire spread, resulting in fires that are driven by wind.

In general, the Reche Canyon area is typified by northwest tending ridges and valleys, with east-west ridges in the south of the canyon. Elevations near the City of Colton range from 1,000 feet above mean sea level (amsl) to over 2,400 feet amsl. Slope gradients vary from flat alluvial valleys to ridgetops with slopes greater than 2: 1 (horizontal:vertical).[3]

The project site is in a canyon, with surrounding topography that is relatively steep and upwards of 1,500 feet amsl. However, the project site itself is along a roadway and is situated on relatively flat, vacant land that is covered by ruderal (weedy) vegetation and is surrounded by a commercial development to the south and residential development with scattered vacant parcels in all directions. There is also some natural water retention and pooling that occurs on site from nearby street runoff. The project site is not in rugged terrain or at the top of a steep hill. Onsite elevations range from 1,253 feet amsl at the southeast corner down to 1,229 feet amsl at the north corner.

4.20.1.2 Climate

The City's climate is characterized by long, hot, dry summers .and short, mild winters.[4] Annual temperatures in the project vicinity average around 63 degrees Fahrenheit (°F) and reach up to 100°F. Precipitation averages less than 4 inches annually and typically occurs between December and March.[5] The prevailing wind flows from the west between 7 and 11 miles per hour (mph).

Fires can be a significant issue during summer and fall, before the rainy period, especially during dry Santa Ana wind events. The seasonal Santa Ana winds can be particularly strong in the vicinity of the project site as warm and dry air is channeled through the La Loma Hills in the southwest and Box Springs Mountains in the southeast to reach the City. Although Santa Ana events can occur anytime of the year, they generally occur during the autumn months, although the last few years have resulted in spring (April–May) and summer events as well. Santa Ana winds may gust up to 75 mph or higher. This phenomenon markedly increases the wildfire danger and intensity in the project area by drying out and preheating vegetation (fuel moisture of less than 5 percent for 1-hour fuels is possible) as well as accelerating oxygen supply, and thereby, making possible the burning of fuels that otherwise might not burn under cooler, moister conditions.

4.20.1.3 Fuels (Vegetation)

The project site and surrounding areas primarily support nonnative grasses, forbs, sage scrub plant communities, and disturbed habitat.

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3 *Reche Canyon Specific Plan*, 1991.

4 *Ibid*, p. 12.

5 Climate-Data.Org. *Climate San Bernardino*. https://en.climate-data.org/north-america/united-states-of-america/california/san-bernardino-1455/. (Accessed August 16, 2021).

4.20.1.4 Fire History

Fire history is an important component in analyzing wildfire susceptibility. Fire history data provide valuable information regarding fire spread, fire frequency, most vulnerable areas, and significant ignition sources. In turn, this understanding of why fires occur in an area and how fire typically spreads can then be used for pre-planning and designing defensible communities.

Fire history at the project site and surrounding area was determined by referencing the Fire and Resources Assessment Program (FRAP) database. The FRAP summarizes fire perimeter data dating to the late 1800s; the FRAP maps used for this analysis focus on 1950–2018. This data provides a summary of recorded fires and can be used to show whether large fires have occurred in the project site area, which is one indication of the likelihood of fires occurring at the project site in the future. Data suggests the City of Colton has consistently experienced wildfires from 1970 to 2009. The FRAP map indicates that the project site is within an area historically prone to wildland fires.[6] Figure 4.20.3: *Project Vicinity Fire History Map* shows the fire history within the project site since the 1950s.

4.20.2 NOP/Scoping Meeting Comments

The City received multiple comment letters during the scoping meeting and public review period of the Notice of Preparation (NOP). These comments pertain to issues related to wildfire evacuation and the proposed underground fuel storage tanks on the project site. For copies of the NOP comment letters, refer to Appendices A-1 and A-2 of this Environmental Impact Report (EIR).

4.20.3 Methodology

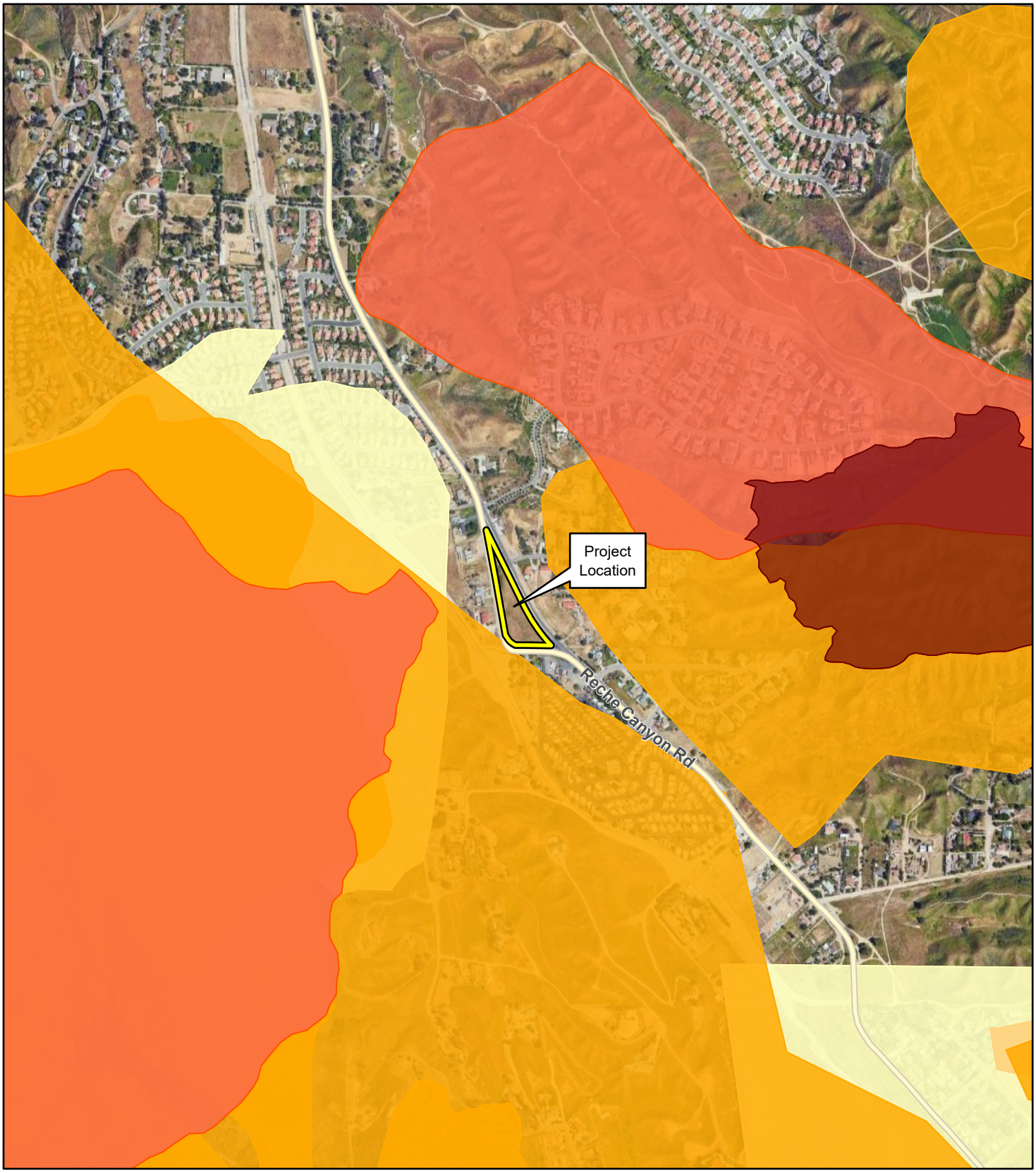
To assess the project impacts with respect to wildfire, information provided by the City of Colton General Plan, Reche Canyon Specific Plan, the City of Colton Local Hazard Mitigation Plan, and CAL FIRE were reviewed. The information obtained from these sources and other relevant materials was analyzed to evaluate the potential presence of wildfire risks on the project site. In addition, the wildfire analysis presented below is based on the October 2022 Guidance issued by the State of California Office of the Attorney General regarding Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act.

4.20.4 Existing Policies and Regulations

4.20.4.1 Federal Regulations

National Incident Management System (NIMS). The NIMS provides a systematic, proactive approach to guide government agencies, nongovernmental organizations, and the private sector to work together to prevent, report, recover from, and mitigate the effects of fire incidents, regardless of cause, size, location, or complexity, to reduce the loss of life and property harm to the environment. The City participates in NIMS, which improves its ability to prepare for and respond to potential incidents and hazard scenarios.

[6] State of California. Fire and Resource Assessment Program. *Fire Perimeters: Wildfires 1950-2018.* https://frap.fire.ca.gov/media/10302/firep_18_map_ada.pdf. (Accessed August 16, 2021).



LSA

Fire Perimeters by Decade
- 2010 - 2020
- 1990 - 1999
- 1980 - 1989
- 1970 - 1979
- 1960 - 1969

N

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FEET

FIGURE 4.20.3

Reche Canyon Plaza Project

Project Vicinity Fire History Map

SOURCE: Google Maps (2020), USFS WFMRDA Program (June 2021)

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4.20.4.2 State Regulations

CAL FIRE and Resources Assessment Program. CAL FIRE publishes maps that predict the threat of fire for each county within the State. LRAs, SRAs, and Federal Responsibility Areas (FRAs) are classified as either VHFHSZ or non-VHFHSZ based on factors including fuel availability, topography, fire history, and climate. The 2012 Strategic Fire Plan for California was generated by CAL FIRE to provide guidelines and objectives to account for associated fire impacts.

California Fire Code (CFC). The CFC includes regulations for emergency planning, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations, distribution, and spacing. Several fire safety requirements include installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

California Strategic Fire Plan. This statewide plan is a strategic document that guides fire policy for much of California. The plan is aimed at reducing wildfire risk through pre-fire mitigation efforts tailored to local areas through assessments of fuels, hazards, and risks.

California State Hazard Mitigation Plan (SHMP). The purpose of the SHMP is to significantly reduce deaths, injuries, and other losses attributed to natural and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, State, and federal agencies as well as the private sector.

California Government Code. California Government Code §51175 defines VHFHSZ and designates lands considered by the State to be a very high fire hazard. California Government Code §51189 directs the Office of the State Fire Marshal to create building standards for wildland fire resistance. The code includes measures that increase the likelihood of a structure withstanding intrusion by fire (e.g., building design and construction requirements that use fire-resistant building materials) and provides protection of structure projections (e.g., porches, decks, balconies, and eaves) and structure openings (e.g., attics, eave vents, and windows).

California Public Resources Code (PRC). The State's Fire Safe Regulations are set forth in PRC §4290, which include the establishment of SRAs. PRC §4291 sets forth defensible space requirements, which are applicable to anyone that "… owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush covered lands, grass-covered lands, or land that is covered with flammable material" (§4291(a)).

Assembly Bill 337. Per Assembly Bill (AB 337), local fire prevention authorities and CAL FIRE are required to identify VHFHSZ in LRAs. Standards related to brush clearance and the use of fire-resistant materials in Fire Hazard Severity Zones (FHSZs) are also established.

California Code of Regulations (CCR), Title 8 (Industrial Relations). In accordance with CCR Title 8 §1270 and §6773 (Fire Prevention, and Fire Protection and Fire Equipment), the California Occupational Safety and Health Administration (Cal/OSHA) establishes fire suppression service

standards. The standards range from fire hose size requirements to the design of emergency access roads.

California Code of Regulations, Title 14 (Natural Resources). Division 1.5 (Department of Forestry and Fire Protection), Title 14 of the CCR establishes a variety of wildfire preparedness, prevention, and response regulations.

California Code of Regulations, Title 19 (Public Safety). Title 19 of the CCR establishes a variety of emergency fire response, fire prevention, and construction and construction materials standards.

California Code of Regulations, Title 24 (California Building Standards Code). The CFC is set forth in Part 9 of the Building Standards Code. The CFC, which is pre-assembled with the IFC by the International Code Council (ICC), contains fire-safety building standards referenced in other parts of Title 24.

California Health and Safety Code §13000 et seq. and California Building Code (CBC). State fire regulations are set forth in §13000 et seq. of the California Health and Safety Code, which is divided into "Fires and Fire Protection" and "Buildings Used by the Public." The regulations provide for the enforcement of the CBC and mandate the abatement of fire hazards. The California Health and Safety Code establishes broadly applicable regulations, such as standards for buildings and fire protection devices, in addition to regulations for specific land uses, such as childcare facilities and high-rise structures.

California Health and Safety Code Division 11 (Explosives). Division 11 of the California Health and Safety Code establishes regulations related to a variety of explosive substances and devices, including high explosives and fireworks. Section 12000 et seq. establishes regulations related to explosives and explosive devices, including permitting, handling, storage, and transport (in quantities greater than 1,000 pounds).

California Health and Safety Code Division 12.5 (Buildings Used by the Public). Division 12.5 establishes requirements for buildings used by the public, including essential services buildings, earthquake hazard mitigation technologies, school buildings, and post-secondary buildings.

California Residential Code §R337. Section R337 establishes minimum standards for the protection of life and property by increasing the ability of a building located in any FHSZ within an SRA or any WUI Fire Area to resist the intrusion of flame or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. This section regulates materials and construction methods for exteriors susceptible to wildfire exposure.

California Building Code (CBC), Chapter 7A. Chapter 7A applies to building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a WUI Fire Area. This section of the CBC establishes minimum standards for features such as fire retardant-treated wood and wood shingles, surface treatment protection, ignition-resistant construction, roof coverings and gutters, vents, exterior walls and coverings, exterior porch ceilings, underfloor protection, exterior windows, skylights, and doors, decking, and accessory structures.

Executive Order N-04-19. On January 9, 2019, Governor Newsom announced Executive Order (EO) N-04-19, which requires State agencies to identify innovative and sustainable solutions to address the State's wildfire crisis, such as upgraded fire detection technology.

Executive Order N-05-19. On January 9, 2019, Governor Newsom also announced EO N-05-19, which requires CAL FIRE and other State agencies to compile policy and regulatory recommendations concerning wildfire mitigation, emphasizing environmental sustainability and public health. EO N-05-19 requires the incorporation of socioeconomic analysis when conducting risk management of wildfires and mandates that agencies identify geographic areas with populations that are more vulnerable to the impacts of wildfires.

