



2019039052

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
AND NOTICE OF PUBLIC HEARING**

Notice is hereby given that the public agency named below has completed an Initial Study of the following described project at the following location: 2680 S. La Cadena Drive, Colton CA

Public Agency/Lead Agency: City of Colton

Project Name: Gateway Sign/Station 215 (Mobil)

Project Location – 2680 S. La Cadena Drive, Colton CA

APN(s): 1167-111-19

DAP-001-425 – (1) Billboard Public Benefit Agreement for operation of a proposed off-premise advertising electronic changeable copy (billboard) double-faced freestanding sign as a “gateway sign” for the south entry to the City on the Interstate 215 Freeway; **(2) Conditional Use Permit** for the establishment of the proposed sign with an overall height up to 59 feet, as measured from the freeway right-of-way, and sign face areas up to 14 feet by 48 feet (672 square feet) each for a total cumulative sign area of up to 1,344 square feet; **(3) Variance** for deviation from sign standards which (a) limit gateway signs to a maximum cumulative sign area of 1,200 square feet (b) require the letter height of “City of Colton” text copy be proportional to overall sign size; and (b) require that “City of Colton” text copy be illuminated at night; **(4) Environmental Assessment** (Initial Study) pursuant to CEQA – California Environmental Quality Act – to identify potential adverse impacts; on a ~22,215-square foot property located at 2680 S. La Cadena Drive with an existing adult entertainment use (Club 215) to be converted/replaced with a proposed gasoline sales/market use and zoned I-P, Industrial Park. **DAP-001-476 - (1) Architectural & Site Plan Review** for (a) the conversion, partial demolition, and expansion of an existing two story commercial building (presently used as an adult entertainment use dba Club 215) for use for automobile fuel sales/ convenience market, and second story office space; (b) addition of canopy structure for fuel sales pumps; and (c) related site modifications and improvements; **(2) Conditional Use Permit** for (a) the operation of automobile service (fuel sales) business (Mobil); (b) alcohol sales (License Type 21 – Off-sale General); and (c) 24 hour retail operation, **(3) Sign Review** for a proposed wall-mounted and freeway-oriented freestanding sign; **(4) Variance** for various development code standards, including less than required front building setback and front landscaping yards, on property located at 2680 S. La Cadena Drive and zoned I-P, Industrial Park.

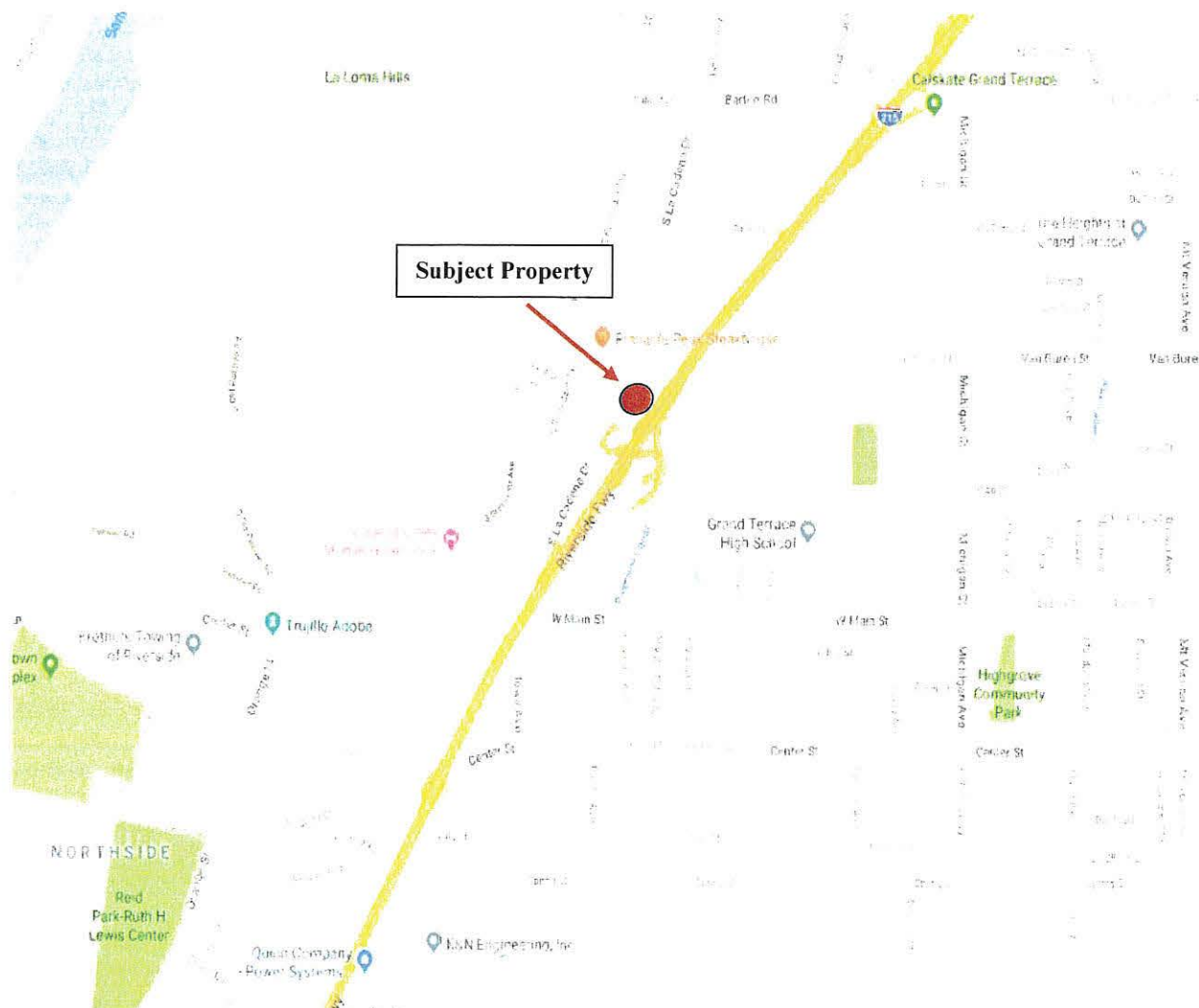
This Initial Study was completed in accordance with the Lead Agency’s Guidelines for Implementing the California Environmental Quality Act. This Initial Study was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of such Initial Study, the Lead Agency’s Staff has concluded that the project will not have a significant effect on the environment, and has therefore prepared a Draft Negative Declaration. The Initial Study reflects the independent judgment of the Lead Agency.

- ☐ The Project site IS on a list compiled pursuant to Government Code section 65962.5.
- ☒ The Project site IS NOT on a list compiled pursuant to Government Code section 65962.5.
- ☐ The proposed project IS considered a project of statewide, regional or areawide significance.
- ☒ The proposed project IS NOT considered a project of statewide, regional or areawide significance.
- ☒ The proposed project WILL affect highways or other facilities under the jurisdiction of the State Department of Transportation.
- ☐ The proposed project WILL NOT affect highways or other facilities under the jurisdiction of the State Department of Transportation.
- ☐ A scoping meeting WILL be held by the Lead Agency.
- ☒ A scoping meeting WILL NOT be held by the Lead Agency.

