

**Appendix A:
Notice of Preparation and Comments**

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A.1 - Notice of Preparation

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Notice of Preparation of a Draft Environmental Impact Report and Notice of Public Scoping Meeting for the Barton Road Logistics Center

DATE: February 14, 2020

TO: Reviewing Agencies and Other Interested Parties

FROM: City of Colton Development Services Department, 650 North La Cadena Drive, Colton, CA 92323

PROJECT TITLE/SUBJECT: Barton Road Logistics Center / Notice of Preparation of a Draft Environmental Impact Report and Notice of Public Scoping Meeting

PROJECT APPLICANT: EBS Realty, Inc. and Hagar Pacific Properties

NOTICE OF PREPARATION REVIEW PERIOD: February 14, 2020 through March 17, 2020

NOTICE OF PUBLIC SCOPING MEETING: *Location:* Luque Community Center, 294 East O Street, Colton, CA 92324
Date/Time: Wednesday, February 26th, from 5:00 pm to 7:00 pm.

The City of Colton is the Lead Agency and will prepare an Environmental Impact Report (EIR) for the proposed Barton Road Logistics Center (proposed project). The City hereby solicits comments and suggestions from Responsible Agencies and members of the public regarding (1) the scope and content of the EIR and (2) the environmental issues and alternatives that should be addressed in the EIR (per California Environmental Quality Act [CEQA] Guidelines § 15082). This Notice of Preparation also provides notice to interested parties, organizations, and individuals that a public scoping meeting will be held on February 26, 2020, to gather public input on the proposed project pursuant to CEQA Section 21083.9(2). The City of Colton has determined that the proposed project may have area-wide significance. The proposed project is briefly summarized below.

PROJECT LOCATION: The project site occupies approximately 53.15 acres within the southwestern portion of the City of Colton. The project site is located west of Interstate 215 (I-215) and east of La Cadena Drive and is accessed via Barton Road (see Exhibit 1, Regional Location Map, and Exhibit 2, Local Vicinity Map Aerial Base). The project site formerly housed the Stater Bros. Markets headquarters and warehousing/distribution campus located at 12700 Barton Road, with additional buildings located at 275, 280, and 375 DeBerry Street, south of Barton Road. Regional access is provided via the I-215 located approximately 0.25 mile east of the site at the Barton Road interchange; or via La Cadena Drive southerly approximately 0.6 mile to the I-215 at the Iowa Street interchange. The project site is designated as Light Industrial on the General Plan and Zoning maps.

PROJECT DESCRIPTION: The project applicant proposes to redevelop 43.85 acres of the 53.15-acre former Stater Bros. Markets headquarters and warehousing/distribution campus located at 12700 Barton Road. Redevelopment of the project site would include the demolition of four industrial buildings and an office building totaling 659,432 square feet and ground-up development of two state-of-the-art (speculative) concrete tilt-up industrial warehouse buildings totaling 960,040 square feet. The 125,801-square-foot building located at 280 DeBerry Street would remain, and only improvements to site access to add additional vehicle on-site queueing would be made to that property. The project site

plan is depicted in Exhibit 3. The project also includes a Tentative Parcel Map to consolidate 12 parcels into 2 separate legal parcels, the vacation of S. Terrace Rd, south of Barton Road and DeBerry St between S. Terrace Rd and the first project driveway, a Height Variance for building height up to 50 ft in a zone that allows a maximum height of 40 feet, and a Development Agreement.

NOTICE OF POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT: The City of Colton has determined that the proposed project could result in potentially significant environmental impacts and therefore will prepare a Draft EIR to evaluate the potential physical environmental impacts of the project. As required pursuant to CEQA, the EIR will analyze those potential impacts, identify mitigation measures, and indicate whether the proposed mitigation measures would reduce potentially significant environmental impacts to a less than significant level. The Draft EIR will also evaluate a no project alternative, which will assume that no changes would occur to affect existing conditions at the project site, as well as additional project alternatives that could potentially reduce or avoid any significant environmental impacts associated with the proposed project. As part of the review process under CEQA, the City will convene a public scoping meeting at which public comments will be solicited on the issues to be covered in the EIR.

NOP COMMENT PERIOD AND DEADLINE: Due to the time limits mandated by State law, responses must be received at the earliest possible date but not later than 30 days after receipt of this notice. Please send your written comments (including name, affiliation, telephone number, and contact information) on or before March 17, 2020, by 5:00 p.m. to the Lead Agency contact listed below. The comments received during the public scoping process will be considered during preparation of the Draft EIR.

City of Colton
Planning Division
650 North La Cadena Drive
Colton, CA 92324
Attn: Mark Tomich, Development Services Manager
mtomich@coltonca.gov; 909.370.5079

NOTICE OF PUBLIC SCOPING MEETING: Pursuant to CEQA Guidelines Section 15082, the City of Colton will conduct a public scoping meeting to solicit written and oral comments regarding the scope and content of the Draft EIR from public agencies and interested parties or persons. The public scoping meeting will be held on Wednesday February 26, 2020, from 5:00 p.m. to 7:00 p.m. at the following location:

Luque Community Center
294 East O Street
Colton, CA 92324

Date:

Signature:



Title: Development Services Director

Attachments: Exhibit 1: Regional Location Map
Exhibit 2: Local Vicinity Map Aerial Base
Exhibit 3: Site Plan



Source: Census 2000 Data, The CaSIL

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Exhibit 1 Regional Location Map

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CITY OF COLTON
BARTON ROAD LOGISTICS CENTER
NOTICE OF PREPARATION

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Source: ESRI Aerial Imagery.

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Exhibit 2 Local Vicinity Map Aerial Base

CITY OF COLTON
BARTON ROAD LOGISTICS CENTER
NOTICE OF PREPARATION

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A.2 - Comment Letters

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47 1st Street, Suite 1
Redlands, CA 92373-4601
(909) 307-5633

To: Mark Tomich, Development Services Director

From: Nancy Ferguson, Contract Planner

Date: March 3, 2020

Project: Barton Road Logistics Center Subject: Summary of Meeting with Mayor Navarro,
Councilman Suchil and Planning Commissioner Gary

1. Bridge over railroad tracks at La Cadena – can it be widened?
2. Vacated rail line south of Barton Road – can it be improved as a road as part of the project in order to provide a replacement for the vacation of S. Terrace Ave?
Emergency access for local residents and businesses is the issue.
3. Noise associated with both 24-hour operation and traffic noise along La Cadena Drive.
4. Community Facilities District – the City/Developer should consider setting up a CFD for financing of new/upgrades to infrastructure and financing for public services in the area.
5. Public Notices. For this project, consider providing notice to addresses within 1000 feet rather than 660 feet. This would allow additional residents in the neighborhood west of La Cadena Drive to receive notice of the next public meeting.
6. Public Workshop. Hold a Public Workshop during the public review period for the Draft EIR.
7. Master Plan for Infrastructure should be prepared for the area.
8. Conditions of Approval. Require future tenants to comply with a designated truck network/route through the area to minimize impacts on La Cadena Drive.
9. The EIR should include a full analysis of Public Services and Utilities/Infrastructure, not just a discussion of existing conditions where these are already in place.
10. Barton Road Bridge over vacated rail tracks. Call Victor Ortiz for information on the latest CIP information on this bridge project.
11. Future public meetings should start at 6 pm and not 5 pm.