4.20.4.3 Regional and Local Regulations

San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan. The plan aims to reduce the impact of a disaster by identifying hazards and developing ways to decrease their impact. Risk assessments rate hazards with the greatest potential impact to the community. In addition, long-term prevention or protection steps are developed to lessen the impact of the hazard. This plan creates awareness of hazards, threats, and vulnerabilities within the community, and paves a path forward for jurisdictions to prepare for local and regional disasters.[7]

> **WF GOAL:** Continue to reduce fire hazards in the unincorporated areas of San Bernardino County.
>
> > **WILDFIRE OBJECTIVE 1: Mountain Area Safety Taskforce.** Continue the cooperation and coordination of Fire Hazard Mitigation efforts with all stakeholders in the mountain areas of San Bernardino County through participation in MAST.
> >
> > > **WF Action 1.1:** Continue Mountain Area Safety Taskforce (MAST) funding to support mitigation activity.
> >
> > **WILDFIRE OBJECTIVE 2: Support Mountain Mutual Aid Objectives.** Continue development of and continue the mission of mutual aid between the first responders in the County mountain areas through County Mitigation Planning.
> >
> > > **WF Action 2.1:** Update Mountain Mutual Aid Mapbook to document.
> > >
> > > **WF Action 2.2:** Update Community Structure Protection Plans as necessary.
> >
> > **WILDFIRE OBJECTIVE 3: Community Based Fuels Reduction Program.** Continue the community-based Fuels Reduction Program through community based programs, both volunteer and government funded.
> >
> > > **WF Action 3.1:** Implement identified community-based fuels reduction projects.
> > >
> > > **WF Action 3.2:** Develop fuels reduction "maintenance program" by obtaining participation from citizens and/or homeowners associations.

[7] San Bernardino County. Multi-Jurisdictional Hazard Mitigation Plan. Page 186-188. http://cms.sbcounty.gov/portals/58/Documents/Emergency_Services/Hazard-Mitigation-Plan.pdf. Approved July 13, 2017.

WF Action 3.3: Vegetation Removal Clear vegetation from Road District facilities/yards.

WILDFIRE OBJECTIVE 4: Forest Care. Continue providing assistance to homeowners by expanding services to all communities in the Mountain areas of the County.

WF Action 4.1: Increase homeowner assistance services to mountain residents for fuel reduction.

WF Action 4.2: Continue working with Southern California Edison to remove dead trees near power lines.

WILDFIRE OBJECTIVE 5: County Fire Hazard Abatement. Overcome funding shortfalls while improving service delivery.

WF Action 5.1: Inspect every residence in the mountain communities within the next two years to enforce the new Fire Hazard Abatement code that addresses green fuels.

WF Action 5.2: Continue to collaborate with Forest Care, Red, Cross and Cal Fire to overcome increased costs of enforcement.

WILDFIRE OBJECTIVE 6: Decrease Wildfire Hazards at Private Property through the Fire Hazard Abatement Programs

WF Action 6.1: Train and Certify landscape contractors to comply with the new Fire Hazard Abatement Code.

WF Action 6.2: Continue wildfire mitigation efforts under the Wood Shake Roof Replacement Program.

WF Action 6.3: Protect Property in Wilderness Areas, Rockscape or pave property grounds which have structures located in wilderness and or areas prone to wildfires. Double the width of external fire breaks.

WILDFIRE OBJECTIVE 7: Support Mitigation Strategies in Community Wildfire Protection Plans. Continue to improve CWPP's in cooperation with Cal Fire, the IEFSA and individual Fire Safe Councils.

WF Action 7.1: Modify independent and unique CWPPs into a more common framework making them similar but leaving room to provide specific hazard characteristics and mitigation actions for each community.

WILDFIRE OBJECTIVE 8: Improve Emergency Access. Improve and maintain emergency access for wildfire protection.

WF Action 8.1: Construct Arrowbear Drive Realignment and Widening

WF Action 8.2: Construct Cedar Glen Fire Access Road

WF Action 8.3: Structural Fire Breaks Widening Double the width of external fire breaks on grounds which have structures located in wilderness and or areas prone to wildfires.

WILDFIRE OBJECTIVE 9: Special District Funding. Continue Special Districts projects relating to wildfire. 188

WF Action 9.1: Continue funding and support for Special Districts projects relating to wildfire in the categories of water systems, sewer systems, wastewater treatment, roads, TV districts, park districts, Big Bear Valley Recreation Park District and Bloomington Recreation and Park District.

WF Action 9.2: Emergency Water Supplies Purchase emergency water supply or water purification devices to ensure uninterrupted supply of water to emergency response personal. (Completed with continuous fresh of supplies and rotation)

City of Colton.

City of Colton General Plan 2018 Safety Element. The Safety Element of the Colton General Plan addresses potential risks within the City that could potentially endanger the public health, safety, and welfare of the community through setting goals, policies, and programs. Periodic updates of the Safety Element ensure that goals and policies are relevant and responsive to community needs. The following goals, policies, and programs related wildfires would be applicable to the proposed project:

Goal: Safeguard the community from the threat of urban and wildfire hazards.

Policy S-3.2 Promote comprehensive structural modification and fuel modification guidelines for new and existing (non-conforming) buildings and structures located within the wildland-urban interface (high and very high fire hazard severity zones), in compliance with local and State Wildland-Urban Interface code requirements of the California Building Code, and any future updates.

Policy S-3.3 Restrict new development in wildland-urban interface areas (high and very high fire hazard severity zones), unless designed using the most up to date wildfire mitigation techniques and code requirements, in compliance with local and State Wildland-Urban Interface code requirements.

Policy S-3.4 Coordinate wildfire response plans (i.e., Cal Fire Unit Fire Plan) with Local, State, Federal, and Tribal entities, as appropriate.

Policy S-3.5 Require all new development to comply with fire safety standards identified in Title 15 of the Colton Municipal Code.

Policy S-3.6 Integrate key metrics and recommendations from the Colton and Loma Linda Fire Departments Strategic Plan to ensure adequate service is provided to residents and businesses.

Policy S-3.7 Locate new critical facilities outside of wildfire hazard severity zones, unless no alternate location is available or feasible.

Policy S-3.8 Require all new development and major redevelopment/reconstruction within the WUI (high and very high wildfire hazard severity zones) to prepare a Fire Protection Plan.

Table 4.20.A demonstrates the project's consistency with applicable goals and policies of the City's General Plan.

Table 4.20.A: General Plan Consistency Analysis, Wildfire

General Plan Principals and Standards	General Plan Consistency Analysis
Safety Element: GOAL S-3: Safeguard the community from the threat of urban and wildfire hazards.	
Policy S-3.2 Promote comprehensive structural modification and fuel modification guidelines for new and existing (non-conforming) buildings and structures located within the wildland-urban interface (high and very high fire hazard severity zones), in compliance with local and State Wildland-Urban Interface code requirements of the California Building Code, and any future updates.	**Consistent.** The project would be developed in compliance with City's General Plan and Municipal Code to mitigate wildfire risks.
Policy S-3.3 Restrict new development in wildland-urban interface areas (high and very high fire hazard severity zones), unless designed using the most up to date wildfire mitigation techniques and code requirements, in compliance with local and State Wildland-Urban Interface code requirements.	**Consistent.** The project would be developed in compliance with state, regional and local regulations regarding development in a very high fire hazard severity zone.
Policy S-3.4 Coordinate wildfire response plans (i.e., Cal Fire Unit Fire Plan) with Local, State, Federal, and Tribal entities, as appropriate.	**Not Applicable.** This policy is referring to the City coordination with the appropriate fire agencies.
Policy S-3.5 Require all new development to comply with fire safety standards identified in Title 15 of the Colton Municipal Code.	**Consistent.** The project would be developed in compliance with fire safety standards in Title 15 of the City's Municipal Code.
Policy S-3.6 Integrate key metrics and recommendations from the Colton and Loma Linda Fire Departments Strategic Plan to ensure adequate service is provided to residents and businesses.	**Consistent.** The project would integrate appropriate measures to respond to wildfires.
Policy S-3.7 Locate new critical facilities outside of wildfire hazard severity zones unless no alternate location is available or feasible.	**Not Applicable.** This policy is referring to the City locating critical facilities such as police and fire stations and hospitals outside high fire hazard zones.
Policy S-3.8 Require all new development and major redevelopment/reconstruction within the WUI (high and very high wildfire hazard severity zones) to prepare a Fire Protection Plan.	**Consistent.** The project would be required to prepare a Fire Protection Plan (see Mitigation Measure 4.20.1).

Source: *Safety Element*, City of Colton General Plan, 2018.

City of Colton Local Hazard Mitigation Plan. The 2018 Local Hazard Mitigation Plan focuses on identifying and mitigating hazards from natural and human-caused events such as floods, earthquakes and fire. The plan includes a comprehensive assessment of the threats that Colton faces from both natural and human-caused hazards, as well as a set of coordinated policy recommendations to reduce these threats. It identifies the resources that can be used to help community members, City staff, and local officials to understand threats and make informed decisions. The plan identifies the City's emergency planning, organization, and response policies and procedures.[8]

4.20.5 Thresholds of Significance

The thresholds for wildfire impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines* and the City's *CEQA Significance Thresholds Guide*. If the proposed project would be located in or near SRAs or lands classified as VHFHSZ, the proposed project may be deemed to have a significant impact with respect to wildfires if it would:

[8] City of Colton Local Hazard Mitigation Plan, 2018. https://www.ci.colton.ca.us/DocumentCenter/View/3948/Public-Review-Draft-LHMP_Complete?bidId= (Accessed August 31, 2021).

Threshold 4.20-1 **Substantially impair an adopted emergency response plan or emergency evacuation plan.**

Threshold 4.20-2 **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.**

Threshold 4.20-3 **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.**

Threshold 4.20-4 **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.**

4.20.5.1 Impact Analysis

The project site is in a WUI setting; it is located in a Wildfire Influence Zone that contains wildfire susceptible vegetation up to 1.5 miles from a Wildland Urban Interface or Wildland Urban Intermix. The project is designated as an LRA VHFHSZ.

Impair an Emergency Plan.

Threshold 4.20-1 ***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

The San Bernardino County Fire Protection District (SBCFPD) provides for the management of community safety services, such as fire prevention. The SBCFPD covers 19,278 square miles, operates 85 fire stations and facilities within 6 Regional Service Zones (Mountain, North Desert, South Desert, High Desert, West Valley and East Valley), and serves 64 unincorporated communities, the City of Grand Terrace, and the Town of Yucca Valley. There are also 6 ambulance enterprise operations that provide service within these Regional Service Zones. County Fire's executive management is provided by the Fire Chief/County Fire Warden, Deputy Chief, Assistant Chief of Operations as well as Division Managers and Division Chiefs.

Fire protection services within the City are provided by the Colton Fire Department (CFD) and the SBCFPD through a municipal services agreement.

The City adopted the Local Hazard Mitigation Plan document in 2018 which provides guidance for residents, City emergency responders, and businesses in the event a man-made or natural emergency occurs within the City or threatens the City. Both the City of Colton General Plan Safety Element and the City of Colton 2018 Local Hazard Mitigation Plan have identified major surface streets, such as Reche Canyon Road, as a typical evacuation route to be utilized to route traffic through the City and onto freeways to exit the region. However, depending on the location and extent of an emergency, City residents have multiple evacuation routes, which will help expedite an evacuation.

In October 2022, the State of California Office of the Attorney General released a document, which provides best practices for analyzing and mitigating wildfire impacts of development projects under the California Environmental Quality Act (CEQA) (hereafter referred to as *2022 Wildfire Guidance*), including a proposed project's impacts on wildfire ignition risk, emergency access, and evacuation.

According to the *2022 Wildfire Guidance*, projects in high wildfire risk areas should consider the following when considering whether a project has the potential to impact emergency response and/or evacuation plans:

- Capacity of the roadways to accommodate project and community evacuation and simultaneous emergency access;
- Project impacts on evacuation timing;
- Need for alternative evacuation plans;
- Project impacts on existing evacuation plans; and
- Adequacy of emergency access, including the projects proximity to existing fire services and the capacity of the existing services.

The proposed project's impacts on emergency response and/or evacuation plans during project construction and operation are evaluated below based on the considerations above.

Construction.

Capacity of the roadways to accommodate project and community evacuation and simultaneous emergency access.

Reche Canyon Road is identified as a typical evacuation route by the City's General Plan and Local Hazard Mitigation Plan; therefore, this roadway would be used as an evacuation route during a wildfire emergency. Construction of the proposed project includes improvements along Reche Canyon Road, which could require partial lane closures, reduce roadway capacity, increase congestion, and impact traffic flows and/or emergency access during a community evacuation.

To maintain traffic flows, to the greatest extent practicable during construction, the Construction Contractor would be required to prepare and implement a Transportation Management Plan (TMP) (**Mitigation Measure 4.17.1**), to be reviewed and approved by City staff. The TMP would be prepared consistent with the recommendations of the *California Temporary Traffic Control Handbook*[9] and would include provisions to maintain traffic flow along Reche Canyon Road, safe access into and out of the project site, and emergency access to the project site and adjacent areas during construction. For example, traffic management personnel would be trained to assist with responses to emergencies and evacuation needs by controlling the movement of traffic along Reche Canyon Road and into and out of the project

[9] State of California. Temporary Traffic Construction Handbook. May 2018. https://www.sce.com/sites/default/files/inline-files/tcm.pdf (accessed September 27, 2022).

site to facilitate emergency vehicle access. In this manner, officials can plan and respond appropriately to direct the public along Reche Canyon Road and associated intersections with the support of construction traffic management staff and emergency first responders, as appropriate, in the event of an emergency requiring evacuation. With implementation of **Mitigation Measure 4.17.1**, construction of the proposed project, including temporary lane closures along Reche Canyon Road, would not substantially impair these roadways' capacity to accommodate project and community evacuation and simultaneous emergency access.

Project impacts on evacuation timing.

The City's General Plan and Local Hazard Mitigation Plan identify Reche Canyon Road as a typical evacuation route to be utilized to route traffic through the City and onto freeways to exit the region. As discussed above, project construction may require partial lane closures along Reche Canyon Road, which would slow traffic flow along Reche Canyon Road and therefore increase evacuation timing. However, as discussed above, the Construction Contractor would be required to prepare and implement a TMP (**Mitigation Measure 4.17.1**) to maintain traffic flow along Reche Canyon Road during both normal and emergency traffic operations. Therefore, with implementation of **Mitigation Measure 4.17.1**, construction of the proposed project would not substantially increase evacuation timing.