If the project meets the criteria requiring the scoping meeting, or if the agency voluntarily elects to hold such a meeting, the date, time and location of the scoping meeting are as follows:

Date: N/A	Time: N/A	Location: N/A
Copies of the Initial Study and Draft Negative Declaration are on file and are available for public review at the Lead Agency's office, located at: 659 N. La Cadena Drive, Colton, California 92324		
The proposed Negative Declaration can be obtained in electronic format by the following method: A copy may be viewed at the Development Services webpage at: http://www.ci.colton.ca.us/index.aspx?nid=779		
Lead Agency address: 659 N. La Cadena Drive, Colton, CA 92324		
Comments will be received from February 15, 2019 to March 16, 2019 (30-day circulation)		
Any person wishing to comment on this matter must submit such comments, in writing, to the Lead Agency on or prior to March 16, 2019 . Comments of all Responsible Agencies are also requested.		
The City of Colton, acting as the Lead Agency under CEQA, will consider the project and the Draft Negative Declaration at its meeting on:		
Date: March 26, 2019	Time: 5:30 p.m. in City Hall Council Chambers, 650 N. La Cadena Dr., Colton, CA 92324	
If the Lead Agency finds that the project will not have a significant effect on the environment, it may adopt the Negative Declaration. This means that the Lead Agency may proceed to consider the project without the preparation of an Environmental Impact Report.		

2680 S. La Cadena Drive



**CEQA INITIAL STUDY
GATEWAY SIGN/STATION 215 (MOBIL) – TODD GIBBONEY – FEBRUARY 2019**

**CITY OF COLTON
INITIAL STUDY FOR**

Gateway Sign/Station 215 (Mobil) – Todd Gibboney

DATE:
February 2019

PREPARED FOR

City of Colton

PREPARED BY

City of Colton

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GATEWAY SIGN/STATION 215 (MOBIL) – TODD GIBBONEY – FEBRUARY 2019

The California Environmental Quality Act (CEQA) requires the preparation of an Initial Study when a proposal must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine whether or not a proposal, not exempt from CEQA, qualifies for a Negative Declaration or whether or not an Environmental Impact Report (EIR) must be prepared.

1. **Project Title:** Gateway Sign/Station 215 (Mobil)
2. **Lead Agency Name:** City of Colton
Address: 659 N. La Cadena Dr.
Colton, CA 92324
Tel: 909-370-5527
3. **Contact Person:** Steve Gonzales, Associate Planner
Phone Number: (909) 370-5527; sgonzales@coltonca.gov
4. **Property Location:** 2680 S. La Cadena Drive; Assessor's Parcel Number(s) – 1167-111-19
5. **Project Sponsor:** Todd Gibboney (909) 721-1190
Address: 2680 S. La Cadena Drive
Colton, CA 92324
6. **General Plan Designation:** Industrial Park
7. **Description of Project:** **DAP-001-425 - (1) Billboard Public Benefit Agreement** for operation of a proposed off-premise advertising electronic changeable copy (billboard) double-faced freestanding sign as a "gateway sign" for the south entry to the City on the Interstate 215 Freeway; **(2) Conditional Use Permit** for the establishment of the proposed sign with an overall height up to 59 feet, as measured from the freeway right-of-way, and sign face areas up to 14 feet by 48 feet (672 square feet) each for a total cumulative sign area of up to 1,344 square feet; **(3) Variance** for deviation from sign standards which (a) limit gateway signs to a maximum cumulative sign area of 1,200 square feet (b) require the letter height of "City of Colton" text copy be proportional to overall sign size; and (b) require that "City of Colton" text copy be illuminated at night. **DAP-001-476 - (1) Architectural & Site Plan Review** for (a) the conversion, partial demolition, and expansion of an existing two story commercial building (presently used as an adult entertainment use dba Club 215) for use for automobile fuel sales/ convenience market, and second story office space; (b) addition of canopy structure for fuel sales pumps; and (c) related site modifications and improvements; **(2) Conditional Use Permit** for (a) the operation of automobile service (fuel sales) business (Mobil); (b) alcohol sales (License Type 21 – Off-sale General); and (c) 24 hour retail operation, **(3) Sign Review** for a proposed wall-mounted and freeway-oriented freestanding sign; **(4) Variance** for various development code standards, including less than required front building setback and front landscaping yards, on property located at 2680 S. La Cadena Drive and zoned I-P, Industrial Park.
8. **Surrounding Land Uses and Setting:** The project site consists of one (1) parcel and is located adjacent to the west side of the I-215 Freeway and adjacent to the east side of La Cadena Drive at the south end of the City of Colton boundaries. The property is fully improved and developed with

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an existing two-story 3,622 square foot commercial building, however, the building is actually being reduced in overall size with portions demolished and the project will include a new fuel island canopy which are unenclosed and do not count as floor area. The property is relatively flat, however, there is a slope on the site facing the freeway to the east with a paved deck used for parking that cantilevers. The zoning and general plan designations for the subject property is I-P (Industrial Park).

The surrounding zoning /General Plan designation and land uses:

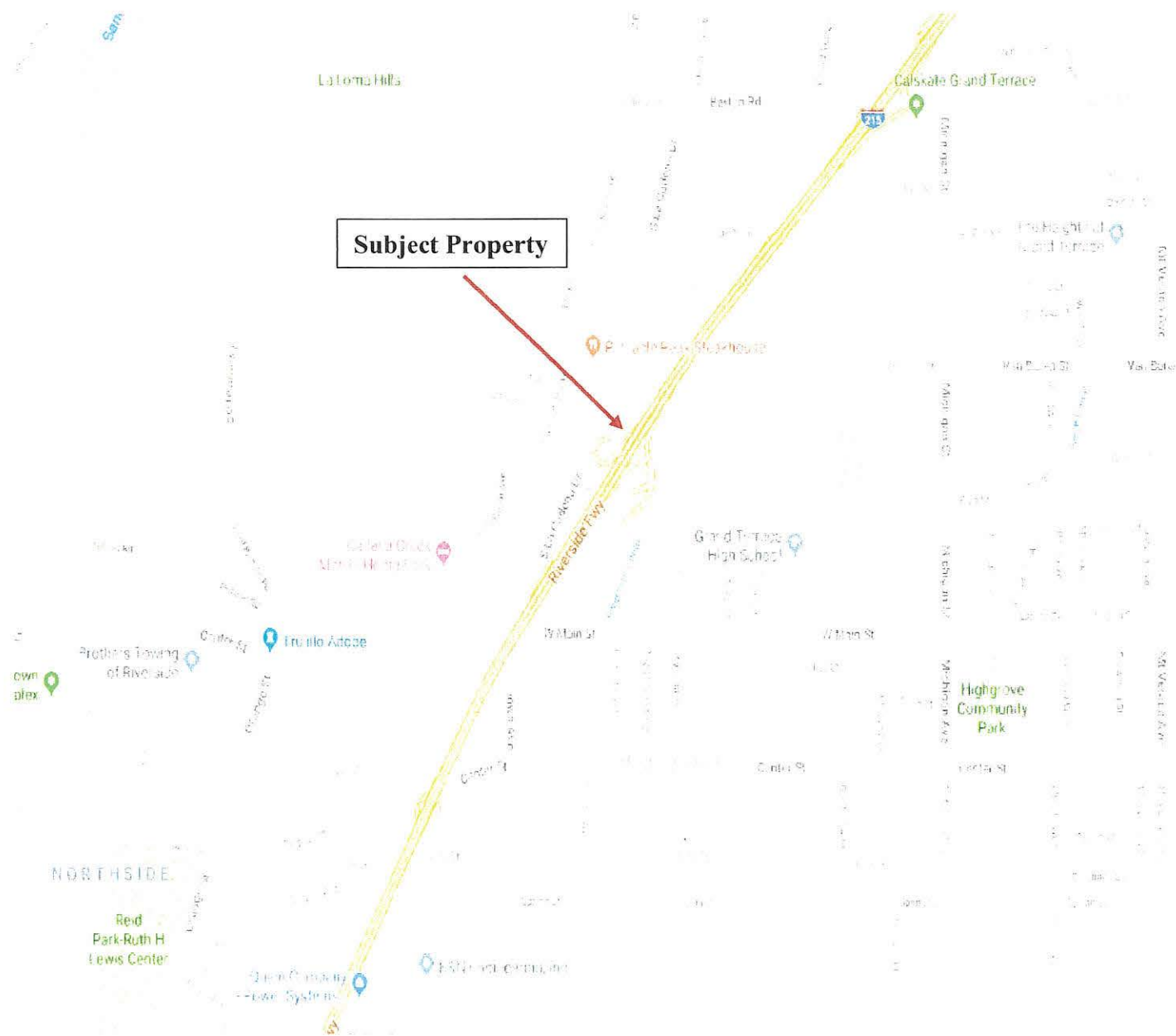
- To the North: I-P (Industrial Park), Industrial Park – Industrial use
- To the South: I-215 Freeway
- To the East: I-215 Freeway
- To the West: Street (La Cadena Drive), vacant, undeveloped land

9. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):

- City of Colton Planning Commission.
- City Council – Public Benefit Agreement for Digital Billboard
- Caltrans – Offsite Advertising Permit (prior to issuance of building permit for billboard)

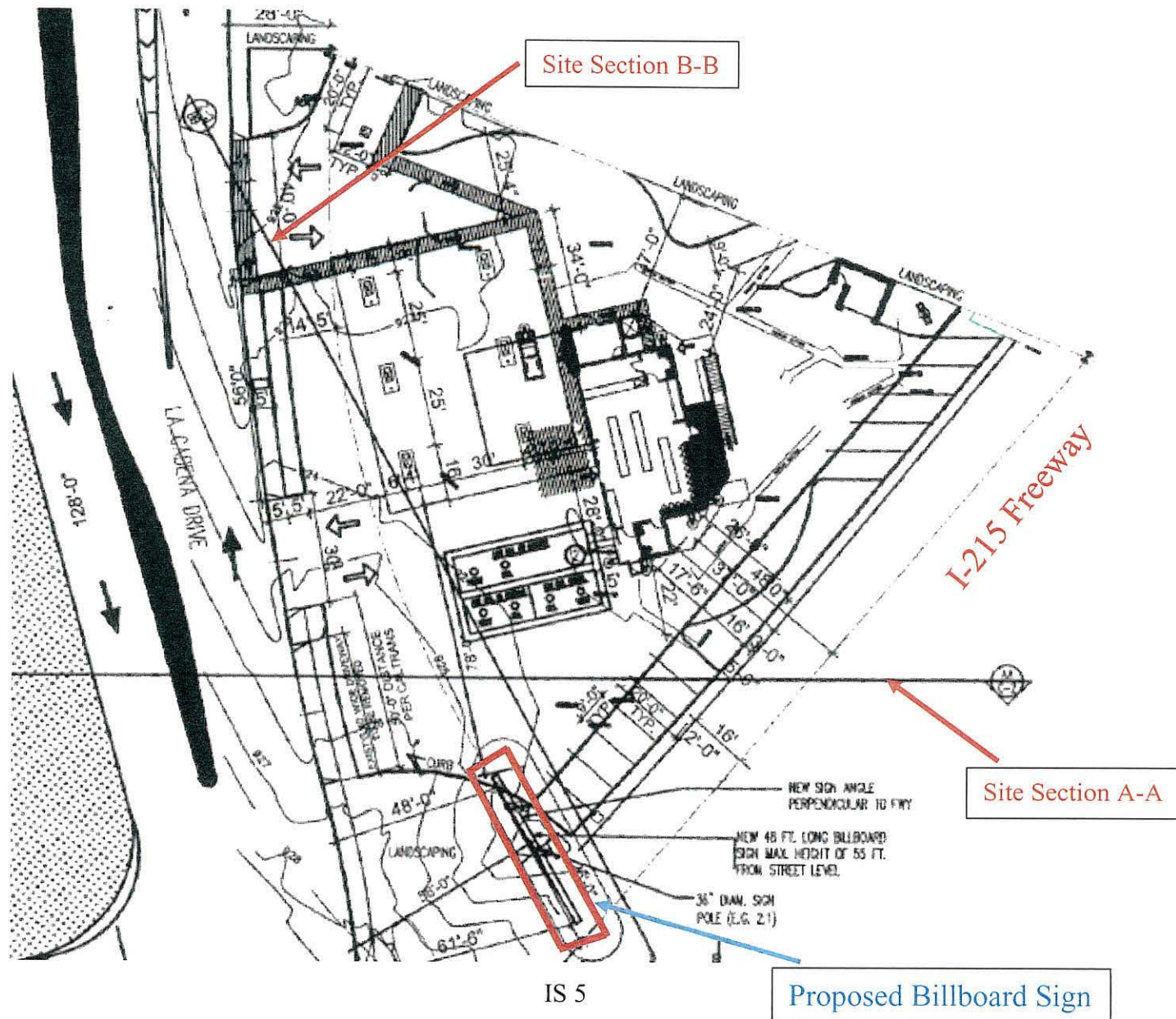
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GATEWAY SIGN/STATION 215 (MOBIL) – TODD GIBBONEY – FEBRUARY 2019

Figure 1: Vicinity Map of Proposed Project
2680 S. La Cadena Drive



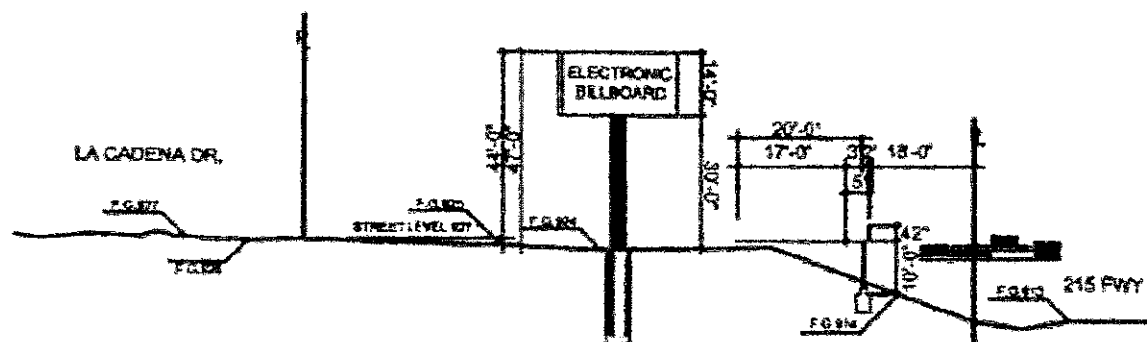
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Figure 2: Site Plan for Proposed Billboard