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T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
richard@lozeaudrury.com

Via Email and U.S. Mail

February 26, 2020

Mark Tomich, AICP, Director
Development Services Department
City of Colton
659 N La Cadena Drive
Colton, CA 92324
mtomich@coltonca.gov

Carolina R. Padilla, City Clerk
City of Colton
650 N La Cadena Drive
Colton, CA 92324
cityclerkoffice@coltonca.gov

**Re: CEQA and Land Use Notice Request for Barton Road Logistics Center
(SCH 2020029049)**

Dear Mr. Tomich and Ms. Padilla,

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Barton Road Logistics Center Project (SCH 2020029049), including all actions referring or related to the proposed development of two speculative concrete tilt-up industrial warehouse buildings totaling 960,040 square feet, located west of Interstate 215 and east of La Cadena Drive at the cross streets of Barton Road, South Terrace Avenue, South La Cadena Drive, and De Berry Street in Colton ("Project").

We hereby request that the City of Colton ("City") send by electronic mail, if possible or U.S. Mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
 - Notices of any public hearing held pursuant to CEQA.
 - Notices of determination that an Environmental Impact Report ("EIR") is required for the Project, prepared pursuant to Public Resources Code Section 21080.4.
 - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.
 - Notices of preparation of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21092.
 - Notices of availability of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.

February 26, 2020

CEQA and Land Use Notice Request for Barton Road Logistics Center (SCH 2020029049)

Page 2 of 2

- Notices of approval and/or determination to carry out the Project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of determination that the Project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.
- Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which requires agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

In addition, we request that the City send to us via email, if possible or U.S. Mail a copy of all Planning Commission and City Council meetings and/or hearing agendas.

Please send notice by electronic mail, if possible or U.S. Mail to:

Richard Drury
Komalpreet Toor
Stacey Osborne
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
510 836-4200
richard@lozeaudrury.com
komal@lozeaudrury.com
stacey@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,



Stacey Osborne
Paralegal
Lozeau | Drury LLP



NATIVE AMERICAN HERITAGE COMMISSION

February 18, 2020

Mark Tomich
City of Colton
650 North La Cadena Drive
Colton, CA 92323

Re: 2020029049, Barton Road Logistics Center Project, San Bernardino County

Dear Mr. Tomich:

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merril Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Joseph Myers
Pomo

COMMISSIONER
Julie Tumamall-Stenslie
Chumash

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- a. A brief description of the project.
- b. The lead agency contact information.
- c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:

A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.
- d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Protecting the resource. (Pub. Resource Code §21084.3 (b)).
- Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
- Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

- a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
- b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:

Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Staff Services Analyst

cc: State Clearinghouse

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From: "MATHEW, JACOB K@DOT" <Jacob.MATHEW@dot.ca.gov>
Date: February 28, 2020 at 11:20:23 AM PST
To: Mark Tomich <mtomich@coltonca.gov>
Subject: Barton Road Logistics Center

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mark,
Thank you for providing us the Notice of Preparation of a Draft Environmental Impact Report and Notice of Public Scoping Meeting for the Barton Road Logistics Center project, located at the westside of Interstate 215 (I-215) and east of La Cadena Drive, in the City of Colton. The project proposed to redevelop 43.85 acres of the former Stater Bros site, including the demolition of four industrial building and an office building; and develop two state-of-the-art concrete tilt-up industrial warehouse buildings. We have reviewed the submitted materials and we have no comments at this time.

However, we would like to review the scoping agreement for the Traffic Impact Study when it's available for the project. All State facilities near the project that will be impacted should be included in the scoping. If you have any questions regarding this email, please contact me.

Thanks,
Jacob K. Mathew
Department of Transportation – District 8
Division of Planning
464 W. 4th Street
San Bernardino, CA 92401

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March 16, 2020

Mark Tomich
Director of Development Services
City of Colton
650 North La Cadena Drive
Colton, California 92323

Dear Mark Tomich:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Notice of Preparation (NOP) for the Barton Road Logistics Center (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2020029049. The Project consists of the demolition of 4 industrial buildings and an office building totaling 659,432 square feet and construction of 2 industrial warehouse buildings totaling 960,040 square feet. The Project is proposed within the City of Colton (City), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes.

Freight facilities, such as warehouse and distribution facilities, can result in high daily volumes of heavy-duty diesel truck traffic and operation of on-site equipment (e.g., forklifts and yard tractors) that emit toxic diesel emissions, and contribute to regional air pollution and global climate change.¹ CARB has reviewed the NOP and is concerned about the air pollution and health risk impacts that would result should the City approve the Project to build the two industrial warehouse buildings.

I. The Project Would Increase Exposure to Air Pollution in Disadvantaged Communities

The Project, if approved, will expose nearby disadvantaged communities to elevated levels of air pollution. Residences are located north and west of the Project site, with the closest residences situated approximately 85 feet from the Project's northern boundary. In addition to residences, Grand Terrace High School and Grand Terrace Elementary School are located within 1 mile of the Project. The community is surrounded by existing toxic diesel particulate matter (diesel PM) emission sources, which include existing industrial uses and vehicular traffic along Interstate 215 (I-215) and Interstate 10 (I-10). Due to the Project's proximity to residences and schools already disproportionately burdened by multiple sources of air pollution, CARB is

¹ With regard to greenhouse gas emissions from this project, CARB has been clear that local governments and project proponents have a responsibility to properly mitigate these impacts. CARB's guidance, set out in detail in the Scoping Plan issued in 2017, makes clear that in CARB's expert view local mitigation is critical to achieving climate goals and reducing greenhouse gases below levels of significance.

concerned with the potential cumulative health impacts associated with the construction and operation of the Project.

The State of California has placed additional emphasis on protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill 617 (AB 617) (Garcia, Chapter 136, Statutes of 2017). AB 617 is a significant piece of air quality legislation that highlights the need for further emission reductions in communities with high exposure burdens, like those in which the Project is located. Diesel PM emissions generated during the construction and operation of the Project would negatively impact the community, which is already disproportionately impacted by air pollution from existing industrial uses, and traffic on I-215 and I-10.

Through its authority under Health and Safety Code section 39711, the California Environmental Protection Agency (CalEPA) is charged with the duty to identify disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)). In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25 percent of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen). CalEnviroScreen uses a screening methodology to help identify California communities currently disproportionately burdened by multiple sources of pollution. The census tract containing the Project is within the top 5 percent for Pollution Burden² and is considered a disadvantaged community; therefore, CARB urges the City to ensure that the Project does not adversely impact neighboring disadvantaged communities.

II. The DEIR Should Quantify and Discuss the Potential Cancer Risks at Residential and Other Sensitive Receptors in the Vicinity of the Proposed Industrial Buildings

Since the Project description in the NOP did not explicitly state that the two proposed industrial warehouse buildings would not include cold storage space, there is a possibility that trucks and trailers visiting the Project site would be equipped with transport refrigeration units (TRU).³

TRUs on trucks and trailers can emit large quantities of diesel exhaust while operating within the Project site. Residences and other sensitive receptors (e.g., daycare facilities, senior care facilities, and schools) located near where these TRUs could be operating, would be exposed to diesel exhaust emissions that would result in significant

² Pollution Burden represents the potential exposures to pollutants and the adverse environmental conditions caused by pollution.

³ TRUs are refrigeration systems powered by integral diesel engines that protect perishable goods during transport in an insulated truck and trailer vans, rail cars, and domestic shipping containers.

cancer risk. CARB urges the applicant and City to clearly define the final use of the Project in the DEIR so the public can fully understand the potential environmental effects of the Project on their communities.⁴

If the Project will not be used for cold storage, CARB urges the City to include one of the following design measures in the DEIR:

- A Project design measure requiring contractual language in tenant lease agreements that prohibits tenants from operating TRUs within the Project site; or
- A condition requiring a restrictive covenant over the parcel that prohibits the applicant's use of TRUs on the property unless the applicant seeks and receives an amendment to its conditional use permit allowing such use.

If the City does allow TRUs within the Project site, CARB urges the City to model air pollutant emissions from on-site TRUs in the DEIR, as well as prepare a health risk assessment (HRA) that shows the potential health risks. The DEIR should also include the air pollutant reduction measures listed in Attachment A.