Need for alternative evacuation plans.

As discussed above, the City's General Plan and Local Hazard Mitigation Plan identify Reche Canyon Road as a typical evacuation route to be utilized to route traffic through the City and onto freeways to exit the region. The project site is located on Reche Canyon Road. Reche Canyon Road is the only route in and out of the project site that provides access to freeways (e.g., I-215) that exit the region. Therefore, construction workers would utilize Reche Canyon Road as the primary evacuation route during a wildfire emergency. However, evacuation routes used during wildfire emergencies are dependent on the location and extent of the wildfire. Therefore, as required by **Mitigation Measure 4.20.1**, a project-specific Fire Protection Plan (FPP) would be prepared, which would include a detailed emergency evacuation/shelter-in-place plan that would outline the details of who, what, when and how during emergency evacuations. The FPP would be provided to all owners and employees of the proposed project and would be required to be posted at each of the businesses so that the information is also available to customers. Implementation of **Mitigation Measure 4.20.1**, would ensure that construction activities do not impact existing evacuation plans, which would reduce the need for alternative wildfire evacuation plans.

Project impacts on existing evacuation plans.

As discussed above, the City's General Plan and Local Hazard Mitigation Plan identify Reche Canyon Road as a typical evacuation route to be utilized to route traffic through the City and onto freeways to exit the region during emergencies. Construction of the proposed project may require temporary lane closures on Reche Canyon Road, which would impact existing evacuation plans by slowing traffic flow along Reche Canyon Road. However, as described in detail above, implementation of **Mitigation Measure 4.17.1** would ensure that construction of

the proposed project would not substantially impair Reche Canyon Road's capacity to accommodate project and evacuation traffic or substantially increase evacuation timing. Additionally, as discussed above, **Mitigation Measure 4.20.1**, which requires the preparation of an FPP that includes details about evacuation plans in the event of a wildfire would ensure that construction of the proposed project would not substantially impact existing evacuation plans in the City.

Adequacy of emergency access, including the projects proximity to existing fire services and the capacity of the existing services.

Construction of the project off-site improvements along Reche Canyon Road could require partial lane closures, which could impair emergency access into the project site or within the project vicinity. However, as discussed above, the Construction Contractor would be required to prepare and implement a TMP (**Mitigation Measure 4.17.1**), to be reviewed and approved by City staff. The TMP would be prepared to be consistent with the recommendation of the *California Temporary Traffic Control Handbook*[10] and would include provisions to maintain traffic flow along Reche Canyon Road, safe access into and out of the project site, and emergency access to the project site and adjacent areas during construction. For example, the TMP would include provisions to maintain unobstructed emergency access to the project site and adjacent areas during all phases of construction. Additionally, flag personal associated with traffic management during project construction would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access into the project site or within the project vicinity.

As discussed in Section 4.15, Public Services, the closest fire station to the site is CFD Station 214 at 1151 south Meadow Lane, approximately 2.3 miles northwest of the site and within an approximate 5-minute travel time. According to the RCSP, emergency fire response time has declined from 9.43 minutes to 5 minutes or less within Reche Canyon.[11] The CFD strives for a six (6) minute response time for all call types. The ability of the CFD to maintain the current response times in the future is dependent on many factors such as freeway and surface street congestion, call volume, and the number and locations of fire stations and ambulance services.[12] Given the location of the project site relative to the closest fire station and the current response times identified in the RCSP, the CFD would be able to respond to an emergency at the project site or in the project vicinity within the CFD's 6 minute response time goal. In the event that Reche Canyon Road is being used as a major evacuation route during a wildfire emergency while construction activities are ongoing, implementation of **Mitigation Measure 4.17.1**, which includes provisions to maintain traffic flows along Reche Canyon Road near the project site during emergencies, would ensure that the CFD's response time to the project site or project vicinity would not be significantly increased.

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10 State of California. Temporary Traffic Construction Handbook. May 2018. https://www.sce.com/sites/default/files/inline-files/tcm.pdf (accessed September 27, 2022).

11 *Reche Canyon Specific Plan.* City of Colton. Page 19. February 1991.

12 *Colton and Loma Linda Fire Department Strategic Plan 2015-2017.* Colton Fire Department and Loma Linda Fire Department. http://coltonfire.com/items/Joint%20Fire%20Strategic%20Plan%202015-2017.pdf (Accessed September 2021).

Station 214 has a daily staffing of three personnel comprised of one captain, one engineer, and one firefighter paramedic. To account for the increased fire risk in Reche Canyon, Station 214 personnel cross staff Brush Engine 214, thereby increasing its capacity to serve the project area. Additionally, the City maintains "Mutual Aid" and "Automatic Aid" agreements with surrounding cities (e.g., Rialto, Redlands, Loma Linda, and Riverside), and with San Bernardino County & Riverside County Fire Departments/Cal Fire, which allow for the services of nearby fire departments to assist the City during major emergencies. Therefore, the CFD, including CFD Station 214, would have adequate capacity to serve the project site if there is a wildfire emergency during construction activities. Therefore, construction of the proposed project would not result in inadequate emergency access or impact the capacity of emergency responders to provide emergency services to the project site.

Operation.

Capacity of the roadways to accommodate project and community evacuation and simultaneous emergency access.

The City's General Plan and Local Hazard Mitigation Plan identify Reche Canyon Road as a typical evacuation route to be utilized to route traffic through the City and onto freeways to exit the region. The project site is located in an area of the City where Reche Canyon Road provides primary and direct access to freeways (e.g., I-215) that exit the region. Therefore, employees and customers occupying project site would use Reche Canyon Road as the primary evacuation route during a wildfire emergency. Under existing conditions, several intersections along Reche Canyon Road operate at a deficient level of service, causing increased congestion along this roadway. By adding additional development and associated traffic along an already constrained evacuation route, the proposed project would impair community evacuation and simultaneous emergency access.

However, as discussed in Section 4.17, Transportation, the proposed project would implement improvements to all five study area intersections that are currently operating at a deficient level of service. These intersection improvements will eliminate operational deficiencies at all but one of the five study area intersections (improvements would not eliminate operational deficiencies at the Reche Canyon Road/Shadid Drive, however the improvements would still improve operational deficiencies at this intersection as compared to existing conditions), which would improve traffic flows under normal traffic operations when compared to existing conditions. Since these improvements would improve traffic flows through Reche Canyon during normal traffic operations, these improvements would also improve traffic flows through Reche Canyon during emergency traffic conditions.

As discussed in Section 4.14, Population and Housing, the proposed project would employ up to 29 people. A majority of the businesses would operate during the daytime hours while some of the business, such as the service station and associated convenience store, would operate 24 hours a day. While employee shifts have not been determined at this time, given that some of the businesses will be operating on a 24-hour basis, it is reasonable to assume that not all 29 employees will be at the project site at one time. Furthermore, some of the employees may already live along Reche Canyon Road, which means they would not constitute new traffic along

Reche Canyon Road. Therefore, this analysis assumes that up to two-thirds of the employees, or approximately 20 people, will be at the project site at any one time. In addition, this analysis assumes that there would also be customers on site who would need to evacuate during an emergency. Given the modest size of the proposed development (18,124 square feet) and the types of uses proposed on the site (gas station, convenience store, car wash), the project would not generate a substantial number of customers at any one time during project operations.

Given the project-related intersection improvements to Reche Canyon Road and the relatively low number of project generated employees and occupants at the project site at any one time, the proposed project would not contribute to a substantial increase in the number of vehicles that would have to evacuate the project site at any one time as compared to existing conditions. Therefore, the proposed project would not substantially impair Reche Canyon Road's capacity to accommodate project and community evacuation and simultaneous emergency access.

Project impacts on evacuation timing.

The City's General Plan and Local Hazard Mitigation Plan identify Reche Canyon Road as a typical evacuation route to be utilized to route traffic through the City and onto freeways to exit the region. The project site is currently vacant; therefore, development of the project site with commercial uses would add employees and customers that would need to evacuate the project site in the event of a wildfire emergency. As specified in the Table 4.20.A, Policy S-3.8 of the City's General Plan and as required by **Mitigation Measure 4.20.1**, the proposed project would be required to prepare a project-specific FPP to be reviewed and approved by the City and CFD**.** The FPP would include a detailed emergency evacuation/shelter-in-place plan that would outline the details of who, what, when and how during emergency evacuations, including establishing the project's primary and alternative evacuation routes (e.g., the names and types of roadways to be used for primary or alternative evacuation from the project site and the highway to which it provides access), evacuation protocols (e.g., which evacuation route to use depending on the fire's location, the wind direction, and roadway traffic), the evacuation strategy (e.g., CalFire's Ready, Set, Go program, educating employees on the evacuation plan, signing up for alerts, and when to shelter in place and when to evacuate depending on location of the wildfire and traffic conditions), and the evacuation signage requirements (e.g., installation and maintenance of emergency evacuation route signs at each exit from the property). Furthermore, as described above, the proposed project would complete intersection improvements along Reche Canyon Road. In addition, the proposed project would not contribute to a substantial increase in the number of vehicles that would have to evacuate the project site at any one time as compared to existing conditions because of the relatively low number of project generated employees and customers who would be at the project site at any one time. Therefore, with implementation of **Mitigation Measure 4.20.1**, the proposed project would not substantially increase evacuation timing.

Need for alternative evacuation plans.

As discussed above, the City's General Plan and Local Hazard Mitigation Plan identify Reche Canyon Road as a typical evacuation route to be utilized to route traffic through the City and onto freeways to exit the region. Reche Canyon Road is the only route in and out of the project

site that provides direct access to freeways (e.g., I-215) that exit the region. Therefore, project occupants would use Reche Canyon Road as the primary evacuation route during a wildfire emergency. However, evacuation routes used during wildfire emergencies are dependent on the location and extent of the wildfire. Therefore, if portions of Reche Canyon Road were not available to utilize as an evacuation route, then alternative routes would be used. As required by **Mitigation Measure 4.20.1**, a project-specific FPP would be prepared, which would include a detailed emergency evacuation/shelter-in-place plan that would outline the details of who, what, when and how during emergency evacuations so that project site occupants can safely evacuate the region. The FPP would be provided to all project employees and would be required to be posted at each of the businesses so that the information is also available to customers. Furthermore, as described above, the proposed project would complete intersection improvements along Reche Canyon Road, which would improve traffic operations along Reche Canyon Road during emergency evacuations and help reduce the need for alternative evacuation routes. Additionally, the proposed project would not contribute to a substantial increase in the number of vehicles that would have to evacuate the project site at any one time as compared to existing conditions because of the relatively low number of project generated employees and customers who would be at the project site at any one time. Given the project-related improvements to Reche Canyon Road and the details of an FPP that would be prepared as part of **Mitigation Measure 4.20.1**, the proposed project would not contribute to the need for alternative evacuation plans.

Project impacts on existing evacuation plans.

As discussed above, the project site is located in an area of the City where Reche Canyon Road provides primary and direct access to freeways (e.g., I-215) that exit the region. Therefore, project occupants would use Reche Canyon Road as the primary evacuation route during a wildfire emergency. Given that Reche Canyon Road is the main roadway that provides access through the Reche Canyon community, the proposed project may impact existing evacuation plans in the City. However, as discussed above, the proposed project would complete intersection improvements along Reche Canyon Road, which would improve traffic operations along Reche Canyon Road during emergency evacuations. Furthermore, the proposed project would not contribute to a substantial increase in the number of vehicles that would have to evacuate the project site at any one time as compared to existing conditions because of the relatively low number of project generated employees and customers who would be at the project site at any one time. Additionally, the proposed project would be required to implement **Mitigation Measure 4.20.1,** which requires the preparation of a FPP, including a project-specific evacuation plan. The project-specific evacuation plan would be reviewed by the City and CFD, in part to ensure its consistency with the City's existing evacuation plans. Therefore, with implementation of **Mitigation Measure 4.20.1,** the proposed project would not substantially impact existing evacuation plans in the City.

Adequacy of emergency access, including the projects proximity to existing fire services and the capacity of the existing services.

Access to and from the project site would be provided via two driveways, one at southern end of the project site at the intersection of Reche Canyon Road/Old Reche Canyon Road and one

along the eastern frontage and in the central portion of the project site off Reche Canyon Road. The driveway along the eastern frontage of the project site would be right in/right out only. The project also includes a new fourth leg at Reche Canyon Road/Shadid Drive at the northern portion of the project site to provide emergency access only. Providing an access point to the project site that is dedicated for emergencies would facilitate prompt emergency vehicle access to the project site and prevent conflict with passenger vehicles at the other ingress and egress driveways on the project site. This emergency access only driveway could also provide a third egress point for passenger vehicles to evacuate the project site if necessary. As shown on Figure 3.4, a 30-foot-wide internal drive aisle would facilitate access throughout the site. Therefore, emergency vehicle access, which generally requires a minimum of 30-foot-wide driveways and drive aisles to be provided, would be available to provide adequate emergency access to, from, and within the project site.

As discussed in Section 4.15, Public Services, the closest fire station to the site is CFD Station 214 at 1151 south Meadow Lane, approximately 2.3 miles northwest of the site and within an approximate 5-minute travel time. According to the Reche Canyon Specific Plan (RCSP), emergency fire response time has declined from 9.43 minutes to 5 minutes or less within Reche Canyon.[13] The CFD strives for a six (6) minute response time for all call types. The ability of the CFD to maintain the current response times in the future is dependent on many factors such as freeway and surface street congestion, call volume, and the number and locations of fire stations and ambulance services.[14] However, given the location of the site in proximity to the closest fire station and the current response times identified in the RCSP, the CFD would be able to respond to an emergency in the project vicinity within the CFD's 6 minute response time goal. Additionally, during emergency evacuation conditions, as under normal circumstances, vehicles would be required to yield to emergency vehicles in accordance with California Vehicle Code 21806(A)(1). Therefore, even if Reche Canyon Road was being used as a major evacuation route by project occupants and the surrounding community and was more congested than during normal traffic operations, the CFD's response time to the project site or vicinity would not be significantly increased. Therefore, the proposed project would not substantially impair the emergency access to the project site or vicinity given the project site's proximity to existing fire services.