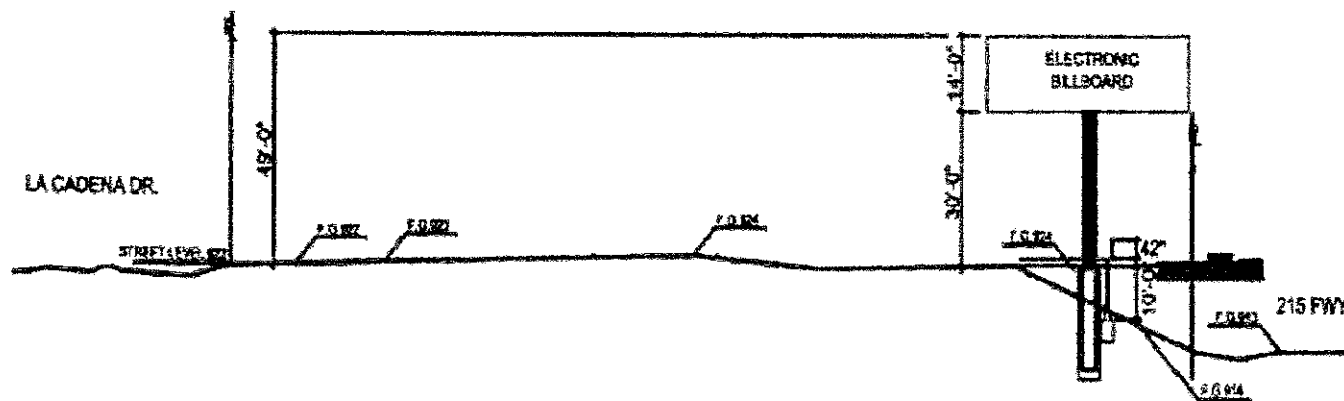


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GATEWAY SIGN/STATION 215 (MOBIL) – TODD GIBBONEY – FEBRUARY 2019

Figure 3: Proposed Digital Billboard Sign (Site Sections)



SITE SECTION A-A



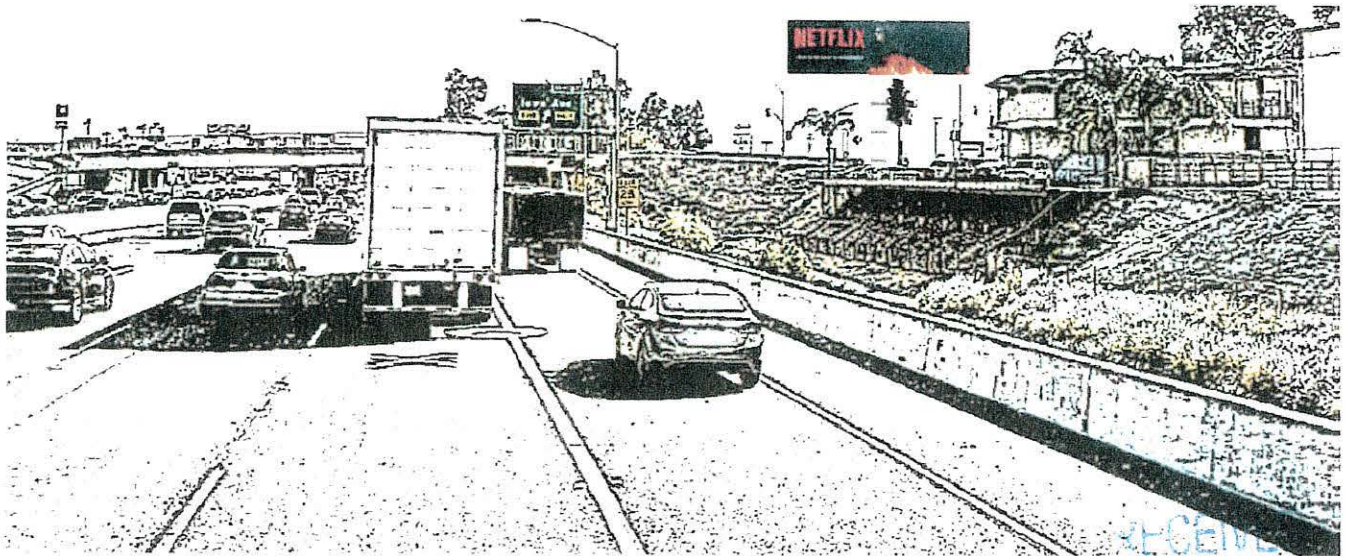
SITE SECTION B-B

Figure 4: Proposed Digital Billboard Sign



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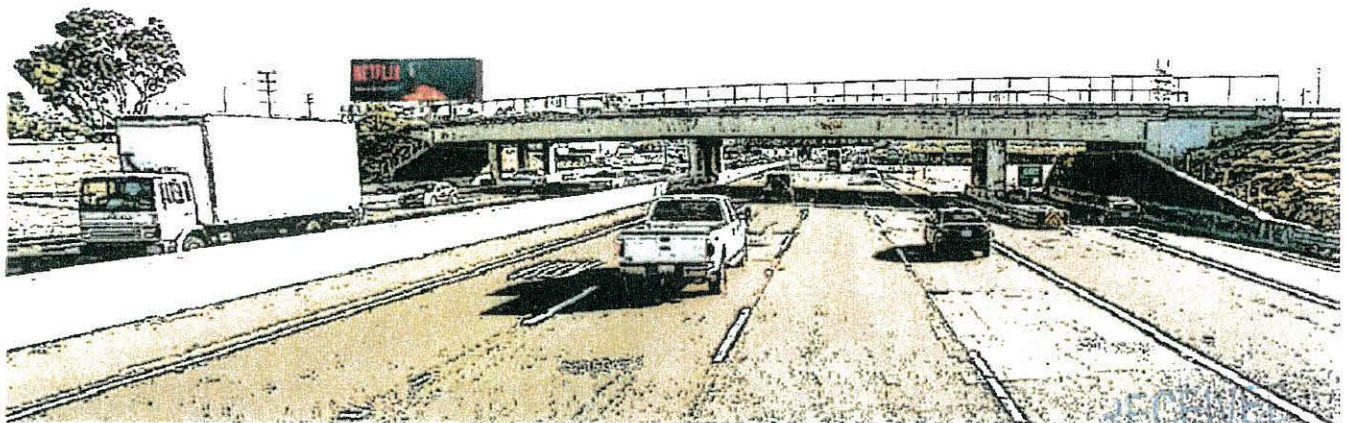
Figure 5: Proposed Digital Billboard Sign (Photo Simulations)