In addition to the health risks associated with operations, construction health risks should be included in the air quality section of the DEIR and the Project's HRA. Construction of the Project would result in short-term diesel emissions from the use of both on-road and off-road diesel equipment. The Office of Environmental Health Hazard Assessment's (OEHHA) guidance recommends assessing cancer risks for construction projects lasting longer than two months. Since construction would very likely occur over a period lasting longer than two months, the HRA prepared for the Project should include health risks for existing residences near the Project site during construction.

The HRA prepared in support of the Project should be based on the latest OEHHA guidance (2015 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments),⁵ and the South Coast Air Quality Management District's (SCAQMD) CEQA Air Quality Handbook.⁶ The HRA should evaluate and present the existing baseline (current conditions), future baseline (full build-out year, without the Project), and future year with the Project. The health risks modeled under both the

⁴ Project descriptions "must include (a) the precise location and boundaries of the proposed project, (b) a statement of the objectives sought by the proposed project, (c) a general description of the project's technical, economic and environmental characteristics, and (d) a statement briefly describing the intended use of the EIR." (*stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1, 16.) "This description of the project is an indispensable element of both a valid draft EIR and final EIR." (*Ibid.*) Without explicit acknowledgment in the project description that the proposed project will not include cold storage facilities, the current project description fails to meet the bare minimum of describing the project's technical and environmental characteristics.

⁵ Office of Environmental Health Hazard Assessment (OEHHA). Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February 2015. Accessed at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>.

⁶ SCAQMD's 1993 Handbook can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

existing and the future baselines should reflect all applicable federal, state, and local rules and regulations. By evaluating health risks using both baselines, the public and City planners will have a complete understanding of the potential health impacts that would result from the Project.

III. Conclusion

To reduce the exposure of toxic diesel emissions in disadvantaged communities already disproportionately impacted by air pollution, the final design of the Project should include all existing and emerging zero-emission technologies to minimize diesel and oxides of nitrogen (NO_x) emission exposure to all neighboring communities, as well as the greenhouse gases that contribute to climate change. CARB encourages the City and applicant to implement the measures listed in Attachment A of this comment letter to reduce the Project's construction and operational air pollution emissions.

Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and greenhouse gas impacts, coupled with CARB's limited staff resources to substantively respond to all issues associated with a project, CARB must prioritize its substantive comments here based on staff time, resources, and its assessment of impacts. CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments.

CARB appreciates the opportunity to comment on the NOP for the Project and can provide assistance on zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your State Clearinghouse list of selected State agencies that will receive the DEIR as part of the comment period. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist, at (916) 440-8242 or via email at stanley.armstrong@arb.ca.gov.

Sincerely,



Richard Boyd, Chief
Risk Reduction Branch
Transportation and Toxics Division

Attachment

cc: See next page.

Mark Tomich
March 16, 2020
Page 5

cc: State Clearinghouse
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ATTACHMENT A

Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers

The California Air Resources Board (CARB) recommends developers and government planners use all existing and emerging zero to near-zero emission technologies during project construction and operation to minimize public exposure to air pollution. Below are some measures, currently recommended by CARB, specific to warehouse and distribution center projects. These recommendations are subject to change as new zero-emission technologies become available.

Recommended Construction Measures

1. Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment and providing the necessary infrastructure (e.g., electrical hookups) to support zero and near-zero equipment and tools.
2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be operating on site. Necessary infrastructure may include the physical (e.g., needed footprint), energy, and fueling infrastructure for construction equipment, on-site vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.
3. In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits, such that, emission reductions achieved equal or exceed that of a Tier 4 engine.
4. In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
5. In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-oxides of nitrogen (NO_x) standard starting in the year 2022.¹

¹ In 2013, CARB adopted optional low-NO_x emission standards for on-road heavy-duty engines. CARB encourages engine manufacturers to introduce new technologies to reduce NO_x emissions below the current mandatory on-road heavy-duty diesel engine emission standards for model year 2010 and later. CARB's optional low-NO_x emission standard is available at: <https://www.arb.ca.gov/msprog/onroad/optionnox/optionnox.htm>.

6. In construction contracts, include language that requires all construction equipment and fleets to be in compliance with all current air quality regulations. CARB staff is available to assist in implementing this recommendation.

Recommended Operation Measures

1. Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
2. Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units. This requirement will substantially decrease the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate at the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.²
3. Include contractual language in tenant lease agreements that requires all TRUs entering the project site be plug-in capable.
4. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
5. Include contractual language in tenant lease agreements requiring all TRUs, trucks, and cars entering the Project site be zero-emission.
6. Include contractual language in tenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the project site to be zero-emission. This equipment is widely available.
7. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2014 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2030.

² CARB's Technology Assessment for Transport Refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available at: https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf.

8. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,³ Periodic Smoke Inspection Program (PSIP),⁴ and the Statewide Truck and Bus Regulation.⁵
9. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than five minutes while on site.
10. Include contractual language in tenant lease agreements that limits on-site TRU diesel engine runtime to no longer than 15 minutes. If no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted and the health impacts fully mitigated.
11. Include rooftop solar panels for each proposed warehouse to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid.

³. In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at: <https://www.arb.ca.gov/cc/hdghg/hdghg.htm>.

⁴. The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at: <https://www.arb.ca.gov/enf/hdvp/hdvp.htm>.

⁵. The regulation requires that newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. CARB's Statewide Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



March 10, 2020
Sent via email

Mr. Mark Tomich
Development Services Manager
City of Colton
650 North La Cadena Drive
Colton, CA 92323

Subject: Notice of Preparation of a Draft Environmental Impact Report
Barton Road Logistics Center Project
State Clearinghouse No. 2020029049

Dear Mr. Tomich:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the City of Colton for the Barton Road Logistics Center Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The Project proposes redevelopment of two warehouses totaling 960,040 square feet on 43.85 acres and includes a site plan. The Project proposes to work in the City of Colton within San Bernardino County, west of Interstate 215 (I-215) and east of La Cadena Drive; Latitude 34.03113889 N and Longitude -117.33166667. Total Project site is 53.15 acres.

Project activities include: demolition of four industrial and office building totaling 659,432 square feet and development of two industrial warehouses totaling 960,040 square feet. Additionally, the Project will consolidate 12 parcels into 2 separate parcels and allow up to 50 ft in building height versus the current 40 ft maximum height.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

CDFW recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

The CDFW recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed

following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. CDFW's California Natural Diversity Database (CNDDDB) in Sacramento should be contacted at (916) 322-2493 or CNDDDB@wildlife.ca.gov to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed Project.

Please note that CDFW's CNDDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

Burrowing Owl (*Athene cunicularia*)

The Project site has the potential to provide suitable foraging and/or nesting habitat for burrowing owl. Take of individual burrowing owls and their nests is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in Fish and Game Code section 86 as "hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill."

CDFW recommends that the City of Colton follow the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation* (Department of Fish and Game, March 2012); available for download from CDFW's website: <https://www.wildlife.ca.gov/conservation/survey-protocols>. The Staff Report on Burrowing Owl Mitigation, specifies three steps for project impact evaluations:

- a. A habitat assessment;
- b. Surveys; and
- c. An impact assessment

As stated in the Staff Report on Burrowing Owl Mitigation, the three progressive steps are effective in evaluating whether a project will result in impacts to burrowing owls, and the information gained from the steps will inform any subsequent avoidance, minimization, and mitigation measures. Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with Fish and Game Code sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project.