The project site is currently vacant. However, as discussed in below under Threshold 4.20.6.2, the design of the proposed project, such as replacing on-site weedy vegetation (an ignition source) with predominantly impervious surfaces and fire-resistant structures, would reduce the project's potential contribution to the spread of wildfire. This will reduce the demand on the CFDs for emergency wildfire services as compared to existing conditions. Furthermore, as discussed in Section 4.15, Public Services, Station 214 has a daily staffing of three personnel comprised of one captain, one engineer, and one firefighter paramedic responding on Medic Engine 214. Additionally, to account for the increased fire risk in Reche Canyon, including the project site, Station 214 personnel cross staff Brush Engine 214, thereby increasing its capacity

13 *Reche Canyon Specific Plan.* City of Colton. Page 19. February 1991.

14 *Colton and Loma Linda Fire Department Strategic Plan 2015-2017.* Colton Fire Department and Loma Linda Fire Department. http://coltonfire.com/items/Joint%20Fire%20Strategic%20Plan%202015-2017.pdf (Accessed September 2021).

to serve the project area. Additionally, the City maintains "Mutual Aid" and "Automatic Aid" agreements with surrounding cities (e.g., Rialto, Redlands, Loma Linda, and Riverside), and with San Bernardino County & Riverside County Fire Departments/Cal Fire, which allow for the services of nearby fire departments to assist the City during major emergencies. Finally, the proposed project, as required by the FPP (**Mitigation Measure 4.20.1**) would be required to implement fire reducing measures, including the use of fire resistant materials for on-site structures and a fuel modification plan to reduce wildfire fuels near structures on-site, which would reduce the risk of a fire occurring on the project site, thereby off-setting any additional demand in fire protection services generated by development on the project site. Therefore, the CFD, including CFD Station 214, would have adequate capacity to serve the proposed project. Therefore, the proposed project would not result in inadequate emergency access or impact the capacity of emergency responders to provide emergency services to the project site.

Mitigation Measure 4.20.1 **Fire Protection Plan**. Prior to commencement of grading activities, the project owner shall prepare a Fire Protection Plan (FPP) for City review and approval. At a minimum, the FPP shall include the following:

- A list of all major fire hazards, proper handling and storage procedures for hazardous materials, potential ignition sources and their control, and the type of fire protection equipment necessary to control each major hazard;
- Procedures to control accumulations of flammable and combustible waste materials;
- Procedures for regular maintenance of safeguards installed on heat-producing equipment to prevent the accidental ignition of combustible materials;
- The name or job title of employees responsible for maintaining equipment to prevent or control sources of ignition or fires;
- The name or job title of employees responsible for the control of fuel source hazards;
- Fire protection infrastructure and equipment to be provided on site, including fire hydrant placement;
- Information regarding water supply and available flows during a wildfire;
- Information regarding evacuation routes, alternative evacuation routes; and

- Information regarding allowable building materials and defensible space, building ignition and fire resistance, and building fire protection systems.

Impact Conclusion. As discussed in detail above, with implementation of **Mitigation Measure 4.17.1 and 4.20.1,** construction and operation of the proposed project would not reduce the capacity of roadways to accommodate project and community evacuation and simultaneous emergency access; would not substantially increase evacuation timing; would not result in the need for alternative evacuation plans; would not significantly impact existing evacuation plans; and would not result in inadequate emergency access, including the project's proximity to existing fire services and capacity of existing services. Therefore, construction and operation of the proposed project would not physically interfere with or impair an adopted emergency response or emergency evacuation plan, and impacts would be **less than significant with mitigation incorporated**.

Exacerbate Wildfire Risks Due to Slope, Prevailing Winds, and Other Factors.

Threshold 4.20-2 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?

Wildfire behavior is largely driven by topography, fuel, climatic conditions, and weather (such as low humidity and high winds). Project placement on the landscape relative to fire history, topography and wind patterns combined with project design and project density influences its potential risk of exacerbating wildfires. For example, fire spread and structure loss is more likely to occur in low- to intermediate-density developments because there are more people present to ignite a fire (as compared to undeveloped land), and the development is not concentrated enough (as compared to high-density developments) to disrupt fire spread by removing or substantially fragmenting wildland vegetation. Another example is if a residential project is developed in rugged terrain or on the top of steep hills, the project may increase the wildfire risk because the residences could be a source of ignition and steep terrain results in faster fire spread up-slope. By contrast, if a project site includes landscape features that could prevent or slow the spread of fire, such as a lake or an irrigated golf course, the design of the development may provide fuel breaks that will reduce the potential for a fire to spread.

Topography, fuel, and weather are all an issue in Reche Canyon. Reche Canyon is characterized by rugged terrain and steep hillsides. During summer and fall, before the rainy period, there is a significant threat of wildfire in the City and County, especially during dry Santa Ana wind events. The seasonal Santa Ana winds can be particularly strong in the project area (up to 75 mph) as warm and dry air is channeled through the La Loma Hills and Box Spring Mountains. The Santa Ana winds dry out and preheat vegetation and accelerate oxygen supply, thereby making possible the burning of fuels that otherwise might not burn under cooler, moister conditions.

Under existing conditions, wildfires may potentially occur within the fire-prone vegetation or in open space areas adjacent to the project site. The types of potential ignition sources that currently exist in the project area include vehicles, residential neighborhoods, gas powered landscaping

equipment, powerlines, as well as arson. Because the canyon is subject to Santa Ana winds, high temperatures, and large swaths of vegetated open space, physical conditions would present a challenge to firefighters trying to protect the surrounding communities.

While there is rugged terrain and steep hillsides to the east and west of the project site, the project site itself is not immediately adjacent to the neighboring hills, canyons, or densely vegetated areas. The project site is situated along Reche Canyon Road, on a relatively flat, undeveloped site and is surrounded by commercial development to the south and residential development with scattered vacant parcels in all directions.

The 2.9-acre project site is undeveloped and consist of weedy vegetation. Development of the proposed project would result in a project site that is made up of approximately 80 percent impervious surface areas. The 20 percent of pervious surface area (e.g., landscaping) on the project site would be bisected by cement walkways and would be located adjacent to low flammability parking lots and structures, thereby limiting ignition potential. According to the *2022 Wildfire Guidance*, the proposed project is the type of dense and consolidated site design that reduces wildfire risk. In contrast, according to the existing specific plan designation, the project site would be developed with up to 6 large residential lots, which is the type of site design that increases wildfire risk and is inconsistent with the recommendations provided in the *2022 Wildfire Guidance*.

In addition to site design, proposed structures on the project site would be required to comply with all applicable CBC, CFC, and City Municipal Code regulations, including ignition-resistant materials and incorporation of fire sprinklers, to reduce the risk of wildfires in the project vicinity. The project applicant would also be required to prepare an FPP, in compliance with Policy S-3.8 of the General Plan Safety Element, which would address water supply/availability, fire water flow, hydrant placement, defensible space, building ignition and fire resistance, and fire protection systems, among other pertinent fire protection criteria. Furthermore, the project site is located immediately adjacent to Reche Canyon Road, which is a designated emergency evacuation route in the City. Therefore, in the event of a wildfire, the project site would be more easily and quickly accessible to fire fighters than the surrounding hillside areas in the project vicinity. Additionally, the project site would include three egress driveways for quick evacuation out of the project site and onto Reche Canyon Road.

The project would introduce new potential ignition sources in the form of building materials (e.g., wood), vegetation for landscaping, vehicles, small machinery (e.g., for typical commercial and landscape maintenance), and gasoline. However, the project would also result in a large area separating ignition sources from native fuels and convert existing ignitable fuels (e.g., weedy vegetation) to maintained landscapes that are ignition resistant. The project would also be required to develop a Hazardous Materials Business Emergency Plan administered by the San Bernardino County Fire Protection District to obtain an Underground Storage Tank (UST) Permit for the gas station in accordance with SBCFPD standards. Therefore, the project would function as a fuel reduction area by helping create context-sensitive development and a new first-fuel break line of defensible space.

> ***Impact Conclusion.*** While the project site is within a Very High Fire Severity Zone, the project site is surrounded by roadways on all sides and is not adjacent to a densely vegetated area.

Additionally, the project site is not located in rugged terrain or at the top of a steep hill. The proposed project is comprised predominantly of impervious surfaces and small areas of native landscaping would be bisected by cement walkways, further limiting ignition potential, and adjacent to low flammability parking lots and structures. Proposed structures would be "fire hardened" and be required to comply with applicable CBC, California Fire Code, SBCFPD regulations, and City Municipal Code regulations to increase the structures' resistance to fire. Furthermore, the proposed project is located immediately adjacent to a major road (Reche Canyon Road, a designated emergency evacuation route) and provides three egress driveways for quick access to evacuation. Therefore, project impacts related to exacerbating wildfire risks due to slope, prevailing winds, or other factors would be **less than significant**. No mitigation is required.

Exacerbate Wildfire Risks Due to the Installation or Maintenance of Infrastructure.

Threshold 4.20.3 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?

Utility and infrastructure improvements included as part of the proposed project are described in Chapter 2.0: *Project Description* and analyzed in Section 4.19: *Utilities and Service Systems* of this EIR.

Potable, recycled water, and wastewater infrastructure would be installed on the project site. Existing water facilities, sewer facilities, storm drain lines, and power lines, would also be modified and/or extended throughout the site, as part of the project. Project design and implementation of utility improvements would be reviewed and approved by the City's Public Works Department as part of the project's approval process to ensure the proposed project is compliant with all applicable fire codes, design standards, and regulations. The temporary physical impacts associated with the construction of project-related utility and infrastructure improvements are a part of the footprint of the proposed project and are therefore addressed in the environmental analysis for each topical analysis that is provided within this document.

The project site is in a LRA Very High Fire Hazard Severity Zone. As discussed above, Colton has two primary areas that are extremely prone to wildfires, the Reche Canyon area and the La Loma Hills. The Colton Electric Department (CED) developed a Wildfire Prevention and Mitigation Plan (WPMP), which is consistent with the City's LHMP, to illustrate steps taken by the CED to reduce the fire risk posed by its electrical generation, transmission, and distribution equipment. According to the CED, the Reche Canyon area is identified as a Tier 3 fire hazard area.[15] CED follows all appropriate design, construction, operation and maintenance requirements to reduce the risk of fire from equipment malfunctions. According to the report, programs such as vegetation management, increased inspections, operational awareness, technological upgrades, public safety, and notification have all been identified to reduce the risks of wildfires stemming from the electric system. In addition, the

[15] City of Colton. *Wildfire Prevention and Mitigation Plan*. Page 11-12. https://www.ci.colton.ca.us/DocumentCenter/View/6551/110619-Wildfire-Prevention-2019?bidId=. (accessed September 27, 2022).

CED's coordination with other departments such as the Southern California Edison (SCE) and the Colton Water and Wastewater Departments are an essential component in wildfire mitigation. The involvement with SCE is necessary due to their transmission and distribution lines traversing the area, while the involvement with water department is important due to the combined nature of water and electric.

Furthermore, in the event of a fire or red flag warning, CED would de-energize circuits to prevent the potential fire risk and maintain public safety. The City of Colton Water Department (CCWD) has retrofitted booster pumps so that mobile emergency generators can be connected to the booster pumps to maintain water flow in the event of electrical outages. It would be difficult to transport the generators to the booster stations during an evacuation, but with sufficient warning, CCWD could achieve this. Due to the financial and operational impacts of de-energizing circuits, the CED does not intend to pre-emptively de-energize lines at the moment.

The project site plan includes very little vegetation that could be a source of fire. The internal roads and parking areas would also reduce fire risk. Furthermore, the project site would be developed in accordance with applicable CBC, CFC, and City Municipal Code regulations, and the FPP, including requiring all on-site structured to be "fire-hardened" . Fire-hardening means taking precautions to reduce a structure's susceptibility to burning in a wildfire. Examples of actions that are taken to fire-harden structures include constructing buildings with fire-resistant materials (e.g., metal roofs) and clearing vegetation around the buildings and/or boundary of the project site to create a defensible space. Developing the proposed project to be consistent with existing codes and regulations, including fire-hardening proposed structures, would reduce the fire risk at the project site.

The project applicant would prepare an FPP to reduce the proposed project's contribution to the risk of wildfire including, addressing water supply/availability, fire water flow, and hydrant placement, creating defensible space, addressing building ignition and fire resistance, and developing fire protection systems, among other pertinent fire protection criteria. The FPP would be reviewed and verified by the City to ensure compliance with local and State codes.

> ***Impact Conclusion.*** The project design and FPP would be reviewed and approved by the City as part of the project's approval process, which would ensure the proposed project is compliant with all applicable fire codes, design standards, and regulations. Furthermore, as discussed above under Threshold 4.20-2, the proposed project would not exacerbate fire risk and is consistent with the type of dense and consolidated site design envisioned by the *2022 Wildfire Guidance*. The proposed project would not require the installation or maintenance of infrastructure that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment. Impacts would be **less than significant** and no mitigation would be required.

Expose People or Structures Significant Risks.

Threshold 4.20.4 Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

After a wildfire passes through an area, post-fire hazards can occur based on conditions of the topography and susceptibility to flooding. Post-fire landslide hazards include fast-moving, highly destructive debris flows that can occur in the years immediately after wildfires in response to high intensity rainfall events, and those flows that are generated over longer time periods accompanied by root decay and loss of soil strength.[16] Post-fire debris flows are specifically hazardous because they can occur with little warning, can exert great impulsive loads on objects in their paths, can strip vegetation, block drainage ways, damage structures, and endanger human life.[17] Wildfires also have the potential to destabilize preexisting deep-seated landslides over long time periods.[18]

Landslides. The project site is situated on a relatively flat undeveloped site with drainages to Reche Canyon Creek and eventually to the Santa Ana River. The elevations on the site range from approximately 1,253 feet amsl at the southeast corner down to 1,229 feet amsl at the north corner of the site. The topography surrounding the project site is also relatively flat. The project specific *Geotechnical Engineering Investigation* notes the project site does not lie within a landslide susceptible zone and that there are no known landslides at the site. The potential for landslide at or near the site is low[19].