215 Fwy South 482' North East

Station 215

Photo Simulations



215 Fwy North 648' South West

Station 215

Photo Simulations

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GATEWAY SIGN/STATION 215 (MOBIL) – TODD GIBBONEY – FEBRUARY 2019

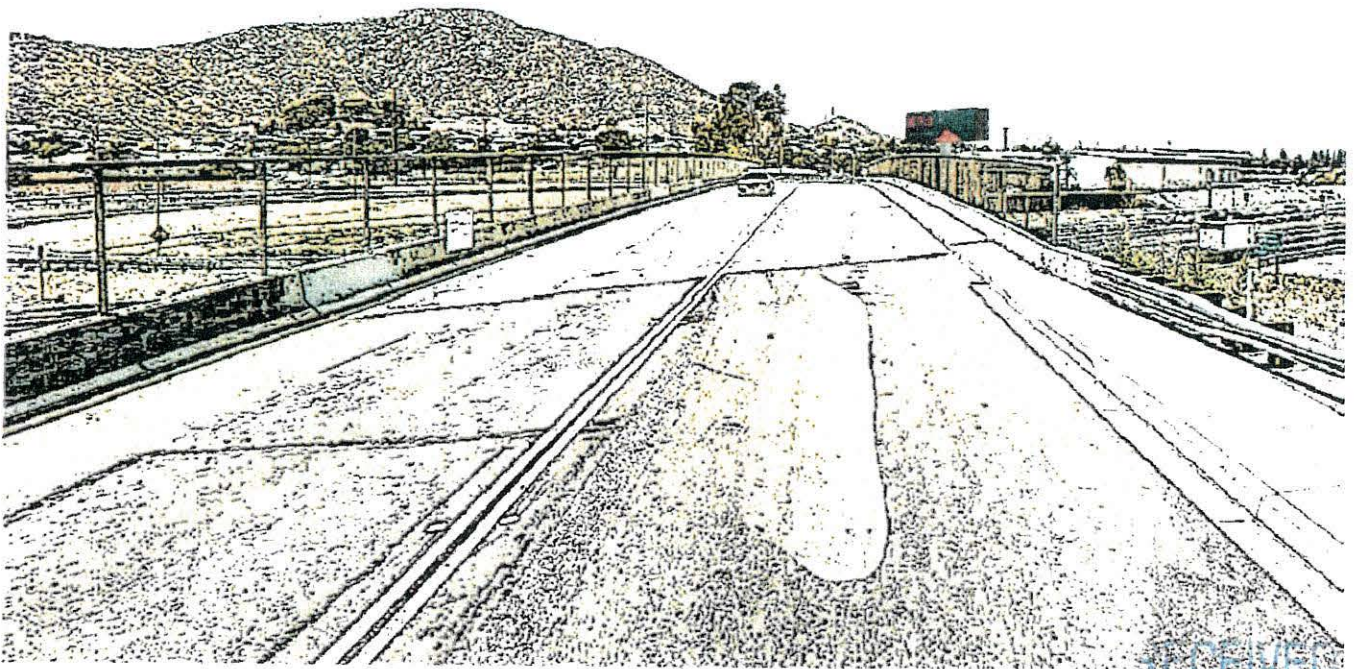
Figure 6: Proposed Digital Billboard Sign (Photo Simulations)



S Iowa Ave 401' North West

Station 215

Photo Simulations



S Iowa Ave 542' South East

Figure 8: Proposed Elevations for Conversion to Gas Station/Convenience Store



Figure 9: Proposed Elevations for Conversion to Gas station/Convenience Store



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EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on eighteen (18) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact:** No impacts are identified or anticipated and no mitigation measures are required.
2. **Less than Significant:** No significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

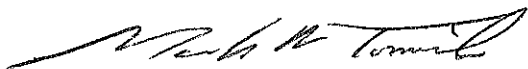
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Mandatory Findings of Significance | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | | |

On the basis of this Initial Study, the City of Colton Design Review Committee/Planning Commission finds:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Approved by:



Mark Tomich, Director of Development Services

Date: February 2019

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista as identified in the City's General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime view in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- I.a No scenic resources or vistas are located in or adjacent to the project areas. Therefore, no publicly recognized scenic resources have been identified within, adjacent to, or visible from the project areas. Views of the San Bernardino and San Gabriel Mountains form a scenic backdrop for the northern portion of the City. These mountains are well outside the project areas and the jurisdiction of the City of Colton. Thus, implementation of the proposed project would have no impact on a scenic vista.
- I.b No officially designated or eligible State scenic routes or highways occur in the City of Colton, and thus none are within or near the project areas. Thus, implementation of the proposed project would have no impact on scenic resources within a state scenic highway.
- I.c During construction for the conversion of an existing commercial building into an auto fuel station/convenience market and installation of the billboard sign, there would be several temporary visual impacts, such as exposed earth and job-site equipment. These visual impacts are temporary in nature and are considered to have a less than significant impact on surrounding uses.

The proposed project is the installation of a digital billboard sign and the conversion of a commercial building into a gas station/convenience market on a site that is currently developed with a commercial building. The proposed digital billboard and any future development including a remodeling of the existing building for a new gas station/convenience market would be required to be reviewed for consistency with City standards and subject to review. Thus, implementation of the proposed project would have less than significant impacts.

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- I.d The proposed project areas are currently urbanized and contain various forms of lighting. A light measurement study was completed by Watchfire Signs and received by the City on January 9, 2018 for the proposed 14 foot by 48 foot digital billboard to measure the total increase in ambient light produced by the sign under normal or typical operation at night. The study determined the area will see an almost undetectable difference in ambient light after installation of the proposed billboard. In addition, the closest residence to the billboard is located over 1,000 feet across the I-215 Freeway and would not be impacted by light from the billboard. Also, light and glare issues and visual impacts will also be reviewed by Caltrans as part of the outdoor advertising permit process. Thus, implementation of the proposed project would have less than significant impacts with regard light and glare.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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**II. AGRICULTURE AND FORESTRY
RESOURCES:**

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production(as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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Discussion:

- II.a The California Resources Agency defines Prime Farmland, Unique Farmland, or Farmland of Statewide Importance for San Bernardino County as farmlands which include dryland grains of wheat, barley, oats, and dryland pasture. The project site itself is not mapped by the FMMP.¹ The project site does not meet these characteristics; therefore, no impact would occur and no mitigation is required.
- II.b-e Williamson Act² contracts restrict land development of contract lands. The contracts typically limit land use in contract lands to agriculture, recreation, and open space, unless otherwise stated in the contract. The project site is not located within an area covered by a Williamson Act contract; therefore, no cancellation or non-renewal action would occur. The project site is zoned I-P (Industrial Park) by the City. Neither the site nor surrounding properties are currently utilized or planned on being utilized for agricultural uses. Development of the proposed on-site uses would not result in the conversion of Williamson Act contract land or conversion of agriculturally zoned land to a non-agricultural use. No impact related to these issues would occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY – Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan? (South Coast Air Basin)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation based on the thresholds in the SCAQMD's "CEQA Air Quality Handbook?"	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

¹ California Department of Conservation, Farmland Mapping and Monitoring Program, 2004.

² The Williamson Act is a procedure authorized under State law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land's open space or agricultural values.

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- e) Create objectionable odors affecting a substantial number of people based on the information contained in Project Description Form?

☐☐☒☐

Discussion:

- III.a The project is located within the South Coast Air Basin (Basin) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County, the non-Antelope Valley portions of Los Angeles County, and the non-desert portions of Riverside and San Bernardino Counties.

The proposed project is the installation of a digital billboard sign and the conversion of a commercial building into a gas station/convenience market. The proposed project would not conflict with or obstruct implementation of any of the control measures in the AQMP. Thus, no impact would occur in this regard.

III.b. Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles. Construction would generally consist of site preparation and grading.

The site preparation phase would involve the greatest concentration of heavy equipment use and the highest potential for fugitive dust emissions. The project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which are required to reduce fugitive dust in compliance with SCAQMD Rule 403 are required to be complied with.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least three times daily, preferably in the late morning and after work is done for the day.

Note - watering three times daily for dust control was assumed in the emissions analysis.

3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent

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streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

With implementation of the required conditions to reduce fugitive dust, the proposed project will have a less the significant impact.

III.c-d The proposed project is the installation of a digital billboard sign and the conversion of a commercial building into a gas station/convenience market. Although implementation of the project site would temporarily emit minimal construction emissions, such emissions are short-term and would not exceed SCAQMD thresholds, nor are any sensitive receptors located in proximity to the project site. In addition based on a survey of published air quality studies for which the criteria did not exceed the established SCAQMD construction or operation thresholds, If the proposed project has less than 75,000 square feet of nonresidential use and involves less than 20,000 cubic yards of soil, it will not likely exceed the SCAQMD construction or operational thresholds of which the proposed project meets these requirements and therefore will not require an assessment. Therefore, due to the limited size of the project and associated soil disturbance, impacts related to sensitive receptors issue are considered to be less than significant. No mitigation is required.