Rare Plants

The Project site has the potential to impact plant communities. CDFW recommends that the City of Colton follow the recommendations and guidelines provided in the *2018 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities*. Botanical field surveys should be conducted in a manner which maximizes the likelihood of locating special status plants and sensitive natural communities that may be present. Botanical field surveys should be floristic in nature, meaning that every plant taxon that occurs in the project area is identified to the taxonomic level necessary to determine rarity and listing status. "Focused surveys" that are limited to habitats known to support special status plants or that are restricted to lists of likely potential special status plants are not considered floristic in nature and are not adequate to identify all plants in a project area to the level necessary to determine if they are special status plants. Botanical field surveys should be comprehensive over the entire project area, including areas that will be directly or indirectly impacted by the project, using systematic field techniques in all habitats of the project area to ensure thorough coverage. Botanical field surveys should be conducted in the field at the times of year when plants will be both evident and identifiable. Usually this is during flowering or fruiting. Reference sites (nearby accessible occurrences of the plants) should be utilized to determine whether those special status plants are identifiable at the times of year the botanical field surveys take place and to obtain a visual image of the special status plants, associated habitat, and associated natural communities.

Sensitive Bat Species

Regulations of particular relevance to this Project include Title 14, Section 251.1 of the California Code of Regulations, which prohibits harassment (defined in that section as an intentional act that disrupts an animal's normal behavior patterns, including breeding, feeding, or sheltering) of nongame mammals (e.g., bats), and California Fish and Game Code Section 4150, which prohibits "take" or possession of all nongame mammals or parts thereof. Any activities resulting in bat mortality (e.g., the destruction of an occupied bat roost that results in the death of bats), disturbance that causes the loss of a maternity colony of bats (resulting in the death of young), or various modes of nonlethal pursuit or capture may be considered "take" as defined in Section 86 of the California Fish and Game Code. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." In addition, impacts to bat maternity colonies, which are considered native wildlife nursery sites, could be considered potentially significant under CEQA.

CDFW recognizes the known occurrence of bats in the vicinity of the Project. Bats are known to roost in buildings, trees, and bridges and forage within various habitats. The Project site consists of trees, warehouse buildings, and is adjacent to a bridge located on Barton Road. Based on the foregoing, the Project has the potential to provide suitable foraging and/or roosting habitat for bat species. CDFW recommends that Project conduct day and nighttime surveys to determine the numbers and bat species that may occur at the Project site. Surveys should be conducted using an appropriate combination of structure inspection, sampling, exit counts, and acoustic surveys. If maternity roosts are found, the bat survey should include: 1) the exact location of all maternity site, if applicable (location shall be adequately described and drawn on a map); 2) the number of bats present at the time of visit (count or estimate); 3) each species of bat present shall be named (include how the species was identified); and 4) the location, amount, and distribution of all bat guano shall be described and pinpointed on a map. The results of the bat surveys shall be provided as an appendix to the DEIR.

Orange-throated whiptail (*Aspidoscelis hyperythra*)

The Project site has the potential to provide suitable foraging and/or breeding habitat for orange-throated whiptail. CDFW recommends that the Project identify and locate any feature/habitats suitable to support special-status reptiles (i.e., burrows, dens, cavities, debris, dead vegetation, rocks, loose soil, leaf litter, etc.). The results of the surveys shall be provided as an appendix to the DEIR.

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. To

ensure that Project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity (e.g., recreation), defensible space, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address Project-related changes on drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.
2. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).

Please note that the Project area supports significant biological resources and contains habitat connections, providing for wildlife movement across the broader landscape, sustaining both transitory and permanent wildlife populations. Rivers and Lands Conservancy conserved lands border the project site along its northwestern property lines. CDFW encourages project design that avoids and preserves onsite features that contribute to habitat connectivity. The DEIR should include a discussion of both direct and indirect impacts to wildlife movement and connectivity, including maintenance of wildlife corridor/movement areas to adjacent undisturbed habitats.

3. An evaluation of impacts to adjacent open space lands from both the construction of the Project and any long-term operational and maintenance needs. The proposed Project has the potential to impact lands managed by Rivers and Lands Conservancy. CDFW encourages the City to contact Rivers and Lands Conservancy to determine if any portion of the project will impact adjacent conserved lands, and to work collaboratively to avoid and minimize impacts.
4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. Please include all potential direct and indirect Project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Alternatives Analysis

CDFW recommends the DEIR describe and analyze a range of reasonable alternatives to the Project that are potentially feasible, would “feasibly attain most of the basic objectives of the Project,” and would avoid or substantially lessen any of the Project’s significant effects (CEQA Guidelines § 15126.6[a]). The alternatives analysis should also evaluate a “no project” alternative (CEQA Guidelines § 15126.6[e]).

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. The City of Colton should assess all direct, indirect, and cumulative impacts that are expected to occur as a result of the implementation of the Project and its long-term operation and maintenance. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Fully protected species may not be taken or possessed at any time. Project activities described in the DEIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce indirect impacts to fully protected species.
2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.
3. *California Species of Special Concern (CSSC)*: CSSC status applies to animals generally not listed under the federal Endangered Species Act or the CESA, but which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. CSSCs should be considered during the environmental review process. CSSC that have the potential or have been documented to occur within or adjacent to the project area, including, but not limited to: burrowing owl (*Athene cunicularia*), western yellow bat (*Lasiurus xanthinus*), and coastal California gnatcatcher (*Polioptila californica californica*). For significant nesting populations, such as the burrowing owl and coastal California gnatcatcher, annual monitoring during the

nesting season for the period of construction and for a few years following the end of construction is recommended.

4. *Imperiled species*: Species with a statewide ranking of S-1, S-2, and S-3 should be considered sensitive and declining at the local and regional level. Species at risk that have the potential or have been documented to occur within or adjacent to the project area, including, but not limited to: Delhi Sands flowering-fly (*Rhaphiomidas terminatus abdominalis*), Bell's sage sparrow (*Artemisiospiza belli belli*), and orange-throated whiptail (*Aspidoscelis hyperythra*). The DEIR should include measures to fully avoid and otherwise protect imperiled species from project-related direct and indirect impacts.
5. *Mitigation*: CDFW considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement, and preservation should be evaluated and discussed in detail. Where habitat preservation is not available onsite, offsite land acquisition, management, and preservation should be evaluated and discussed in detail.

The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

If sensitive species and/or their habitat may be impacted from the Project, CDFW recommends the inclusion of specific mitigation in the DEIR. CEQA Guidelines section 15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645 struck down mitigation measures which required formulating management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete (*Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry v. City of Murrieta* (1995) 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc. v. County of Orange* (2005) 131 Cal. App. 4th 777).

CDFW recommends that the DEIR specify mitigation that is roughly proportional to the level of impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-term conservation value for the suite of species and habitat being impacted by the

Project. Furthermore, in order for mitigation measures to be effective, they need to be specific, enforceable, and feasible actions that will improve environmental conditions.

6. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

7. *Nesting Birds and Migratory Bird Treaty Act*: Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the

Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

CDFW recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the CDFW recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

8. *Moving out of Harm's Way*: To avoid direct mortality, CDFW recommends that the lead agency condition the DEIR to require that a CDFW-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss.
9. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

California Endangered Species Act

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the project. CESA ITPs are issued to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

CDFW encourages early consultation, as significant modification to the proposed Project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. The California Fish and Game Code requires that CDFW comply with CEQA for issuance of a CESA ITP. CDFW therefore recommends that the DEIR

addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of CESA.

Lake and Streambed Alteration Program

Based on review of material submitted with the NOP and review of aerial photography at least one drainage features traverse the site. Depending on how the Project is designed and constructed, it is likely that the Project applicant will need to notify CDFW per Fish and Game Code section 1602. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or Deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your Project that would eliminate or reduce harmful impacts to fish and wildlife resources.

CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <https://www.wildlife.ca.gov/Conservation/LSA/Forms>.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Information can be submitted online or via completion of the CNDDB field survey form at the following link:

<https://wildlife.ca.gov/Data/CNDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The

Mr. Mark Tomich, Development Services Manager
Barton Road Logistics Center Project
March 10, 2020
Page 12 of 12

types of information reported to CNDDDB can be found at the following link:
<https://wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a DEIR for the Barton Road Logistics Center Project (SCH No. 2020029049) and recommends that the City of Colton address the CDFW's comments and concerns in the forthcoming DEIR. If you should have any questions pertaining to the comments provided in this letter, please contact Cindy Castaneda, Environmental Scientist, at (909) 484-3979 or at Cindy.Castaneda@wildlife.ca.gov.

Sincerely,



Scott Wilson
Environmental Program Manager

ec: HCPB CEQA Coordinator
Habitat Conservation Planning Branch

Office of Planning and Research, State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov

REFERENCES

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California.
<http://vegetation.cnps.org/>

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Our Mission...

EVMWD will provide reliable, cost-effective, high quality water and wastewater services that are dedicated to the people we serve.

General Manager

Greg Thomas

District Secretary

Terese Quintanar

Legal Counsel

Best Best & Krieger

April 6, 2020

City of Colton
Mark Tomich, Director
Development Services Department
650 N. La Cadena Drive
Colton, CA 92324

**SUBJECT: BARTON ROAD LOGISTICS CENTER (PLANNING CASE DAP-001-602)
NOTICE OF PREPARATION RESPONSE LETTER**

Dear Mr. Tomich:

The Elsinore Valley Municipal Water District ("District") received the Notice of Preparation dated February 14, 2020 ("NOP") for the Barton Road Logistics Center ("Project") Environmental Impact Report ("EIR") and is providing this letter to express our concerns regarding the Project. The District is the owner of APN: 1167-051-02-0000 ("Property"), located along Barton Road at the intersection of Terrace Avenue. The District's Palm Avenue Well ("Well"), which is located on the Property, is utilized for groundwater extraction purposes and is a vital asset to the District. Based on our review of the NOP and exhibits provided, the District has concerns over potential significant impacts caused by the Project.

The District is providing the following comments and requests that the City require the Applicant to contact the District to resolve our concerns.

1. Vacation of Terrace Avenue: The District utilizes Terrace Avenue as a means of ingress and egress to our Property and has significant concerns with the vacation of Terrace Avenue. The District uses large vehicles and crane trucks to operate and maintain the Well and it is unreasonable to expect these vehicles to safely turnaround onsite or reverse onto Barton Road. The vacation of Terrace Avenue impacts the District ability to properly operate and maintain the Well and our Property.
2. Terrace Avenue Right-of-Way: When right-of-way ("ROW") is vacated, it transfers back to the property from which it was originally acquired. Based on our review of the NOP, it appears the Applicant has incorporated the full ROW of Terrace Avenue into their site plan. The District requests a copy of the Terrace Avenue ROW acquisition to verify the transfer.

3. Barton Road Dedication and Landscape Requirements: The District assumes the City will require the Applicant to complete full street improvements, including landscape, along Barton Road and dedicate the necessary ROW per General Plan and/or Traffic Impact Study requirements. As such, the Property and the District's ability to utilize the Property will be negatively impacted.
4. Palm Avenue Well Discharge Waterline: The District owns and operates a waterline in Barton Road. The District is concerned with impacts the street improvements may have on our waterline. The District requests that the Applicant evaluate such potential impacts.

The District is committed to working with the City and Applicant to resolve these concerns and we look forward to meeting with you to discuss them further. Please feel free to contact me at mbates@evmwd.net or 951-674-3146 x8208.

Thank you,



Matthew Bates, P.E.
Engineering Manager



March 17, 2020

Mr. Mark Tomich, Development Services Manager
City of Colton, Planning Division
650 North La Cadena Drive
Colton, California 92324
Phone: (909) 370-5079
E-mail: mtomich@ci.colton.ca.us

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Barton Road Logistics Center [SCAG NO. IGR10130]

Dear Mr. Tomich,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Barton Road Logistics Center ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Barton Road Logistics Center in San Bernardino County. The proposed project includes the re-development of the former Stater Bros. Markets warehousing campus that will result in the construction of two individual warehouse buildings, totaling 960,040 square feet, on a 53.15 acre project site.

When available, please send environmental documentation to SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Manager, Compliance and Performance Monitoring

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

SOUTHERN CALIFORNIA
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**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
Barton Road Logistics Center [SCAG NO. IGR10130]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

Please note the Draft 2020 RTP/SCS (Connect SoCal) was released for public review on November 14, 2019 until January 24, 2020. The Final Connect SoCal is anticipated to be adopted in April 2020. Please refer to Connect SoCal goals and growth forecast for RTP/SCS consistency for future projects. The Draft Connect SoCal can be reviewed here: <https://www.connectsocial.org/Pages/Connect-SoCal-Draft-Plan.aspx>.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>
*SCAG does not yet have an agreed-upon security performance measure.	

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Colton Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	57,600	67,800	69,100
Households	6,458,000	7,325,000	7,412,300	17,600	20,400	20,800
Employment	8,414,000	9,441,000	9,871,500	21,100	28,100	29,200

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

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From: [Cecilia So](#)
To: [Stephanie Shepard](#)
Subject: FW: SCAG Comments on the NOP of a DEIR for the Barton Road Logistics Center [SCAG NO. IGR10130]
Date: Tuesday, March 17, 2020 12:44:43 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[IGR10130 NOP Barton Road Logistics Center.pdf](#)

Please save and index. Thanks!

Cecilia So
Project Manager

From: Mark Tomich <mtomich@coltonca.gov>
Sent: Tuesday, March 17, 2020 12:11 PM
To: Nancy Ferguson <nancy@jericho-systems.com>; Cecilia So <cso@fcs-intl.com>; Kerri Tuttle <ktuttle@fcs-intl.com>
Subject: FW: SCAG Comments on the NOP of a DEIR for the Barton Road Logistics Center [SCAG NO. IGR10130]

[More NOP comments](#)

[Mark](#)

From: Anita Au [<mailto:au@scag.ca.gov>]
Sent: Tuesday, March 17, 2020 11:03 AM
To: Mark Tomich <mtomich@coltonca.gov>
Cc: Ping Chang <CHANG@scag.ca.gov>
Subject: SCAG Comments on the NOP of a DEIR for the Barton Road Logistics Center [SCAG NO. IGR10130]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Please find attached SCAG Comments on the NOP of a DEIR for the Barton Road Logistics Center [SCAG NO. IGR10130].

Please contact me at au@scag.ca.gov if you have any questions or difficulties with the attached file.

In light of the coronavirus and other public health concerns, please be advised that a majority of SCAG staff are telework with limited access to the DTLA office. Therefore, if you wish to submit documents for IGR review, please submit it online via the IGR webpage (<http://www.scag.ca.gov/programs/Pages/IGRContact.aspx?opentab=3>) or via email to au@scag.ca.gov.

Thank you!



Anita Au

Associate Regional Planner

Tel: (213) 236-1874

au@scag.ca.gov

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South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

March 10, 2020

mtomich@ci.colton.ca.us

Mark Tomich, Manager
City of Colton, Development Services Department
Planning Division
650 North La Cadena Drive
Colton, CA 92324

Notice of Preparation of a Draft Environmental Impact Report for the Proposed Barton Road Logistics Center¹

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send South Coast AQMD a copy of the Draft EIR upon its completion and public release. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the Draft EIR directly to South Coast AQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files². These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

South Coast AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. South Coast AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from South Coast AQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on South Coast AQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). South Coast AQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

¹ The Proposed Project consists of demolition of 659,432 square feet of existing buildings and construction of two warehouses totaling 960,040 square feet on 43.85 acres.

² Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

South Coast AQMD has also developed both regional and localized significance thresholds. South Coast AQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to South Coast AQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, South Coast AQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by South Coast AQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

Operation of the Proposed Project generates or attracts heavy-duty diesel-fueled vehicles. It is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance³ on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study

³ In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

(MATES IV), completed in May 2015, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions, and that the South Coast Air Basin portion of San Bernardino County has an estimated population-weighted average cancer risk at 339 in one million⁴. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks. Thus, cumulative impacts from warehouse projects in communities with existing industrial sources should be evaluated and disclosed.

Trip Rates for High Cube Warehouse Projects

The Proposed Project will include, among others, construction of two warehouses totaling 960,040 square feet on 43.85 acres. South Coast AQMD staff recommends the use of truck trip rates from the Institute of Transportation Engineers (ITE) for high cube warehouse projects located in South Coast AQMD (i.e. 1.68 average daily vehicle trips per 1,000 square feet and 0.64 average daily truck trips per 1,000 square feet). Consistent with CEQA Guidelines, the Draft EIR for the Proposed Project may use a non-default trip rate if there is substantial evidence supporting another rate is more appropriate for the air quality analysis.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 “Mitigating the Impact of a Project” of South Coast AQMD’s *CEQA Air Quality Handbook*. South Coast AQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- South Coast AQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- South Coast AQMD’s Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- California Air Pollution Control Officers Association (CAPCOA)’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Additional mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft EIR may include the following:

- Require zero-emissions or near-zero emission on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB’s adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. At a minimum, require that vendors, contractors, and/or haul truck operators commit to using 2010 model year⁵ trucks (e.g.,

⁴ South Coast AQMD. May 2015. *Multiple Air Toxics Exposure Study in the South Coast Air Basin*. Accessed at: <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf>

⁵ The CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter

material delivery trucks and soil import/export) that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks⁶. Include environmental analyses to evaluate and identify sufficient power available for zero emission trucks and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. The Lead Agency should include the requirement of zero-emission or near-zero emission on-road haul trucks in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.

- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this land use or higher activity level.
- Should the Proposed Project generate significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final CEQA document, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.
- Provide electric vehicle (EV) Charging Stations (see the discussion below regarding EV charging stations).
- Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS)⁷. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, South Coast AQMD staff recommends the Lead Agency require the Proposed Project and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, South Coast AQMD staff recommends that the Lead Agency require at least five percent of all vehicle parking spaces (including for trucks) include EV charging stations⁸. Further, electrical hookups should be

requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

⁶ Based on a review of the California Air Resources Board's diesel truck regulations, 2010 model year diesel haul trucks should have already been available and can be obtained in a successful manner for the project construction California Air Resources Board. March 2016. Available at: <http://www.truckload.org/tca/files/ccLibraryFiles/Filename/000000003422/California-Clean-Truck-and-Trailer-Update.pdf> (See slide #23).

⁷ Southern California Association of Governments. Accessed at: <http://scagrtpscscs.net/Pages/FINAL2016RTPSCS.aspx>.

⁸ City of Los Angeles. Accessed at:

http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf.

provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should be appropriately sized to allow for future expanded use.

- Design the Proposed Project such that entrances and exits are such that trucks are not traversing past neighbors or other sensitive receptors.
- Design the Proposed Project such that any check-in point for trucks is well inside the Proposed Project site to ensure that there are no trucks queuing outside of the facility.
- Design the Proposed Project to ensure that truck traffic within the Proposed Project site is located away from the property line(s) closest to its residential or sensitive receptor neighbors.
- Restrict overnight parking in residential areas.
- Establish overnight parking within the Proposed Project where trucks can rest overnight.
- Establish area(s) within the Proposed Project site for repair needs.
- Develop, adopt and enforce truck routes both in and out of city, and in and out of facilities.
- Create a buffer zone of at least 300 meters (roughly 1,000 feet), which can be office space, employee parking, greenbelt, etc. between the Proposed Project and sensitive receptors.

Additional mitigation measures for operational air quality impacts from area sources that the Lead Agency should consider in the Draft EIR may include the following:

- Maximize use of solar energy including solar panels.
- Install the maximum possible number of solar energy arrays on the building roofs and/or on the project site to generate solar energy for the facility and/or to power EV charging stations.
- Maximize the planting of trees in landscaping and parking lots.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Require use of electric or alternatively fueled sweepers with HEPA filters.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Alternative

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits and South Coast AQMD Rules

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project. The assumptions in the air quality analysis in the certified Final EIR will be the basis for permit conditions and limits. For more information on permits, please visit South Coast AQMD’s webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to South Coast AQMD’s Engineering and Permitting staff at (909) 396-3385.

Data Sources

South Coast AQMD rules and relevant air quality reports and data are available by calling South Coast AQMD’s Public Information Center at (909) 396-2001. Much of the information available through the Public Information Center is also available at South Coast AQMD’s webpage at: <http://www.aqmd.gov>.

South Coast AQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

SBC200218-03

Control Number

March 16, 2020

City of Colton, Planning Division
Attn: Mark Tomich, Development Services Director
650 North La Cadena Drive, Colton, CA 92324
Sent via email to: mtomich@coltonca.gov

Re: Comment Regarding Notice of Preparation of a Draft Environmental Impact Report and Notice of Public Scoping Meeting regarding the proposed Barton Road Logistics Center

Dear Mr. Tomich:

We are residents that will be impacted by the proposed Barton Road Logistics Center. We were unable to attend the Public Scoping Meeting due, in part, to work schedule. This letter provides our comments regarding the proposed project as follows (the order of the listing is not indicative of the priority of the concerns/questions):

Aesthetic/Visual – We moved to our home in December 1977. It is located on an incline and we are fortunate in that our home is not located at street level. Because of this aspect, we are afforded a nice view. Our home is located on La Cadena and is due west of the former Stater Bros. employee parking lot. The placement of our home provides us with a view of the hills and mountains that include San Geronio, Blue Mountain, Box Springs, etc.

Graffiti – what will be the requirements pertaining to maintenance of any of the structures (buildings as well as any other structures) with regard to graffiti/litter?

Height Variance Impact – what will be the impact to the view from our home and the homes of our neighbors?

Exterior lighting – what is proposed for the project? What is the impact? Once the former Stater Bros. employee parking lot became a freight truck parking spot, there are nights where the truck lights are bright enough to illuminate the east facing rooms in our home.

Noise – another aspect of the former State Bros. employee parking lot becoming a freight truck parking spot, is increased noise.

Hours of Operation – what will the hours of operation be and what is the nature of the impact to our home as well as to our neighbors? We have friends where the logistics center that went in across the street from their home experience noise 24 hours, 7 days a week and where no amount of communications with the local public agency has resulted in relief by way of reduction in the noise. Including the noise resulting from trucks that are idle in the roadways in the neighborhood.

Toxic/Hazardous materials – what will be the nature of the materials housed at the logistics center? Will there be hazardous materials that will be transported to and from the logistics center? What are the precautions that will be in place if hazardous materials are will be on the premises and transported to and from the logistics center?

Exposure to Fumes resulting from increased traffic as well as the equipment that will be used for the operations of the logistics center? As noted in the NOP, the operation of the proposed logistics center will be larger than the Stater Bros. campus.