Impact Conclusion. In the event that a wildfire should spread to the project site, it would not expose any on-site slopes to erosion from water of the potential for slope failure because, as discussed above, the project site does not contain any steep slopes that are prone to landslides. The proposed project would not expose people or structures to significant landslide risks, including downslope landslides, as a result of runoff, post-fire slope instability, or drainage changes. There would be a **less than significant impact** to project occupants or nearby residents or workers related to post-wildfire landslide risks and no mitigation would be required.

Flooding and Drainage. According to the Federal Emergency Management Agency (FEMA), the project site is located on FIRM Panel 06071C8694H (effective August 16,2021) and portions of the site are designated as Flood Zone AE, a high-risk area.[20] The project site has Flood Zone A designations based on the existing natural drainages that cross the site. A fire west of the project site could trigger increased downstream sediment movement, which could raise the elevation of potential flooding along the natural drainages in the project site. The proposed project includes site design, source control, and Low Impact Development (LID) Best Management Practices (BMPs) to capture, store, evaporate, detain, and infiltrate stormwater runoff, which would reduce flooding on- or off-site, including any post-fire flows that originate off-site. Additionally, post-fire flows in the project vicinity would be channeled towards the

16 United States Geological Survey. *Natural Hazards.* "What Should I Know about Wildfires and Debris Flows?" https://www.usgs.gov/faqs/what-should-i-know-about-wildfires-and-debris-flows?qt-news_science_products=0#qt-news_science_products (accessed July 14, 2021).

17 *Ibid.*

18 *Ibid.*

19 Geotechnical Engineering Investigation. Salem Engineering Group, Inc. 2016

20 Federal Emergency Management Administration (FEMA). *National Flood Hazard Layer* (NFHL). Panel 06071C8694H, https://hazardsfema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.28418676908056,34.0249064267649,-117.27380125577575,34.02935230999606 (accessed July 14, 2021).

existing channel west of the project site, reducing the risk of downstream flooding from post-fire slope instabilities.

The proposed project would be required to adhere to the San Bernardino County's Multi-Jurisdictional Hazard Mitigation Plan and the City of Colton Local Hazard Mitigation Plan, which are approved by FEMA and provide policy recommendations to reduce threats associated with flooding. Adherence to these plans would reduce the likelihood of flood-related damage on the project site caused by a wildfire.

Impact Conclusion. If a wildfire should spread to the project site, it is not expected that the project would contribute any additional runoff or sedimentation to the on-site natural drainages or other downstream drainages. This is due to the lack of steep slopes prone to landslides or erosion on the project site and the fact that the project's drainage improvements would remain intact after a major wildfire, allowing them to continue to reduce the potential for flooding conditions in downstream storm drain facilities. Therefore, downslope or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes are unlikely to expose occupants or structures to significant risks. Impacts to project occupants related to post-wildfire flooding risks would be **less than significant** and no mitigation is required.

4.20.6 Programmatic Analysis

4.20.6.1 Environmental Setting

The Residential Transfer Site (RTS) is located in an urbanized portion of Colton. The nearest FHSZ (Moderate) is located approximately 0.5 mile southwest of the RTS, near the intersection of Rancho Avenue and Aqua Mansa Road. Development directly adjacent and in the vicinity of the RTS includes residential, commercial, and other business uses. Woodrow Wilson Elementary School, roadway, and railroad uses separate the RTS from any open space or hillside areas. According to the City's LHMP[21], La Cadena Drive, which is located approximately 100 feet east of the RTS, is identified as an evacuation route in Colton.

4.20.6.2 Programmatic Impact Analysis

The areas of Colton with the highest fire risk include La Loma Hills and the Box Spring Mountains/ Reche Canyon area; however, depending on the nature of future fire events, adjacent areas could also be at risk. While vacant industrial land and the Santa Ana River may help to buffer some parts of the community from wildfire events, under the right conditions, a wildfire could jump these areas and threaten other areas of Colton.

The RTS is located in an urbanized area of Colton. The RTS is not located within a wildlands urban interface or within a Fire Hazard Severity Zone and is not located along a Colton evacuation route. The infrastructure improvements/connections required to facilitate redevelopment of the RTS would not extend into an FHSZ or interfere or otherwise influence fire management activities in fire-prone areas of Colton. It is reasonable to anticipate that the design and implementation of any

[21] City of Colton. 2019. Local Hazard Mitigation Plan, Figure 3.

required utility and roadway improvements/connections to the RTS would be reviewed and approved by the City's Public Works Department as part of the development review to ensure the proposed uses are compliant with all applicable fire codes, design standards, and regulations. Therefore, redevelopment of the RTS site subsequent to approval of the proposed GPA and zone change would not impair an adopted emergency response or evacuation plan, would not exacerbate wildfire risks, and would not expose project occupants to pollutant concentrations from a wildfire. Therefore, the proposed General Plan Amendment (GPA) and zone change and the subsequent redevelopment would have **no impacts** associated with wildfire.

4.20.7 Cumulative Impacts

The purpose of this section is to evaluate any additional incremental impact that the proposed project is likely to cause over and above the combined impacts of recently approved and proposed projects in the City and its sphere of influence. As defined in the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and reasonably foreseeable projects within the cumulative study area for wildfire.

For the reasons outlined above in Section 4.20.6, *Project Impacts*, implementation of the project, when considered along with the impacts of past, present, and reasonably foreseeable projects in the City of Colton, would not result in a significant cumulative impact related to wildfire. The proposed project and all related projects are required to adhere to City, County, State, and federal regulations designed to reduce and/or avoid impacts related to wildfire including flooding hazards and landslides after a wildfire event. With compliance with these regulations, cumulative impacts related to wildfire would be less than significant. The project would have a **less than cumulatively considerably impact** on wildfire hazards.

5.0 OTHER CEQA CONSIDERATIONS

5.1 SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(c) of the *State CEQA Guidelines* requires that an Environmental Impact Report (EIR) describe any significant impacts that cannot be avoided. Specifically, Section 15126.2(c) states that an EIR shall:

> Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications, and the reasons why the project is being proposed, notwithstanding their effect, should be described.

The Executive Summary of this document (Chapter 1.0) contains a detailed summary that identifies the proposed project's environmental impacts as compared to existing conditions, proposed mitigation measures, and the level of significance of any impacts after mitigation. Implementation of the proposed project would not result in any impacts that are considered significant, adverse, and unavoidable. All environmental issues analyzed in this Draft EIR were determined to result in less than significant impacts or can be reduced to less than significant levels with the incorporation of mitigation measures.

5.2 ENERGY IMPACTS

According to Section 15126.2(b) of the *State CEQA Guidelines*, "[i]f analysis of the project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources, the EIR shall mitigate that energy use."

As described in Section 4.6, Energy, of this EIR, the proposed project would not result in significant impacts related to energy use. Therefore, no mitigation is required.

5.3 GROWTH-INDUCING IMPACTS

Sections 15126(d) and 15126.2(e) of the *State CEQA Guidelines* require that an EIR analyze growth-inducing impacts and discuss the ways in which a proposed project could foster economic or population growth or construction of additional housing, either directly or indirectly, in the surrounding environment. This section examines ways in which the proposed project could foster economic or population growth, or the construction of additional housing either directly or indirectly in the surrounding environment. *State CEQA Guidelines* Section 15126.2(d) also requires a discussion of the characteristics of projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. To address these issues, potential growth-inducing effects were examined through analysis of the following questions:

- Would the project remove obstacles to, or otherwise foster, population growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development)?

- Would the project foster economic growth?

- Would approval of the project involve some characteristic that may encourage and facilitate other activities that could significantly affect the environment?

Growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment (*State CEQA Guidelines*, Section 15126.2(e)). This issue is presented to provide additional information on ways in which the proposed project could contribute to significant changes in the environment beyond the direct consequences of developing the proposed land uses as described in earlier sections of this EIR.

5.3.1 Removal of Obstacles to, or Otherwise Foster, Population Growth

The area surrounding the project site is moderately urbanized and developed with existing residences and a commercial enterprise to the south. Due to the rural appeal of the canyon, limited population growth is feasible within the vicinity of the project site as the area is zoned for estate size residential lots. In any event, the proposed project would not remove impediments to population growth in the area surrounding the project site. While the proposed project may require water, sewer, drainage, electricity, and natural gas lines on site and in the immediate vicinity of the project site, such improvements would be intended primarily to meet project-related demand and were already existing to serve existing uses on the project site and would not necessitate substantial utility infrastructure improvements. In addition, all access and internal circulation improvements planned with respect to the proposed project are intended to provide for better circulation flows within the project site and to the project site and would not foster off-site population growth.

The construction of the proposed project would generate a number of construction-related jobs. However, the proposed project would not promote construction workers relocating their places of residence as a direct consequence of working on the proposed project because it is expected that local and regional construction workers would be available to meet the proposed project's construction needs because of it relatively small size. The work requirements of most construction projects are highly specialized so construction workers remain at a job site only for the limited time in which their specific skills are needed to complete a particular phase of the construction process. Therefore, the proposed project would not induce material population growth from a short-term employment perspective.

The proposed project would not cause or result in direct population growth because the proposed project would not provide or remove housing on the project site. The proposed neighborhood commercial facility would result in employment at the project site; however, this use is not anticipated to result in substantial population growth in the area as the new employment positions would not be substantial and employees (22 to 20 employees are estimated) would come primarily from the Canyon and nearby areas. Therefore, impacts to employment from project development would be minimal. Because it is expected that the local and regional labor pools would be available to fill these jobs, it is unlikely that the employment offered by the proposed project would cause people to move or relocate to the area solely for the purpose of being close to the project site. Therefore, although the proposed project would provide employment opportunities, it would not

result in substantial indirect growth or create a significant demand for housing in the project site vicinity.

Therefore, given that the employment opportunities generated by the construction and operation of the proposed project would be filled by people who would commute to the project site, the potential population growth associated with project employees would be minimal.

5.3.2 Foster Economic Growth

In its existing condition, the project site is a vacant, undeveloped lot surrounded by old and new Reche Canyon Road, a neighborhood market and residences. The project site currently does not generate revenue for the City. The proposed project would provide a new source of property tax and sales tax revenues to the City, thereby increasing the local tax base. As previously discussed, the construction of the proposed project would generate a number of construction-related jobs and new employment opportunities in the City during the construction period. As also discussed, the proposed neighborhood commercial facility would provide jobs on the project site that would likely be filled by persons already residing in Reche Canyon and City of Colton. Therefore, the proposed project would foster economic growth. This economic growth would not be substantial but it would generate additional funds for the City through sales tax.

5.3.3 Other Growth Inducing Characteristics

The project site and surrounding areas are within the Reche Canyon Specific Plan (RCSP) which designates the site (referred to as RCSP Planning Area 9) for Estate Density (residential) uses with a 2 units per acre as the maximum density. The proposed project includes the development of a neighborhood commercial facility. Since the project proposes an amendment to the Reche Canyon Specific Plan land use designation and zoning classification from Estate Density (residential) use to neighborhood commercial, it would not add any permanent residents to the project site, therefore the project would not directly increase the City's population beyond existing levels. The proposed land use designation change would not cause a future increase in density or land use and would not have any growth-inducing impacts. Any future growth in the City is likely to occur regardless of whether or not the project is approved. Approval of the project would not involve some characteristic that may encourage and facilitate other activities that could significantly affect the environment.

5.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(d) of the *State CEQA Guidelines* requires that an EIR consider and discuss significant irreversible changes that would be caused by implementation of a proposed project. The *State CEQA Guidelines* specify that the use of nonrenewable resources during the initial and continued phases of a project should be discussed because a large commitment of such resources makes removal or non-use thereafter unlikely. Primary and secondary impacts (e.g., a highway improvement that provides access to a previously inaccessible area) should also be discussed because such changes generally commit future generations to similar uses. Irreversible damage can also result from environmental accidents associated with a project and should be discussed.

The types and level of development associated with the proposed project would consume limited, renewable, and nonrenewable resources. This consumption would occur during construction of the proposed project and would continue throughout the operational lifetime of the proposed project. The development of the proposed project would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project site.

Construction of the proposed project would require consumption of resources that are not replenishable or that may renew so slowly as to be considered nonrenewable. These resources would include certain types of lumber and other forest products (e.g., hardwood lumber), aggregate materials used in concrete and asphalt (e.g., sand, gravel, and stone), metals (e.g., steel, copper, and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels (e.g., gasoline and oil) would also be consumed in the use of construction vehicles and equipment. Water, which is a limited, slowly renewable resource, would also be consumed during construction of the proposed project. However, given the temporary nature of construction activities, water consumption during construction would result in a less than significant impact on water supplies (refer to Sections 4.10: *Hydrology and Water Quality* and 4.19 *Utilities and Service Systems* for a discussion on water use). Furthermore, the use of construction vehicles and equipment would require the consumption of nonrenewable fossil fuels such as natural gas and oil. As with other resources consumed during construction, the consumption of nonrenewable fossil fuels for energy use would occur on a temporary basis during construction of the proposed project.

Operation of the proposed project would continue to expend similar nonrenewable resources that are currently consumed near project site and within Colton. These include energy resources such as electricity, natural gas, petroleum-based fuels, fossil fuels, and water. Energy resources would be used for heating and cooling buildings, transportation within the project site, and building lighting. Fossil fuels are primary energy sources for project construction and operation. This existing, finite energy source would thus be incrementally reduced. Under Title 24, Part 6 of the California Code of Regulations (CCR), conservation practices limiting the amount of energy consumed by the proposed project would be required during operation. Nevertheless, the use of such resources would continue to represent a long-term commitment of essentially nonrenewable resources.

The proposed project would result in the limited use of potentially hazardous materials contained in typical cleaning agents and pesticides for landscaping on the project site. Such materials would be used, handled, stored, and disposed of in accordance with applicable government regulations and standards that would serve to protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In summary, construction and operation of the proposed project would commit the use of slowly renewable and nonrenewable resources and would limit the availability of these resources on the project site for future generations or for other uses during the life of the proposed project. However, the continued use of such resources during operation would be on a relatively small scale and consistent with regional and local urban design and development goals for the area. As a result, the use of nonrenewable resources in this manner would not result in significant irreversible changes to the environment under the proposed project.

6.0 ALTERNATIVES

6.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant impacts of the project and evaluate the comparative merits of the alternatives" (*State CEQA Guidelines*, Section 15126.6). This chapter identifies potential alternatives to the Reche Canyon Plaza Project (proposed project), evaluates the potential impacts of each alternative, and compares the potential impacts of each alternative against the proposed project's impacts, as required by CEQA.