III.e During construction, exhaust from diesel-powered vehicles and equipment in use on the site would create odors. These odors are temporary and not likely to be noticeable beyond the project boundaries. The proposed project is the installation of a digital billboard sign and the conversion of a commercial building into a gas station/convenience market. A less than significant impact is anticipated.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) 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 California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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| c) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- IV.a Sensitive biological resources are those defined as (1) habitat area or vegetation communities that are unique, are of relatively limited distribution, or are of particular value to wildlife; and (2) species that have been given special recognition by federal, state, or local government agencies and organizations because of limited, declining, or threatened populations. The subject property is currently fully developed with a two story commercial building and does not contain any unique vegetation. No impact related to this issue would occur; therefore, no mitigation is required.
- IV.b Habitats considered sensitive by federal or state resource agencies and other groups are those that have been depleted, are naturally uncommon, or support sensitive species. No riparian habitat is located within the project limits. No impact related to this issue would occur; therefore, no mitigation is required.
- IV.c There are no federally protected wetlands located within the project limits. No impact related to this issue would occur; therefore, no mitigation is required.
- IV.d In light of the existing conditions as described above, the project site is not conducive for foraging ground and localized movement for wildlife and impacts to regional wildlife movement associated with this project is not a factor. No impact related to this issue would occur; therefore, no mitigation is required.
- IV.e The City of Colton does not have an adopted ordinance protecting biological resources. Implementation of the proposed project would have no impact.
- IV.f The project site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan. Implementation of the proposed project would have no impact.

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V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of CEQA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of CEQA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

V.a-b A “historic 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.³ CEQA mandates that Lead Agencies consider a resource to be “historically significant” if it meets the criteria for listing on the California Register of Historic Resources. Such resources meet this requirement if they are (1) associated with events that have made a significant contribution to the broad patterns of California history, (2) associated with the lives of important persons in the past, (3) embody distinctive characteristics of a type, period, region, or method of construction, and/or (4) represent the work of an important creative individual or possesses high artistic value.

The project will not cause a substantial adverse change on the significance of a historical resource pursuant to Section 15064.5 of CEQA since the project site is already improved.

CEQA establishes that a significant effect on the environment would occur only where a project causes a “substantial adverse change in the significance of a historic resource.” Because no “historic resource” has been identified within the project limits, no significant impact resulting from the development of the project site would occur. Because it has been determined that there are no historic resources that will be impacted by the project.

³ Public Resources Code, Section 5020.1(j).

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No cultural resources are anticipated given that the proposed project is the development of a metal industrial building for an existing metal recycling facility use. There are no known unique ethnic or cultural values associated with the site, nor are there any religious or sacred uses associated with the project site. No impact related to these issues would occur; therefore, no mitigation is required.

V.c The project site is not located within an “Area of Concern for Archaeological Resources.” With no significant on-site historic, archaeological, or paleontological resource identified within the project limits. No impact related to this issue would occur; therefore, no mitigation is required.

V.d No evidence is in place to suggest the project site has been used for human burials. 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 pursuant to Public Resources Code Section 5097.98. As adherence to State regulations is required for all development, a less than significant impact is anticipated to occur with the development of the project site.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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| c) Be located in a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- VI.a. A geotechnical report was prepared and dated April 19, 2018 by Soils Southwest, Inc., a Geotechnical firm for the installation of the electronic billboard sign. Construction for the project with regard to the installation of the electronic billboard sign shall be in conformance with the recommendations specified in the soils construction and observation report to be submitted with the technical building plans and prior to issuance of a building permit; therefore, a less than significant impact is anticipated to occur; therefore, no mitigation for this issue is required.

The project site is located outside of an Alquist-Priolo Special Studies Zone. Although the site is outside the Alquist-Priolo Special Study Zone, nearby faults, which could produce significant ground shaking during an earthquake event, could potentially affect it. The fault nearest to the project site is the Rialto-Colton Fault.

Earthquakes, due to their ground acceleration and shifting, can cause major damage to buildings and create dangerous hazards to people through injury or death. Development in the seismically active southern California region must mitigate these potential hazards through strict adherence to the California Building Code (CBC) and recommendations by geotechnical engineers. The proposed project is located outside the Alquist-Priolo Special Studies Zone, and the developer will be required to implement established building construction requirements. The impact from earthquake hazards is therefore found to be less than significant.

The site is located outside the areas subject to landslides, mudslides, subsidence or other similar hazards as identified in the City's General Plan. No impact related to this issue would occur; therefore, no mitigation is required.

- VI.b Implementation of erosion control measures as stated in Colton Municipal Code 14.05, as well as adherence to all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would reduce potential impacts for future development to less than significant levels.

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- VI.c Liquefaction is a process in which strong ground shaking causes saturated soils to lose their strength and behave as a fluid. Ground failure associated with liquefaction can result in severe damage to structures. The geologic conditions for increased susceptibility to liquefaction are: 1) shallow depth to groundwater (i.e. less than 50 feet); 2) presence of unconsolidated sandy alluvium, typically Holocene in age; and 3) strong ground shaking. All three of these conditions must be present for liquefaction to occur.

According to the City's General Plan, the project site is not located within an area of high liquefaction susceptibility. Due to the type of the soils encountered, no impact is anticipated. No impact related to this issue would occur; therefore, no mitigation is required.

- VI.d Per the City of Colton General Plan, the subject site is located within Expansive Soils (MoC Monserate Sandy loam, 2-9%). Per the geotechnical report, the soils encountered primarily consist of upper silty fine sands with traces of clay, along with occasional pebbles and scattered rock fragments with medium to dense SPT blow-counts to the maximum 21 feet depth explored. Silty sandy in nature, the near grade soils are considered 'low' in expansion potential, thereby from geotechnical view point, requiring no special construction requirements for the concrete rigid mat/cap are proposed. The impact from expansive soils is therefore found to be less than significant.
- VI.e The disposal of waste water generated by the proposed project will be through the City maintained sanitary sewerage system which already serves the site.

VII. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- VII.a-b The proposed project is the construction of an electronic billboard sign and the conversion of a commercial building into a gas station/convenience market. The proposed project would not generate direct or indirect greenhouse gas emissions that will exceed SCAQMD threshold of 3,000 MTCO₂ due to the limited size of the project and associated soil disturbance, and it would not conflict with a plan, policy, or regulation related to greenhouse gas emissions. The project will not conflict with the City of Colton Climate Action Plan (CAP), adopted on November 2015 identifying measures to reduce greenhouse gas (GHG) emissions to meet stated State and Federal targets.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☐ ☒
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ☐ ☐ ☐ ☒

Discussion:

- VIII.a Implementation of the proposed project would result in construction of an electronic billboard sign and the conversion of an existing commercial building into a gas station/convenience store on the project site. No manufacturing or other uses that would utilize hazardous materials as part of daily operations are included in the proposed project. Therefore, implementation of the project would result in no impacts. No mitigation is required.
- VIII.b Past soil disturbances and the passage of time would have diluted any agricultural chemicals that may have been previously applied to the project site. Therefore, impacts related to this issue are less than significant. No mitigation is required.
- VIII.c Construction activities would not create a significant hazard and would follow Best Management Practices (BMPs) as required by the City's NPDES permit. Therefore, a less than significant impact is anticipated to occur. No mitigation is required.
- VIII.d Pursuant to the California Government Code (Section 65962.5[E]), the project site is not listed in the State of California Hazardous Waste and Substances Site List (Cortese list).⁴ No impact related to this issue would occur; therefore, no mitigation is required.
- VIII.e The project site is not located within an Airport Influence Area⁵ or within 2.0 miles of an airport. No impact related to this issue would occur; therefore, no mitigation is required.
- VIII.f The proposed project is not located within the vicinity of a private airstrip.
- VIII.g Construction activities, which may temporarily restrict vehicular traffic, will be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. No significant impact related to this issue would occur; therefore, no mitigation is required.
- VIII.h The project site is not located in an urban-wildland interface area. The proposed grading activities would be required to adhere to all applicable standards established in the City's Municipal Codes. Furthermore,

⁴ *Hazardous Waste Substance and Sites List (Cortese List)*, California Department of Toxic Substance Control, <http://www.envirostor.dtsc.ca.gov/public/search.asp>, site accessed November 28,, 2018.