Security, Loitering – once Stater Bros. departed their campus and when Lineage's operation either stopped or slowed down, we experienced a problem with a homeless person that decided to set up camp on the City sidewalk in front of our home. He was literally camping out and intended to stay. A car drove up each day at different times and brought food and beverage. He intimidated the people that came to our home to the point they were uncertain about exiting their vehicles. It took a few calls but finally the City of Colton Police Department was able to convince this person that he could not camp out on a City sidewalk. When Stater Bros. was still in operation at that location, we experienced some issues with the people that were looking for work. They gathered in front of our house (at that time the sidewalk and block wall in front of our home did not exist). They came up onto our property to relieve themselves. When we contacted Stater Bros. they informed us that they were in the process of setting up a location closer to their cold storage building where the people could gather and be available for work. In other words, we are interested in learning how the City and the owner/operator of the logistics center will handle such situations.

Impact to Traffic Circulation – will Barton Road be vacated and become part of the logistics center? It is hard to tell from the diagram in the NOP. What will the impact be to traffic on La Cadena? The NOP note that part of the proposed logistics centers is to add additional vehicle on-site queueing. What will be the impact to the residents, to the people that use La Cadena to travel to and from points north and south of the Barton Road traffic signal where Barton Road ends at La Cadena? During certain times of the year when the volume of trucks making deliveries to Stater Bros. was particularly heavy, we were surprised and happy to see the resources and efforts that Stater Bros. employed to lessen the impact to not only the traffic pattern but also to the residents where we live.

Are there proposed plans for La Cadena at the location where we live that are the result of the proposed logistics center? Currently there is space along La Cadena where we are able to enter and exit our driveway without being directly in the line of the traffic that speed by. Driver run the red light regularly (cars, diesel trucks, etc.) Sometimes they honk their horn as if to say "sorry folks, I'm not stopping for the red light." If proposed plans will eliminate the space that allows for safe entry and exit from the driveways along La Cadena, that will be huge in terms of safety.

Respectfully, Mark and Mary Stracke

Contact, etc.:

Mark and Mary Stracke, homeowners residing at 12146 La Cadena, Colton, Ca 92324 (35, 1167-051-11)
Telephone to reach us: (951) 333-3222 (cell)

From: Mark Tomich <mtomich@coltonca.gov>

Sent: Tuesday, March 17, 2020 9:58 AM

To: Nancy Ferguson <nancy@jericho-systems.com>; Kerri Tuttle <ktuttle@fcs-intl.com>; Cecilia So <cso@fcs-intl.com>

Subject: FW: Barton Road Logistics Center - Comments to NOP from homeowners Mark and Mary Stracke

Forwarding NOP comments from homeowner.

Mark

From: Mark Stracke [<mailto:mark.9@sbcglobal.net>]

Sent: Tuesday, March 17, 2020 12:47 AM

To: Mark Tomich <mtomich@coltonca.gov>; Mark Stracke <mark.9@sbcglobal.net>

Subject: Barton Road Logistics Center - Comments to NOP from homeowners Mark and Mary Stracke

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Our comments are included in this email as well as in the attached Word document. Thank you, Mark and Mary Stracke

March 17, 2020

City of Colton, Planning Division

Attn: Mark Tomich, Development Services Director

650 North La Cadena Drive, Colton, CA 92324

Sent via email to: mtomich@coltonca.gov

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Contact, etc.:

Mark and Mary Stracke, homeowners residing at 12146 La Cadena, Colton, Ca 92324 (35, 1167-051-11) Telephone to reach us: (951) 333-3222 (cell)



Planning and Development Services Department

Delivered by Electronic Mail

March 25, 2020

Mr. Tomich, Development Services Director
City of Colton Development Services Department
659 N. La Cadena Drive
Colton, CA 92324

Re: Notice of Preparation (NOP) Prepared for Barton Warehouses APNs: 1167-051-15, 16, 18, 19 & 20 and 1167-061-06, 1167-131-03 & 04 and 0275-223-23, 44, 45 & 46)

Dear Mr. Tomich,

Thank you for the opportunity to comment on the NOP prepared for the above-referenced Project with development applications for **Architectural Site Plan Review, Conditional Use Permit, Tentative Parcel Map, Variance-Major, and Development Agreement** of the northerly 43.85-acres of the 53.15-acre former Stater Bros. Markets headquarters and warehousing/distribution campus. Obtain entitlement approvals for the development of two (2) state-of-the-art speculative concrete tilt-up industrial warehouse logistics facilities (type 111-B); Construct Building 1 on the approx. 28.14-acre site north of Barton Road and will feature 540,920 sq. ft. of rentable building area; Building 2 constructed on approx. 19.46-acre site south of Barton Road, and will feature 419,920 sq. ft. of rentable building area; The total proposed square footage of the new facilities is **960,040** square feet. office/warehouse building

When we recently met, you indicated this proposed project does not have an approved scope of work for the traffic impact analysis. Also, without preparation of an initial study, it is impossible for us to comment on what traffic improvements that the applicant will assume responsibility.

The City requests that the technical studies provide substantive analysis with acceptable mitigation. Since most of the vehicles might use Grand Terrace streets, any form of an override is unacceptable. We request the Draft Environmental Impact Report examine the following:

1. Addressing potential traffic impacts at the intersection of Barton Road and Terrace Avenue with acceptable mitigation.
2. Keep Terrace Avenue open or propose an acceptable alternative with complete

analysis Closing Terrace Avenue south of Barton Road to De Berry will impact the existing business park off Deberry as well as the traffic circulation in the immediate area.

3. Include the intersection of Barton and Grand Terrace and the intersections with the freeway on and off ramps in the TIA with a VMT analysis, Greenhouse Gas Analysis (GHG), Noise Analysis and Air Quality Analysis.
4. Provide the operation of the Barton and Terrace intersection for truck turning movements assuming Terrace is vacated with the proposed alternative.
5. Submit a bridge operations analysis with recommendations and mitigation due to the expanded use on the properties.
6. Provide a visual analysis with sections depicting all four sides of both buildings and height to grade analysis since you are proposing a refrigerated high cube warehouse that exceeds your height limit with a variance request that justifies why exceeding the height limit is a hardship.

As this proposal also includes a Development Agreement (DA), Grand Terrace will experience the most impact and requests to be included in the DA discussion to ensure our infrastructure preserved through a community benefit.

Thank you again for the opportunity to comment. Should you have any questions or require additional information, feel free to contact me at (909) 824-6621 ext. 225.

Sincerely,



STEVE WEISS, AICP
Planning and Development
Services Director

cc: G. Harold Duffey, City Manager
Alan French, Public Works Director



Notice of Preparation of a Draft Environmental Impact Report and Notice of Public Scoping Meeting for the Barton Road Logistics Center

RECEIVED

FEB 14 2020

DATE: February 14, 2020
TO: Reviewing Agencies and Other Interested Parties
FROM: City of Colton Development Services Department, 650 North La Cadena Drive, Colton, CA 92323
PROJECT TITLE/SUBJECT: Barton Road Logistics Center / Notice of Preparation of a Draft Environmental Impact Report and Notice of Public Scoping Meeting
PROJECT APPLICANT: EBS Realty, Inc. and Hagar Pacific Properties
NOTICE OF PREPARATION REVIEW PERIOD: February 14, 2020 through March 17, 2020
NOTICE OF PUBLIC SCOPING MEETING: *Location:* Luque Community Center, 294 East O Street, Colton, CA 92324
Date/Time: Wednesday, February 26th, from 5:00 pm to 7:00 pm

The City of Colton is the Lead Agency and will prepare an Environmental Impact Report (EIR) for the proposed Barton Road Logistics Center (proposed project). The City hereby solicits comments and suggestions from Responsible Agencies and members of the public regarding (1) the scope and content of the EIR and (2) the environmental issues and alternatives that should be addressed in the EIR (per California Environmental Quality Act [CEQA] Guidelines § 15082). This Notice of Preparation also provides notice to interested parties, organizations, and individuals that a public scoping meeting will be held on February 26, 2020, to gather public input on the proposed project pursuant to CEQA Section 21083.9(2). The City of Colton has determined that the proposed project may have area-wide significance. The proposed project is briefly summarized below.