All impacts of the proposed project can be mitigated to below a level of significance; therefore, the proposed project does not have any significant unavoidable impacts. A lead agency is only required to prepare findings rejecting alternatives if one or more significant environmental effects would not be avoided or substantially lessened by mitigation measures. (See *Laurel Hills Homeowners Ass'n v. City Council* (1978) 83 Cal. App. 3rd 515 [if mitigation measures substantially lessen a project's significant environmental effects, the lead agency may approve the project without making findings on the feasibility of the EIR's project alternatives].)

If the City finds that the proposed project's significant adverse effects would be avoided or substantially lessened by mitigation measures, it need not make findings that environmentally superior alternatives are infeasible. (See *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal. App. 4th 477; *Protect Our Water v. County of Merced* (2003) 110 Cal. App. 4th 362, 373; *Kings County Farm Bureau v City of Hanford* (1990) 221 Cal. App. 3rd 692.).

Accordingly, analysis of the three alternatives to the proposed project discussed in this section are provided for informational purposes and to allow the decision-makers to consider the proposed project in light of hypothetical alternative development scenarios, thereby promoting CEQA's purpose as an information disclosure statute.

Key provisions of the *State CEQA Guidelines* on alternatives (Section 15126.6[b] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR:

- The discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly (15126.6[b]).

- The specific alternative of 'no project' shall also be evaluated along with its impact (15126.6[e][1]). The 'no project' analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and

community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (15126.6[e][2]).

- The range of alternatives required in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent) (15126.6[f]).

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (15126.6[f][2][A]).

- If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given location (15126.6[f][2][B]).

- An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (15126.6[f][3]).

Pursuant to the guidelines stated above, a range of alternatives to the proposed project is considered and evaluated in this EIR. These alternatives were developed in the course of project planning and environmental review. The discussion in this section provides:

1. A description and analysis of impacts for each of the alternatives considered;

2. Comparative analysis of each alternative that focuses on the potentially significant environmental impacts of the proposed project (the purpose of this analysis is to determine whether alternatives are capable of further reducing the significant environmental impacts of the project to a less than significant level); and

3. Conclusions regarding the alternative's: (1) ability to avoid or substantially lessen the potentially significant impacts of the project; (2) ability to attain the project objectives (as stated below); and (3) merits compared to the merits of the proposed project.

6.1.1 Proposed Project

The proposed project, located on 2.90 acres in Reche Canyon, would consist of the development of approximately 18,124 square feet commercial uses including a 1,750 square foot car wash, 3,000

square foot convenience store, 3,570 square foot fueling station consisting of six fueling dispensers (12 pumps), and approximately 9,800 square feet of divisible commercial/retail space to accommodate neighborhood sales/services.

6.1.1.1 Project Objectives

The following provides the objectives established for the proposed project, which include implementation of goals and policies established by the City of Colton and in the Reche Canyon Specific Plan. Specifically, the project objectives are to:

- Provide land uses consistent with the overall intent of the Reche Canyon Specific Plan.
- Provide land uses that are consistent with the goals and objective of the City of Colton General Plan.
- Provide retail commercial land uses to serve local residents.
- Provide retail uses that meet current market demands.
- Design a project that will help reduce convenience trips by local residents and pass-by traffic that will help incrementally reduce traffic along Reche Canyon Road.
- Develop a high-quality project that will contribute to the ambiance of the canyon through its design, architecture, landscaping, and amenities.
- Make improvements to Reche Canyon Road that will improve traffic, pedestrian, and equestrian safety consistent with the City's Circulation Element.
- Build a project that will have positive revenue to cost implications for City services over the long-term.
- Develop a project that minimizes environmental impacts on surrounding land uses.

Reche Canyon Specific Plan Goals.

- **Goal One:** To maintain the semi-rural character of Reche Canyon while allowing for future development.
- **Goal Two:** Improve and enhance the efficiency, carrying capacity, and safety of the circulation system throughout the canyon area.
- **Goal Three:** Reduce or, where practical, eliminate adverse effects on the public health, safety, and welfare that could result from inappropriate development.
- **Goal Four:** Preserve, maintain and enhance where possible Reche Canyon's natural features, open space, and recreational opportunities.
- **Goal Five:** Encourage close cooperation between the City of Colton, the City of Loma Linda, and the County of San Bernardino in regulating development in the planning area.

6.2 ALTERNATIVES INITIALLY CONSIDERED BUT REJECTED FROM FURTHER CONSIDERATION

Section 15126.6(c) of the *State CEQA Guidelines* suggests that EIRs identify any alternatives that were considered by the Lead Agency but were rejected during the scoping process and briefly explain the reasons underlying the Lead Agency's determination. In evaluating an appropriate range of alternatives to the proposed project, several alternatives were considered and rejected for differing reasons by the City of Colton (City).

The following is a discussion of the development alternative considered during the environmental review process and the reasons they were not selected for detailed analysis in this Draft EIR.

6.2.1 Alternative Sites

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant impacts of the project. The key question and first step in the analysis is whether any of the significant impacts of the project would be avoided or substantially lessened by relocating the project. Only locations that would avoid or substantially lessen any of the significant impacts of the project need be considered for inclusion in the EIR (*State CEQA Guidelines*, Section 15126.6[f][2][A]). Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the Applicant/Developer can reasonably acquire, control, or otherwise have access to the alternative site (*State CEQA Guidelines*, Section 15126.6[f][1]). If it is determined that no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion (*State CEQA Guidelines*, Section 15126.6[f][2][B]).

No alternative locations where the proposed project could be undertaken are analyzed in the Draft EIR. One of the key project objectives is to provide retail commercial land uses to serve local residents, which will reduce convenience trips by local residents and thereby help incrementally reduce traffic along Reche Canyon Road. There is no other property along this portion of Reche Canyon Road, which is suitable for a commercial site (e.g., flat topography). Furthermore, the proposed project's location is ideal to serve the existing and future local residents along Reche Canyon Road. In addition, the Applicant/Developer does not own or control any other property along Reche Canyon Road or in the vicinity of the project site that would be suitable for development of the proposed project or that would meet the proposed project objectives. Moreover, the Applicant/Developer cannot reasonably acquire or control an alternative site in a timely fashion that would allow for the implementation of a project with similar uses and square footage. Currently, all impacts of the proposed project can be mitigated to below a level of significance. Development of the proposed project at an alternative site (assuming one was available) could potentially result in some environmental impacts that would be greater than those of the proposed project's environmental impacts, depending on the proximity of the alternate site to sensitive uses.

6.2.2 Office/Business Park

An office/business park alternative was considered but rejected for the following reasons. Similar to the proposed project, an amendment to the RCSP would also be required from Estate residential to business park. The proposed project would have an impact on sensitive receptors from noise emanating from the car wash without mitigation. An office complex would have noise emanating from parking lot activity during working hours which may have an impact on sensitive receptors. This impact could potentially be mitigated by erecting a wall around the site or by orienting the buildings between parking areas and the sensitive receptors to the west.

Depending on the type of uses that could be approved onsite, there could be businesses that would use hazardous materials (i.e., dentist, doctor's and veterinarian facilities). The use of hazardous materials would be similar to the proposed project.

Traffic is an issue for the residents of the canyon. The existing pass-by traffic issue would not be alleviated by an office/business park complex. This alternative would attract traffic to the site. It is conceivable residents of the canyon could work in the business park; however, it is not a guarantee.

An office/business park alternative would not meet the objectives of the proposed project which is generally to accommodate the needs of the residents of the canyon by providing commercial convenience uses within the RCSP. Because this alternative does not reduce any of the impacts of the proposed project, it has been screened out for further consideration.

6.3 ALTERNATIVES UNDER CONSIDERATION

Section 21100 of the Public Resources Code (PRC) and Section 15126 of the *State CEQA Guidelines* require an EIR to identify and discuss a No Project Alternative and a reasonable range of alternatives to the proposed project that would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant environmental impacts. Each of the potentially significant impacts of the proposed project are capable of being mitigated to below a level of significance.

Nevertheless, the following three alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of the proposed project but that may avoid or substantially lessen some of the impacts of the proposed project, thereby avoiding the need for the implementation of mitigation measures in those instances. The alternatives considered in this EIR include the following:

6.3.1 Alternative 1: No Project Alternative Existing Reche Canyon Specific Plan Designation Alternative

The No Project Alternative 1 evaluates the condition of the site at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Alternative 1 would build the site under the current General Plan and Zoning designation of Reche Canyon Specific Plan (RCSP). The RCSP designates the site (referred to as RCSP Planning Area 9) for Estate Density (residential) uses with a two single family units per acre as the maximum density. At two units per acre the project site would accommodate approximately 5 to 6 single family units (2.9 acres x 2 units per acre = 5.8 units). It is not certain that 5 to 6 residential units could be constructed on the site because of its triangular shape. Driveways for the units would access Old Reche Canyon Road to be consistent with the General Plan Circulation Element policy which discourages driveways accessing arterial roadways (Reche Canyon Road).

6.3.2 Alternative 2: Reduced Project Alternative

Alternative 2 would construct the site as proposed but without the car wash and fueling station. Specific land uses would include a 3,000-square foot convenience store and 9,800 square feet of neighborhood commercial retail space. Alternative 2 would require an amendment to the RCSP from Estate Residential to General Commercial and would require a General Plan Amendment and Zone Change to an off-site parcel to accommodate a transfer or residential capacity from the project site to a new location to prevent a net loss of residential capacity within the City in compliance with SB 330 requirements. The configuration of the remaining land uses would be the same as what is proposed.

6.3.3 Alternative 3: Elimination of the Car Wash and Fueling Station add Retail Commercial Alternative

Alternative 3 would eliminate the car wash and fueling station but replace those uses with additional retail services so that the proposed development would include 18,124 square feet of commercial retail uses, which is the same total development square footage as the proposed project. The drive aisles, fueling dispensers and underground fuel storage tanks would be eliminated because of these changes. Under Alternative 3, the project site would be accessed off Old Reche Canyon Road with no driveways off Reche Canyon Road. Alternative 3 would require an amendment to the RCSP from Estate Residential to General Commercial and would require a General Plan Amendment and Zone Change to an off-site parcel to accommodate a transfer or residential capacity from the project site to a new location to prevent a net loss of residential capacity within the City in compliance with SB 330 requirements.

For the purpose of this analysis, it is assumed that all of the alternatives would comply with applicable federal, State, and local regulations, policies, and ordinances. The alternatives are further analyzed below and their potential impacts compared to those of the proposed project.

6.4 ALTERNATIVES ANALYSIS

The following section evaluates and compares the impacts of the proposed project with Alternatives 1 through 3. This analysis focuses only on those environmental topics where impacts associated with the proposed project would be different with implementation of an Alternative. Sixteen (listed below) of the twenty environmental issues for all three Alternatives considered would result in a less than significant impact in the same or approximately the same manner as the proposed project. Rather than repeat a discussion of these non-significant impacts under each Alternative, please refer to Chapter 4.0 for a discussion of the impacts. The Alternatives may result in different impacts as

compared to the proposed project in the following four environmental issue areas – Hazards/Hazardous Materials, Hydrology and Water Quality, Noise, and Wildfire. Therefore, the differences in impacts between the proposed project and the Alternatives for these four environmental issue areas is discussed in more detail in Sections 6.4.2, 6.4.3, and 6.4.4 below.

6.4.1 Environmental Impacts That Are Similar to the Proposed Project

4.1 Aesthetics
4.2 Agriculture and Forestry Resources
4.3 Air Quality
4.4 Biological Resources
4.5 Cultural Resources
4.6 Energy
4.7 Geology and Soils
4.8 Greenhouse Gas Emissions
4.11 Land Use and Planning
4.12 Mineral Resources
4.14 Population and Housing
4.15 Public Services
4.16 Recreation
4.17 Transportation
4.18 Tribal Cultural Resources
4.19 Utilities and Service Systems

6.4.2 Comparative Analysis for Alternative 1: No Project Alternative Existing Reche Canyon Specific Plan Designation Alternative

6.4.2.1 Hazards/Hazardous Materials

Alternative 1 would not include the development of a car wash or fueling station and therefore would be less likely than the proposed project to involve the transport and storage of hazardous materials or result in the accidental release of hazardous materials into the environment, such as gasoline leaking into the ground and contaminating soils and groundwater.

Due to the variety of human activities that occurred in Reche Canyon in the past, it is possible that waste materials or remnants of former improvements may be found at the project site during grading. Therefore, similar to the proposed project, Alternative 1 would be required to halt work if any subsurface feature, material or former improvement is found during grading in order to determine whether the material is hazardous.

The project site is not within one-quarter mile of a school, on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, within two miles of a private or public airport or within an airport land use plan and therefore, hazardous materials impacts associated with the location of the project site would be the same for Alternative 1 as compared to the proposed project.

Similar to the proposed project, Alternative 1 would be designed, constructed and operated in accordance with Chapter 15.16 of the City Municipal Code as well as the City's Emergency Plan (Section 2.28.100 of the City Municipal Code). Impacts related to emergency access would be the same as under the proposed project. Similar to the proposed project, Alternative 1 would not expose people or structures to significant risk of loss, injury, or death involving wildfires.

Although the hazards and hazardous materials impacts associated with the proposed project are not significant or can be mitigated to less than significant, Alternative 1 would not include the development of a car wash or fueling station and therefore would be less likely than the proposed project to involve the transport and storage of hazardous materials, such as gasoline, that have the

potential to leak into the ground and pose a threat to the soils and groundwater. Therefore, Alternative 1: No Project Existing Reche Canyon Specific Plan Designation Alternative would have an incrementally less impact associated with hazards and hazardous materials as compared to the proposed project.

6.4.2.2 Hydrology and Water Quality

Similar to the proposed project, Alternative 1 would be required to implement regulatory compliance measures, including the preparation and implementation of a SWPPP, which identifies BMPs to protect water quality during construction activities, preparation and implementation of a Final WQMP to protect water quality during project operations, and compliance with regulatory requirements to protect water quality during dewatering, if applicable.