⁵ City of Colton General Plan Update, Environmental Impact Report, May 2013 – Hazards and Hazardous Materials, p. 4.8-2

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the project would be reviewed and approved by the Colton Fire Department (CFD). No significant impact related to this issue would occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY –				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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, such as from areas of material storage, vehicle or equipment maintenance (including washing or detailing), waste handling, hazardous materials handling or storage,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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- delivery areas, loading docks, or other outdoor areas?
- | | | | | |
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| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Panel No. 06071C7930H) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

IX.a The proposed project will be required to prepare a Water Quality Management Plan and Storm Water Pollution and Prevention Plan (SWPPP), which include best management practices for water quality management. The City is also a co-permittee with the County of San Bernardino in the implementation of the National Pollution Discharge Elimination (NPDES) program, which implements standards for water quality associated with surface water. These standards will assure that the construction of the project will not degrade storm water, and will not release storm water into the City's storm drainage system in an improper or unsafe manner.

Adherence to the measures detailed in the approved SWPPP and WQMP, as well as compliance with NPDES permit requirements, would ensure no project-related water quality impact would result from development of the project site as proposed. No mitigation is required.

IX.b The proposed project is the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. The proposed project is consistent with existing land use designations utilized to determine future water demand; therefore, the proposed project would be included in the City of Colton's determination of future water demand.

IX.c/d The project site is currently developed with a commercial building and does not contain any surface water features. Compliance with existing regulations developed to minimize erosion and siltation would reduce this impact to a less than significant level. The receiving water for runoff from this

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area is the Santa Ana River. There have not been any pre-existing water quality problems identified in conjunction with this site.

- IX.e The City of Colton requires that residential, commercial and industrial projects retain all storm water onsite and that the new drainage system be designed to meet a 50-year storm event. Polluted runoff from the project site during grading could include sediment from soil disturbances; oil and grease from construction equipment, roadways and parking lots; and gross pollutants such as trash and debris. Compliance with existing regulations developed to minimize the release of polluted runoff from construction sites would reduce this impact to a less than significant level. Impacts related to this issue are anticipated to be less than significant.
- IX.f Because the project proponent would be required to adhere to storm drainage requirements found within the NPDES permit process as well as provisions required by the City of Colton, a less than significant impact related to this issue is anticipated to occur with the implementation of the proposed project.
- IX g/h The proposed project is for the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. The site is not located within a 100-year flood hazard zone. No impacts related to flood hazard issues would occur; therefore, no mitigation is required.
- IX.i/j The site does not have the potential to produce mudflows due to the relatively flat and moderately sloped topography of the site, and it is not in proximity to the ocean or other water bodies to be affected by a tsunami or seiche. Flood control in the City provides an integrated approach to manage regional and local drainage flows. This system includes debris basins, storm channels, and levees. The project site is not located within the potential inundation area of dams or major water courses. No impact related to this issue would occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

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Discussion:

- X.a The project will not physically divide an established community. The proposed project is the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. The subject site is located within an established industrial and commercial area of the City. Therefore, the project will not physically divide existing communities or the current pattern of development. No impact related to this issue would occur; therefore, no mitigation is required.
- X.b The proposed project is located in the I-P (Industrial Park) Zone. The Industrial Park Zone is intended to include business park and some commercial uses not normally compatible near residential development. The proposed project is for the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. The proposed billboard sign measures 14 feet by 48 feet for a total of 1,344 square feet (cumulative area - 2 sign faces). The maximum allowed square footage per Section 18.50.120 of the Colton Sign Code for a "Gateway Sign" is 1,200 square feet (cumulative area - max. 2 sign faces). The proposed billboard sign exceeds the maximum allowed square footage by 144 square feet. A Variance is required to be approved by the Planning Commission to exceed the overall square footage of the billboard sign and to encroach into the required 3 foot property line setback. A Variance is also required for sign standards and various development standards for the conversion of the commercial building to a gas station/convenience store. Because the proposed project would be required to be developed consistent with the standards established by the City in its Zoning Code, approval of Variances, is required with adopted findings and additional requirements (conditions) imposed through Architectural and Site Plan Review, to address any potential conflict with city policies, regulations, or plans. If the Variances are approved as requested, impacts related to this issue would be less than significant. No mitigation would be required.
- X.c The project site does not lie within a habitat conservation plan or a natural community conservation plan area; therefore, no conflict with such plans would result from the development of the proposed on-site use. No impact related to this issue would occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located in a Mineral Resource Zone as adopted by the State Mining and Geology Board and identified in the City's General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

XI.a–c Natural sand and gravel deposits in Cajon Wash, Lytle Creek, Warm Creek, City Creek, and the Santa Ana River contain the bulk of the regions aggregate resources. The proposed project site is not within an MRZ-1⁶ or MRZ-2⁷ Zone. The proposed project would not result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state. The proposed project would not result in the loss of availability of a locally-important mineral resource recovery site delineated in the City General Plan. No mineral extraction activities occur on site. Because of the size and location of the project site, and the absence of any identified on-site mineral resource, development of the project site would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. No impact related to this issue would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan or Development Code, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁶ MRZ-1 is defined as an area where adequate geological information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

⁷ MRZ-2 is defined as an area where geological data show that significant measured or indicated resources are present.

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| b) Exposure of persons to or generation of excessive ground borne vibration or groundbourne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or Airport Influence Area, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- XII.a Implementation of the project will result in the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store within an industrial zoned property. As such, stationary noise sources associated with implementation of the proposed project would result in no impact and no mitigation would be required.
- XII.b Any ground borne noise or vibration would occur only intermittently during construction for the project. Any potential impact associated with ground borne noise or vibration would be short-term during construction and less than significant; therefore, no mitigation is required.
- XII.c The project site is not located in an area where the existing or future noise levels exceed the 65 dB exterior standard established by the City. Noise increases are anticipated to result from vehicle activity. No significant long-term noise impacts would occur. No mitigation is required.
- XII.d The proposed project is for the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. This project is consistent with the General Plan and the zoning ordinance. No impact related to this issue would occur; therefore, no mitigation is required.
- XII.e-f The project site is not located within the San Bernardino International Airport's Planning Boundaries, or within the noise contours identified for this air facility. No impact related to this issue would occur; therefore, no mitigation is required.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- XIII.a The proposed project will not induce substantial population growth in the area, either directly or indirectly. The proposed project is for the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. No impact would result from development of the proposed project; therefore, no mitigation is required.
- XIII.b/c The project is for the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. Implementation of the proposed project would not cause a loss of existing housing, or the displacement of existing residents. No impact would result from development of the proposed project; therefore, no mitigation is required.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection, including medical aid?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

XIV.a Fire Prevention. fire protection, and emergency medical assistance (initial paramedical response) in the City of Colton are provided by the Colton Fire Department (CFD). Currently, the CFD responds to calls within the project area from the Colton Fire Station (Station 213), located at 1100 South La Cadena Drive in Colton. Support for Station 213 would be supplied as required by other City stations. Adequate fire service response to the project site can be provided.