Alternative 1 would develop large residential estate lots, which would likely include more landscaping and therefore less impervious surfaces than the proposed project. Therefore, Alternative 1 would reduce the quantity and concentration of pollutants in stormwater, thereby reducing the potential impacts to surface and groundwater quality. Because Alternative 1 would include less impervious surface, it would allow for more natural infiltration and groundwater recharge opportunities than the proposed project. Additionally, because Alternative 1 would not include a car wash and fueling station, there is less potential for the accidental release of hazardous materials into surface and groundwater. Therefore, Alternative 1 would have an incrementally less impact on surface and groundwater quality as compared to the proposed project.

Compliance with SB 330 requires no net loss of residential development. Therefore, implementation of the proposed project would require water supply for the commercial uses of the proposed project along with the water use to serve the residential capacity for which its currently designated. Since Alternative 1 would only demand water to serve the residential uses, Alternative 1 would have an incrementally less impact on groundwater supply as compared to the proposed project.

Similar to the proposed project, Alternative 1 would avoid altering the existing drainage patterns and would not result in substantial erosion, on- or off-site flooding, or exceed the capacity of existing stormwater drainage systems.

Similar to the proposed project, based on the distance of the project site from the Pacific Ocean and closed bodies of water, implementation of Alternative 1 would not result in a risk of the release of pollutants from a flood, tsunami, seiche, or dam inundation.

Similar to the proposed project, Alternative 1 would have less than significant impact on hydrology and water quality. However, implementation of Alternative 1 would have an incrementally less impact associated with surface and groundwater quality, groundwater recharge, and water supply.

6.4.2.3 Noise

Similar to the proposed project, Alternative 1 would temporarily generate noise from construction activities. But as with the proposed project, Alternative 1 would be required to limit project construction activities to the daytime hours of 7:00 am to 7:00 pm, include specifications on grading plans that locates construction equipment away from sensitive receptors, and equips all

construction with mufflers to address temporary noise impacts associated with construction. Because Alternative 1 would develop less square footage, it is likely that construction would occur farther away from sensitive receptors and therefore would result in incrementally less temporary noise impacts than the proposed project.

Similar to the proposed project, Alternative 1 would not generate enough project related traffic to increase noise that is perceptible to the human ear in the outdoor environment. However, because Alternative 1 would involve less intense development, it would generate less traffic than the proposed project and therefore result in incrementally less noise related to an increase in traffic along Reche Canyon Road. Also similar to the proposed project, Alternative 1 would not generate vibration that would cause impacts during construction or operation and would not expose people working at the project site to excessive noise levels associated with the project site's proximity to a private or public air strip because the project site is not within the vicinity of a private air strip or within 2 miles of a public airport.

A car wash, fueling activities, surface parking activities, truck delivery and truck-unloading activities, and rooftop HVAC units, would not be developed as part of Alternative 1 and therefore noise impacts on adjacent land uses from development of Alternative 1 would be less than from the proposed project and therefore, would not be expected to exceed the County's noise thresholds. Therefore, Alternative 1 would not require the development of 9-ft wall along the proposed project's western boundary to reduce noise impacts on adjacent sensitive receptors as is required for the proposed project. Therefore, noise impacts on adjacent sensitive receptors associated with the Alternative 1 would be less than noise impacts associated with the proposed project.

6.4.2.4 Wildfire

Similar to the proposed project, Alternative 1 would not negatively impact the capacity of the City's roadways and therefore would not impact the ability to evacuate the project site and/or community in a safe and timely manner during a wildfire emergency. Development within the project site would also be required to comply with all applicable SBCFPD standards and City codes and ordinances for emergency vehicle access, which would ensure adequate emergency vehicle access to, from, and within the site.

Alternative 1 would develop the project site with up 6 large residential lots and associated landscaping dispersed throughout the site. This is the type of site design that increases wildfire risk. Additionally, Alternative 1 would result in more vegetation than the proposed project, which can exacerbate the spread of wildfire. However, Alternative 1 would not include the development of the fueling station, which would reduce the risk of wildfire spread when compared to the proposed project. Therefore, Alternative 1 would result in similar impacts associated with wildfire as compared to the proposed project.

Similar to the proposed project, the City would review and approve the Alternative 1 project design to ensure it met all applicable codes, design standards and regulations and did not include infrastructure that would exacerbate fire risks.

Similar to the proposed project, occupants and/or structures developed under Alternative 1 would not be exposed to significant risk of downslope or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes.

6.4.2.5 Impact Conclusion

Alternative 1 would incrementally reduce impacts associated with hazards and hazardous materials, hydrology and water quality, and noise, and would have similar impacts associated with wildfire when compared to the proposed project. Alternative 1 does not meet all the objectives of the proposed project as indicated in Table 6.A; however, it does not need an amendment to the RCSP. Alternative 1 would implement the objectives of the RCSP which is to construct estate single family housing on the project site.

Table 6.A: Comparison of Alternative 1 to the Project Objectives

Project Objectives	Does the Alternative Meet the Project Objectives?
Provide land uses consistent with the overall intent of the Reche Canyon Specific Plan.	Yes
Provide land uses that are consistent with the goals and objective of the City of Colton General Plan.	Yes
Provide retail commercial land uses to serve local residents.	No
Provide retail uses that meet current market demands.	No
Design a project that will help reduce convenience trips by local residents and pass-by traffic that will help incrementally reduce traffic along Reche Canyon Road.	No
Develop a high-quality project that will contribute to the ambiance of the canyon through its design, architecture, landscaping, and amenities.	Yes
Make improvements to Reche Canyon Road that will improve traffic, pedestrian, and equestrian safety consistent with the City's Circulation Element.	No
Build a project that will have positive revenue to cost implications for City services over the long-term.	No
Develop a project that minimizes environmental impacts on surrounding land uses.	Yes
Make improvements to Reche Canyon Road that will improve traffic, pedestrian, and equestrian safety consistent with the City's Circulation Element.	No
Build a project that will have positive revenue to cost implications for City services over the long-term.	No
Develop a project that minimizes environmental impacts on surrounding land uses.	Yes

6.4.3 Comparative Analysis for Alternative 2: Reduced Project Alternative

6.4.3.1 Hazards/Hazardous Materials

Alternative 2 would not include the development of a car wash or fueling station and therefore would be less likely to involve the transport and storage of hazardous materials or result in the accidental release of hazardous materials into the environment, such as gasoline leaking into the ground and contaminating soils and groundwater.

Due to the variety of human activities that occurred in Reche Canyon in the past, it is possible that waste materials or remnants of former improvements may be found at the project site during grading. Therefore, similar to the proposed project, Alternative 2 would be required to halt work if

any subsurface feature, material or former improvement is found during grading in order to determine whether the material is hazardous.

The project site is not within one-quarter mile of a school, on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, within two miles of a private or public airport or within an airport land use plan and therefore, hazardous materials impacts associated with the location of the project site would be the same for Alternative 2 as compared to the proposed project.

Similar to the proposed project, Alternative 2 would be designed, constructed and operated in accordance with Chapter 15.16 of the City Municipal Code as well as the City's Emergency Plan (Section 2.28.100 of the City Municipal Code). Impacts related to emergency access would be the same as under the proposed project. Similar to the proposed project, Alternative 2 would not expose people or structures to significant risk of loss, injury, or death involving wildfires.

Although the hazards and hazardous materials impacts associated with the proposed project are not significant or can be mitigated to less than significant, Alternative 2 would not include the development of a fueling station and car wash and therefore would be less likely to involve the transport and storage of hazardous materials, that have the potential to leak into the ground and pose a threat to the soils and surface and groundwater. Therefore, Alternative 2: Reduced Project Alternative would have an incrementally less impact associated with hazards and hazardous materials as compared to the proposed project.

6.4.3.2 Hydrology and Water Quality

Similar to the proposed project, Alternative 2 would be required to implement regulatory compliance measures, including the preparation and implementation of a SWPPP, which identifies BMPs to protect water quality during construction activities, preparation and implementation of a Final WQMP to protect water quality during project operations, and compliance with regulatory requirements to protect water quality during dewatering, if applicable.

Alternative 2 would eliminate the car wash and fueling station and the square footage and configuration of the remaining uses (e.g., convenience store and commercial/retail space) would remain the same. Therefore, Alternative 2 would likely include more landscaping and therefore less impervious surfaces than the proposed project. Therefore, Alternative 2 would reduce the quantity and concentration of pollutants in stormwater, thereby reducing the potential impacts to surface and groundwater quality. Because Alternative 2 would include less impervious surface, it would allow for more natural infiltration and groundwater recharge opportunities than the proposed project. Additionally, because Alternative 2 would not include a car wash and fueling station, there is less potential for the accidental release of hazardous materials into surface and groundwater. Therefore, Alternative 2 would have an incrementally less impact on surface and groundwater quality as compared to the proposed project.

Compliance with SB 330 requires no net loss of residential development. Similar to the proposed project, implementation of Alternative 2 would require water supply for the commercial uses of Alternative 2 along with the water use to serve the residential capacity for which its currently

designated. Therefore, Alternative 2 would have a similar impact on groundwater supply as compared to the proposed project.

Similar to the proposed project, Alternative 2 would avoid altering the existing drainage patterns and would not result in substantial erosion, on- or off-site flooding, or exceed the capacity of existing stormwater drainage systems.

Similar to the proposed project, based on the distance of the project site from the Pacific Ocean and closed bodies of water, implementation of Alternative 2 would not result in a risk of the release of pollutants from a flood, tsunami, seiche, or dam inundation.

Similar to the proposed project, Alternative 2 would have the less than significant impact on hydrology and water quality. However, implementation of Alternative 2 would have an incrementally less impact associated with surface and groundwater quality and groundwater recharge.

6.4.3.3 Noise

Similar to the proposed project, Alternative 2 would temporarily generate noise from construction activities. But as with the proposed project, Alternative 2 would be required to limit project construction activities to the daytime hours of 7:00 am to 7:00 pm, include specifications on grading plans that locates construction equipment away from sensitive receptors, and equip all construction with mufflers to address temporary noise impacts associated with construction. Because Alternative 2 would develop less square footage, it is possible that construction would occur farther away from sensitive receptors and therefore would have incrementally less temporary noise impacts than the proposed project.

Similar to the proposed project, Alternative 2 would not generate enough project related traffic to increase noise that is perceptible to the human ear in the outdoor environment. Also similar to the proposed project, Alternative 2 would not generate vibration that would cause impacts during construction or operation and would not expose people working at the project site to excessive noise levels associated with the project site's proximity to a private or public air strip because the project site is not within the vicinity of a private air strip or within 2 miles of a public airport.

A car wash would not be developed as part of Alternative 2 and therefore noise impacts on adjacent land uses from development of Alternative 2 would be less than those associated with the proposed project. However, because the Reduce Project Alternative would still include noise from surface parking activities, truck delivery and truck-unloading activities, and rooftop HVAC units, Alternative 2 is still expected to exceed the County's noise thresholds. Therefore, Alternative 2 may still require the development of 9-ft wall along the proposed project's western boundary to reduce noise impacts on adjacent sensitive receptors as is required for the proposed project. Therefore, noise impacts on adjacent sensitive receptors associated with Alternative 2 would be incrementally less than noise impacts associated with the proposed project. Therefore, Alternative 2: Reduced Project Alternative would have an incrementally less impact associated with noise as compared to the proposed project.

6.4.3.4 Wildfire

Similar to the proposed project, Alternative 2 would not negatively impact the capacity of the City's roadways and therefore would not impact the ability to evacuate the project site and/or community in a safe and timely manner during a wildfire emergency. Development within the project site would also be required to comply with all applicable SBCFPD standards and City codes and ordinances for emergency vehicle access, which would ensure adequate emergency vehicle access to, from, and within the site.

Alternative 2 would eliminate the car wash and fueling station and develop the project site with less square footage as the proposed project (3,000-square foot convenience store and 9,800 square feet of neighborhood commercial retail space). Therefore, Alternative 2 would likely result in more vegetation than the proposed project, which can exacerbate the spread of wildfire. However, Alternative 2 would not include the development of the fueling station, which would reduce the risk of wildfire spread when compared to the proposed project. Therefore, Alternative 2 would result in similar impacts associated with wildfire as compared to the proposed project.

Similar to the proposed project, the City would review and approve the Alternative 2 project design to ensure it met all applicable codes, design standards and regulations and did not include infrastructure that would exacerbate fire risks.

Similar to the proposed project, occupants and/or structures developed under Alternative 2 would not be exposed to significant risk of downslope or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes.

6.4.3.5 Impact Conclusion

Alternative 2 would incrementally reduce impacts on hazards and hazardous materials, hydrology and water quality, noise, and would have similar impacts associated with wildfire when compared to the proposed project. Alternative 2 meets all the objectives of the proposed project as indicated in Table 6.B; however, it does need an amendment to the RCSP to change the Estate Residential designation to Commercial. Alternative 2 would not implement the objectives of the RCSP which is to construct estate single family housing on the project site.

6.4.4 Comparative Analysis for Alternative 3: Elimination of the Car Wash and Fueling Station and add Retail Commercial Alternative

6.4.4.1 Hazards/Hazardous Materials

Alternative 3 would not include the development of a car wash or fueling station and therefore would be less likely to involve the transport and storage of hazardous materials or result in the accidental release of hazardous materials into the environment, such as gasoline leaking into the ground and contaminating soils and groundwater.

Table 6.B: Comparison of Alternative 2 to the Project Objectives

Project Objectives	Does the Alternative Meet the Project Objectives?
Provide land uses consistent with the overall intent of the Reche Canyon Specific Plan.	Yes
Provide land uses that are consistent with the goals and objective of the City of Colton General Plan.	Yes
Provide retail commercial land uses to serve local residents.	Yes
Provide retail uses that meet current market demands.	Yes
Design a project that will help reduce convenience trips by local residents and pass-by traffic that will help incrementally reduce traffic along Reche Canyon Road.	Yes
Develop a high-quality project that will contribute to the ambiance of the canyon through its design, architecture, landscaping, and amenities.	Yes
Make improvements to Reche Canyon Road that will improve traffic, pedestrian, and equestrian safety consistent with the City's Circulation Element.	Yes
Build a project that will have positive revenue to cost implications for City services over the long-term.	Yes
Develop a project that minimizes environmental impacts on surrounding land uses.	Yes
Make improvements to Reche Canyon Road that will improve traffic, pedestrian, and equestrian safety consistent with the City's Circulation Element.	Yes
Build a project that will have positive revenue to cost implications for City services over the long-term.	Yes
Develop a project that minimizes environmental impacts on surrounding land uses.	Yes

Due to the variety of human activities that occurred in Reche Canyon in the past, it is possible that waste materials or remnants of former improvements may be found at the project site during grading. Therefore, similar to the proposed project, Alternative 3 would be required to halt work if any subsurface feature, material or former improvement is found during grading in order to determine whether the material is hazardous.