Police Protection. Police protection services are provided by the City of Colton Police Department (CPD) located at 650 North La Cadena Drive. The proposed project will not result in an increase in demand for police protection services sufficient to require the construction of new police facilities.

School Facilities. Implementation of the proposed project use will not increase student attendance at any of the existing school facilities. The proposed project will not result in an increase in demand for school services sufficient to require the construction of new school facilities.

The project would be required to adhere to standards and provisions set forth by the City in the event that the proposed project would affect other governmental services. Because adherence to these standards and provisions is required of all development projects, less than significant impacts related to this issue are anticipated to occur with the development of the project site.

The proposed project's effect on recreational services is discussed in the Response to Questions XV.a–b.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- XV.a The proposed project is the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. As such, no impacts related to this would occur.
- XV.b The proposed project does not include recreational facilities or require the construction of recreational facilities that would have an adverse effect on the environment. No mitigation is required.
- XV.c There are no other impacts related to recreation associated with the proposed project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- XVI.a The project is not expected to cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. Per the City of Colton Traffic Impact Analysis Checklist, projects that can demonstrate peak hour trip generation less than 50 peak hour trips may be considered for an exemption from traffic impact analysis on a case by case basis due to impacts being less than significant. A Focused Traffic Impact Study has been prepared by K2 Traffic Engineering, Inc. and dated October 30, 2018. With consideration of pass-by trips, the focused traffic study showed that the project will produce 1,019 passenger car daily trips on an average weekday, 26 inbound trips and 33 outbound trips during the AM peak hour, and 27 inbound trips and 32 outbound trips during the PM peak hour. Also, the traffic study collected traffic data and conducted level of service for four (4) intersections in the project vicinity. All studied intersections will maintain level of service "B" or better for both AM and PM peak hours. Therefore, a less than significant impact is anticipated to occur. No mitigation is required.
- XVI.b According to the Focused Traffic Study, the study scenario include existing and project opening year conditions, with and without the Project. For all study scenario's all studied intersections will maintain level of service "B" or better for both AM and PM peak hours. implementation of the proposed project will not exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Plan (CMP) for designated roads and highways. The Focused Study concluded the project does not result in any significant traffic impact. Therefore, a less than significant is anticipated to occur. No mitigation measures are required.
- XVI.c The nearest airport to the project site is San Bernardino International Airport, located approximately 8 miles northeast of the project site. Implementation of the project would not impact the frequency or pattern of air traffic at San Bernardino International Airport. Therefore, no impact would occur with the development of the project site.
- XVI.d The proposed project is the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. Implementation of the project does not include the design of any new roadways. Implementation of the proposed project would include construction trucks utilizing La Cadena Drive and Iowa Avenue. Because construction truck impacts are on a short-term construction basis only, roadway/pavement impacts would be less than significant. Caltrans has

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conditionally approved the ingress and egress on S. La Cadena that include the following measures: 1. Provide a truck turning template for all movements at I-215 WB off ramp and Iowa Avenue. 2. Extend existing raised median on the centerline of La Cadena Drive to I-215 WB off ramp. 3. Driveway near I-215 WB off ramp shall be installed at least 50 beyond the end of the curb ramp. With implementation of these measures impacts related to hazards would be less than significant.

XVI.e. The proposed project is the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. Implementation of the proposed project will not result in inadequate emergency access. Therefore, no impact would occur with the development of the project site.

XVI.f The proposed project is for the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. The proposed project complies with the parking requirements of the Colton Zoning Code. Therefore, no impact would occur with the implementation of the project site with regard to on-site parking.

XVI.g The proposed project is for the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store; Therefore, no impact related to this issue would occur.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVII. TRIBAL CULTURAL RESOURCES –

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in public resource 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:

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| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1 In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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significance of the resource to a California Native American tribe.

Discussion:

XVII. a-b For the proposed project a current list was obtained from Native American Heritage Commission (NAHC) and listed tribes were notified. Responses from the tribe representatives resulted in no requests for further consultation.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS –				
Would the project:				
a) Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

XVIII.a Project implementation will not violate any water quality standards or waste discharge requirements. The proposed project is the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. No Impact

XVIII.b The proposed project is the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. The project will be accommodated by existing services and facilities; therefore, there will be no impact related to the installation and operation of wet utility infrastructure.

XVIII.c The proposed project is the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. Implementation of the project will not increase the need for expansion of existing or additional facilities. No Impact.

XVIII.d Water facilities and services are presently provided to the project vicinity. The proposed project is the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. The proposed project would not create additional demand on the local or regional water supply and distribution system sufficient to require the construction of new facilities, therefore, no impact related to this issue would occur.

XVIII.e Implementation of the project will not increase wastewater demands. Sufficient wastewater service can be provided to the site. No impacts related to the provision of sewer or wastewater treatment services would occur; therefore, no mitigation is required.

XVIII.f-g The proposed project is the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. Therefore, no impacts associated with these issues would occur. No mitigation is required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIX. MANDATORY FINDINGS OF SIGNIFICANCE

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

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) ☐ ☐ ☐ ☒
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ☐ ☐ ☒ ☐

Discussion:

- XIX.a Implementation of the proposed project would not result in impacts to wildlife and habitat resources. The proposed project does not have the potential to reduce the habitat of a fish or wildlife species, cause fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animals. In general, the proposed project areas does not contain areas of sensitive habitat or where sensitive species may be found. Therefore, no impact would occur with the implementation of the proposed project in this regard.
- XIX.b The project does not have impacts that are individually limited but are cumulatively considerable. The City's General Plan EIR, adopted in 2013, identified the cumulative impacts from development consisted with the Plan. Furthermore, due to the proposed project that only involves the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store, the service needs and impacts relative to traffic, parking, water, schools and other services are not cumulatively considerable. Based on this, the project does not have impacts that are individually limited, but cumulatively considerable.
- XIX.c The proposed project is the construction of an electronic billboard sign and a conversion of an existing commercial building to a gas station/convenience store. The project would not consist of any use or any activity that would negatively affect any persons in the vicinity. All resource topics associated with the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly.

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REFERENCES. The following references cited in the Initial Study are on file and/or information pertaining to this subject can be inquired in the Development Services Department.

1. City of Colton General Plan
2. City of Colton General Plan Land Use Plan/Zoning Districts Map
3. City of Colton Development Code (Title 18 of the Colton Municipal Code)
4. Soils and Foundation Evaluations, Soils Southwest, Inc., April 19 2018
5. California Department of Fish and Wildlife: <https://www.wildlife.ca.gov>
6. California Department of Conservation Division of Mines and Geology, Mineral Land Classification Map, 1987
7. Focused Traffic Impact Study, K2 Traffic Engineering, Inc., October 30, 2018
8. West Valley Habitat Conservation Plan
9. Alquist-Priolo Earthquake Fault Zones Map
10. South Coast Air Quality Management District, CEQA Air Quality Handbook
11. Federal Emergency Management Agency, Flood Insurance Rate Maps
12. Santa Ana Regional Water Quality Control Board
13. California Department of Conservation, Farmland Mapping and Monitoring Program, 2004.
14. State of California Public Resource Code
15. California Integrated Waste Management Board, Solid Waste Information System, www.ciwmb.ca.gov/swis
16. Southern California Association of Governments (SCAG) http://www.scag.ca.gov/forecast/downloads/excel/RTP07_CityLevel.xls
17. Hazardous Waste Substance and Sites List.
18. City of Colton Climate Action Plan.