The project site is not within one-quarter mile of a school, on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, within two miles of a private or public airport or within an airport land use plan and therefore, hazardous materials impacts associated with the location of the project site would be the same for Alternative 3 as compared to the proposed project.

Similar to the proposed project, Alternative 3 would be designed, constructed and operated in accordance with Chapter 15.16 of the City Municipal Code as well as the City's Emergency Plan (Section 2.28.100 of the City Municipal Code). Impacts related to emergency access would be the same as under the proposed project. Similar to the proposed project, Alternative 3 would not expose people or structures to significant risk of loss, injury, or death involving wildfires.

Although the hazards and hazardous materials impacts associated with the proposed project are not significant or can be mitigated to less than significant, Alternative 3 would not include the development of a car wash or fueling station and therefore would be less likely to involve the transport and storage of hazardous materials, such as gasoline, that have the potential to leak into the ground and pose a threat to the soils and surface and groundwater. Therefore, Alternative 3:

Elimination of the Car Wash and Fueling Station and add Retail Commercial Alternative would have an incrementally less impact associated with hazards and hazardous materials as compared to the proposed project.

6.4.4.2 Hydrology and Water Quality

Similar to the proposed project, Alternative 3 would be required to implement regulatory compliance measures, including the preparation and implementation of a SWPPP, which identifies BMPs to protect water quality during construction activities, preparation and implementation of a Final WQMP to protect water quality during project operations, and compliance with regulatory requirements to protect water quality during dewatering, if applicable.

Alternative 3 would eliminate the car wash and fueling station but would replace those uses with additional retail services. Therefore, the total project square footage (18,124 square feet) (i.e., square feet of impervious surface) would remain the same. Since Alternative 2 would have the same amount of impervious surface as the proposed project, the quantity and concentration of pollutants in stormwater would be similar to the proposed project. Therefore, potential impacts to surface and groundwater quality associated with Alternative 3 would be similar to those associated with the proposed project. Alternative 3 would also have similar impacts associated with groundwater recharge as the proposed project. Since Alternative 3 would not include a car wash or fueling station, there is less potential for the accidental release of hazardous materials into surface and groundwater. Therefore, Alternative 3 would have an incrementally less impact on surface and groundwater quality as compared to the proposed project.

Compliance with SB 330 requires no net loss of residential development. Similar to the proposed project, implementation of Alternative 3 would require water supply for the commercial uses of Alternative 3 along with the water use to serve the residential capacity for which its currently designated. Therefore, Alternative 3 would have a similar impact on groundwater supply as compared to the proposed project.

Similar to the proposed project, Alternative 3 would avoid altering the existing drainage patterns and would not result in substantial erosion, on- or off-site flooding, or exceed the capacity of existing stormwater drainage systems.

Similar to the proposed project, based on the distance of the project site from the Pacific Ocean and closed bodies of water, implementation of Alternative 3 would not result in a risk of the release of pollutants from a flood, tsunami, seiche, or dam inundation.

Similar to the proposed project, Alternative 3 would have the less than significant impact on hydrology and water quality. However, implementation of Alternative 3 would have an incrementally less impact associated with surface and groundwater quality.

6.4.4.3 Noise

Similar to the proposed project, Alternative 3 would temporarily generate noise from construction activities. But as with the proposed project, Alternative 3 would be required to limit project construction activities to the daytime hours of 7:00 am to 7:00 pm, include specifications on grading

plans that locates construction equipment away from sensitive receptors, and equip all construction with mufflers to address temporary noise impacts associated with construction. Although Alternative 3 would develop the same square footage as the proposed project, depending on the site design, it is possible that construction would occur farther away from sensitive receptors and therefore would have incrementally less temporary noise impacts than the proposed project.

Similar to the proposed project, Alternative 3 would not generate enough project related traffic to increase noise that is perceptible to the human ear in the outdoor environment. Also similar to the proposed project, Alternative 3 would not generate vibration that would cause impacts during construction or operation and would not expose people working at the project site to excessive noise levels associated with the project site's proximity to a private or public air strip because the project site is not within the vicinity of a private air strip or within 2 miles of a public airport.

Alternative 3 would include noise from surface parking activities, truck delivery and truck-unloading activities, and rooftop HVAC units, Alternative 3 may exceed the County's noise thresholds. Therefore, Alternative 3 may require the development of 9-ft wall along the proposed project's western boundary to reduce noise impacts on adjacent sensitive receptors as is required for the proposed project. However, if the buildings providing additional retail space are located between the sensitive receptors and the parking lot activity, the buildings could effectively block noise from the sensitive receptors and a noise wall may not be required. Therefore, noise impacts on adjacent sensitive receptors associated with Alternative 3 may be incrementally less than noise impacts associated with the proposed project. Therefore, Alternative 3: the Elimination of the Car Wash and Fueling Station and add Retail Commercial Alternative would have potentially less impact associated with noise as compared to the proposed project.

6.4.4.4 Wildfire

Similar to the proposed project, Alternative 3 would not negatively impact the capacity of the City's roadways and therefore would not impact the ability to evacuate the project site and/or community in a safe and timely manner during a wildfire emergency. Development within the project site would also be required to comply with all applicable SBCFPD standards and City codes and ordinances for emergency vehicle access, which would ensure adequate emergency vehicle access to, from, and within the site.

Similar to the proposed project, the City would review and approve the Alternative 3 project design to ensure it met all applicable codes, design standards and regulations and would not include infrastructure that would exacerbate fire risks.

Alternative 3 would eliminate the car wash and fueling station and develop the project site with the same square footage of commercial uses as the proposed project (18,124 square feet). Therefore, Alternative 3 would likely result in the same amount of impervious surface area as the proposed project, which would reduce the spread of wildfire. However, Alternative 3 would not include the development of the fueling station, which would reduce the risk of wildfire spread when compared to the proposed project. Therefore, Alternative 3 would result in an incrementally less impact associated with wildfire as compared to the proposed project.

Similar to the proposed project, the City would review and approve the Alternative 2 project design to ensure it met all applicable codes, design standards and regulations and did not include infrastructure that would exacerbate fire risks.

Similar to the proposed project, occupants and/or structures developed under Alternative 2 would not be exposed to significant risk of downslope or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes.

Given the above, Alternative 3 would have an incrementally less impact associated with wildfire as compared to the proposed project because it would eliminate the fueling station, which would reduce the spread of wildfire when compared to the proposed project.

6.4.4.5 Impact Conclusion

Alternative 3 would incrementally reduce impacts on hazards and hazardous materials, hydrology and water quality, and wildfire, and potentially reduce impacts on noise when compared to the proposed project. Alternative 3 meets all the objectives of the proposed project as indicated in Table 6.C; however, it does need an amendment to the RCSP to change the Estate Residential designation to Commercial. Alternative 3 would not implement the objectives of the RCSP which is to construct estate single family housing on the project site. Because Alternative 3 would likely reduce all four impact areas (hazards and hazardous materials, hydrology and water quality, wildfire, and noise) and meets the objectives of the proposed project, it has been determined to be the Environmentally Superior alternative to the proposed project.

Table 6.C: Comparison of Alternative 3 to the Project Objectives

Project Objectives	Does the Alternative Meet the Project Objectives?
Provide land uses consistent with the overall intent of the Reche Canyon Specific Plan.	Yes
Provide land uses that are consistent with the goals and objective of the City of Colton General Plan.	Yes
Provide retail commercial land uses to serve local residents.	Yes
Provide retail uses that meet current market demands.	Yes
Design a project that will help reduce convenience trips by local residents and pass-by traffic that will help incrementally reduce traffic along Reche Canyon Road.	Yes
Develop a high-quality project that will contribute to the ambiance of the canyon through its design, architecture, landscaping, and amenities.	Yes
Make improvements to Reche Canyon Road that will improve traffic, pedestrian, and equestrian safety consistent with the City's Circulation Element.	Yes
Build a project that will have positive revenue to cost implications for City services over the long-term.	Yes
Develop a project that minimizes environmental impacts on surrounding land uses.	Yes
Make improvements to Reche Canyon Road that will improve traffic, pedestrian, and equestrian safety consistent with the City's Circulation Element.	Yes
Build a project that will have positive revenue to cost implications for City services over the long-term.	Yes
Develop a project that minimizes environmental impacts on surrounding land uses.	Yes

6.5 SUMMARY COMPARISON OF PROJECT ALTERNATIVES

Table 6.D summarizes the impacts of Alternatives 1 through 3 when compared to the proposed project for the four environmental issue areas discussed in Section 6.4 – Hazards/Hazardous Materials, Hydrology and Water Quality, Noise, and Wildfire. Table 6.D identifies whether the impacts anticipated under each alternative would be similar, less than, or greater than those of the proposed project.

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Per the CEQA Guidelines, Section 15126.6, the purpose of evaluating alternatives to the proposed project is to determine whether any different project designs or locations could feasibly attain most of the basic project objectives while avoiding or substantially reducing the significant impacts of the proposed project. As listed in Section 6.1.1, the objectives of the proposed project include providing land uses consistent with the overall intent of the Reche Canyon Specific Plan and the goals and objectives of the City of Colton General Plan, providing retail commercial land uses that meet market demands, serve local residents, and help reduce convenience trips by local residents and pass-by traffic to incrementally reduce traffic along Reche Canyon Road, and make improvements to Reche Canyon Road that will improve traffic, pedestrian, and equestrian safety consistent with the City's Circulation Element.

Section 15126.6(e) provides that if the analysis concludes that the No Project Alternative is the environmentally superior alternative, another of the alternatives considered must be identified as the environmentally superior alternative.

In addition to the proposed project, three alternatives were analyzed. Two of the alternatives, the Reduced Density Alternative and the Elimination of the Car Wash and Fueling Station and add Retail Commercial Alternative meet all of the project objectives. The Existing Reche Canyon Specific Plan Designation meets less than half of the project objectives.

When all the alternatives were considered, Alternative 3, which eliminates the car wash and fueling station and adds retail commercial, is considered to be the Environmentally Superior Alternative, because it meets all of the project objectives but would also result in incrementally less impacts associated with Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Wildfire than the proposed project.

Table 6.D: Summary Comparison of Alternatives

Environmental Impact		Relative Impact Under Different Alternatives			
		Level of Significance with Proposed Project	**Alternative 1: Existing Reche Canyon Specific Plan Designation**	**Alternative 2: Reduced Project**	**Alternative 3: Project Elimination of the Car Wash and Fueling Station and Add Retail Commercial**
Hazards and Hazardous Materials					
Impact 4.9-1	Involve routine transport, use, or disposal of hazardous materials	Less than Significant	Incrementally less	Incrementally less	Incrementally less
Impact 4.9-2	Create a significant hazard to the public or environment	Less than Significant with Mitigation Incorporated	Incrementally less	Incrementally less	Incrementally less
Impact 4.9-3	Emit hazardous emissions within 0.25 mi of a school	No Impact	Similar	Similar	Similar
Impact 4.9-4	Be located on a site included on a list of hazardous materials sites	No Impact	Similar	Similar	Similar
Impact 4.9-5	Result in a hazard if project is located within an airport land use plan or within 2 mi of a public airport	No Impact	Similar	Similar	Similar
Impact 4.9-6	Impair implementation of an emergency response or evacuation plan	Less than Significant with Mitigation Incorporated	Similar	Similar	Similar
Impact 4.9-7	Expose people or structures to wildland fires	Less than Significant	Similar	Similar	Similar
Cumulative Impact	Cumulative Hazards and Hazardous Materials impacts	Less than Significant with Mitigation Incorporated	Similar	Similar	Similar
Hydrology and Water Quality					
Impact 4.10-1	Violate water quality standards or waste discharge requirements	Less than Significant	Incrementally less	Incrementally less	Incrementally less
Impact 4.10-2	Substantially decrease groundwater supplies or interfere with groundwater recharge	Less than Significant	Incrementally less	Incrementally less	Similar
Impact 4.10-3	Substantially alter existing drainage patterns resulting in erosion, flooding, or contribute to runoff.	Less than Significant	Similar	Similar	Similar
Impact 4.10-4	Inundation by flood hazard, seiche, or tsunami release pollutants	Less than Significant	Similar	Similar	Similar

Table 6.D: Summary Comparison of Alternatives

Environmental Impact		Relative Impact Under Different Alternatives			
		Level of Significance with Proposed Project	**Alternative 1: Existing Reche Canyon Specific Plan Designation**	**Alternative 2: Reduced Project**	**Alternative 3: Project Elimination of the Car Wash and Fueling Station and Add Retail Commercial**
Impact 4.10-5	Conflict with a water quality control plan or groundwater management plan	Less than Significant	Similar	Similar	Similar
Cumulative Impact	Cumulative Hydrology and Water Quality impacts	Less than Significant	Similar	Similar	Similar
Noise					
Impact 4.13-1	Noise levels in excess of established standards	Less than Significant with Mitigation Incorporated	Less impact	Incrementally less	Potentially less
Impact 4.13-2	Expose persons to groundborne vibration or groundborne noise levels	Less than Significant	Similar	Similar	Similar
Impact 4.13-3	If project is within vicinity of an airport, expose people to excessive noise	No Impact	Similar	Similar	Similar
Cumulative Impact	Cumulative Noise Impacts	Less than Significant	Similar	Similar	Similar
Wildfire					
Impact 4.20-1	Impair an adopted emergency response plan or emergency evacuation plan.	Less than Significant with Mitigation Incorporated	Similar	Similar	Similar
Impact 4.20-2	Exacerbate wildfire risks due to slope, prevailing winds, and other factors.	Less than Significant	Similar	Similar	Incrementally less
Impact 4.20-3	Exacerbate wildfire risks due to the installation or maintenance of infrastructure.	Less than Significant	Similar	Similar	Similar
Impact 4.20-4	Expose people or structures significant risks.	Less than Significant	Similar	Similar	Similar
Cumulative Impact	Cumulative Wildfire Impacts	Less than Significant	Similar	Similar	Similar

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