✓ **PROJECT LOCATION:** The project site occupies approximately 53.15 acres within the southwestern portion of the City of Colton. The project site is located west of Interstate 215 (I-215) and east of La Cadena Drive and is accessed via Barton Road (see Exhibit 1, Regional Location Map, and Exhibit 2, Local Vicinity Map Aerial Base). The project site formerly housed the Stater Bros. Markets headquarters and warehousing/distribution campus located at 12700 Barton Road, with additional buildings located at 275, 280, and 375 DeBerry Street, south of Barton Road. Regional access is provided via the I-215 located approximately 0.25 mile east of the site at the Barton Road interchange; or via La Cadena Drive southerly approximately 0.6 mile to the I-215 at the Iowa Street interchange. ✓ The project site is designated as Light Industrial on the General Plan and Zoning maps.

✓ **PROJECT DESCRIPTION:** The project applicant proposes to redevelop 43.85 acres of the 53.15-acre former Stater Bros. Markets headquarters and warehousing/distribution campus located at 12700 Barton Road. Redevelopment of the project site would include the demolition of four industrial buildings and an office building totaling 659,432 square feet and ground-up development of two state-of-the-art (speculative) concrete tilt-up industrial warehouse buildings totaling 960,040 square feet. The 125,801-square-foot building located at 280 DeBerry Street would remain, and only improvements to site access to add additional vehicle on-site queueing would be made to that property. The project site

Oppose abandoning Terrace Rd. S.

plan is depicted in Exhibit 3. The project also includes a Tentative Parcel Map to consolidate 12 parcels into 2 separate legal parcels, the vacation of S. Terrace Rd, south of Barton Road and DeBerry St between S. Terrace Rd and the first project driveway, a Height Variance for building height up to 50 ft in a zone that allows a maximum height of 40 feet, and a Development Agreement.

NOTICE OF POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT: The City of Colton has determined that the proposed project could result in potentially significant environmental impacts and therefore will prepare a Draft EIR to evaluate the potential physical environmental impacts of the project. As required pursuant to CEQA, the EIR will analyze those potential impacts, identify mitigation measures, and indicate whether the proposed mitigation measures would reduce potentially significant environmental impacts to a less than significant level. The Draft EIR will also evaluate a no project alternative, which will assume that no changes would occur to affect existing conditions at the project site, as well as additional project alternatives that could potentially reduce or avoid any significant environmental impacts associated with the proposed project. As part of the review process under CEQA, the City will convene a public scoping meeting at which public comments will be solicited on the issues to be covered in the EIR.

Requested extension granted

NOP COMMENT PERIOD AND DEADLINE: Due to the time limits mandated by State law, responses must be received at the earliest possible date but not later than 30 days after receipt of this notice. Please send your written comments (including name, affiliation, telephone number, and contact information) on or before March 17, 2020 by 5:00 p.m. to the Lead Agency contact listed below. The comments received during the public scoping process will be considered during preparation of the Draft EIR.

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

NOTICE OF PUBLIC SCOPING MEETING: Pursuant to CEQA Guidelines Section 15082, the City of Colton will conduct a public scoping meeting to solicit written and oral comments regarding the scope and content of the Draft EIR from public agencies and interested parties or persons. The public scoping meeting will be held on Wednesday February 26, 2020, from 5:00 p.m. to 7:00 p.m. at the following location:

Luque Community Center
294 East O Street
Colton, CA 92324

Date:

Signature: 

Title: Development Services Director

Attachments: Exhibit 1: Regional Location Map
Exhibit 2: Local Vicinity Map Aerial Base
Exhibit 3: Site Plan

RECEIVED

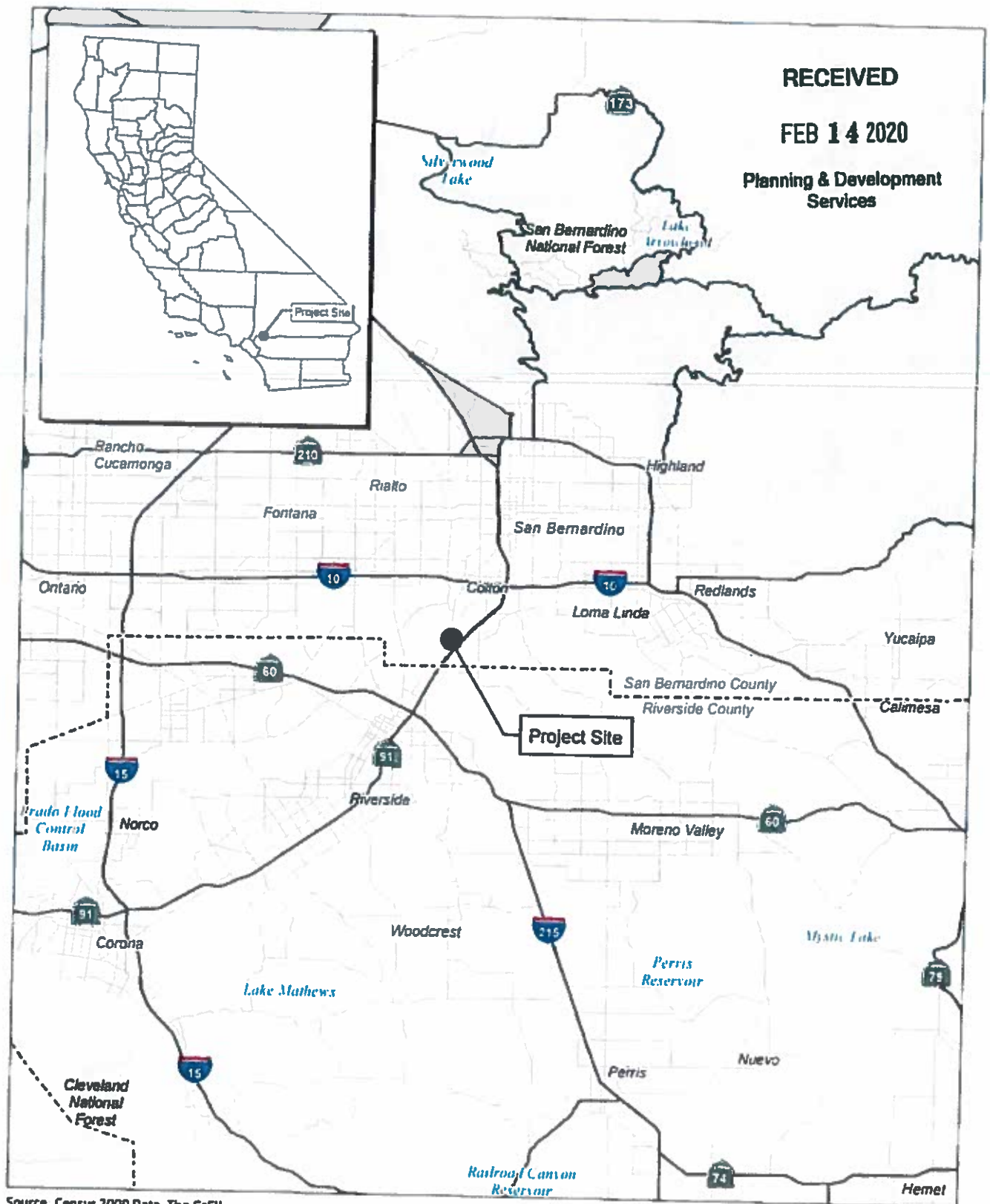
FEB 14 2020

Planning & Development
Services

RECEIVED

FEB 14 2020

Planning & Development
Services



Source: Census 2000 Data, The CaSIL

FIRSTCARBON
SOLUTIONS™

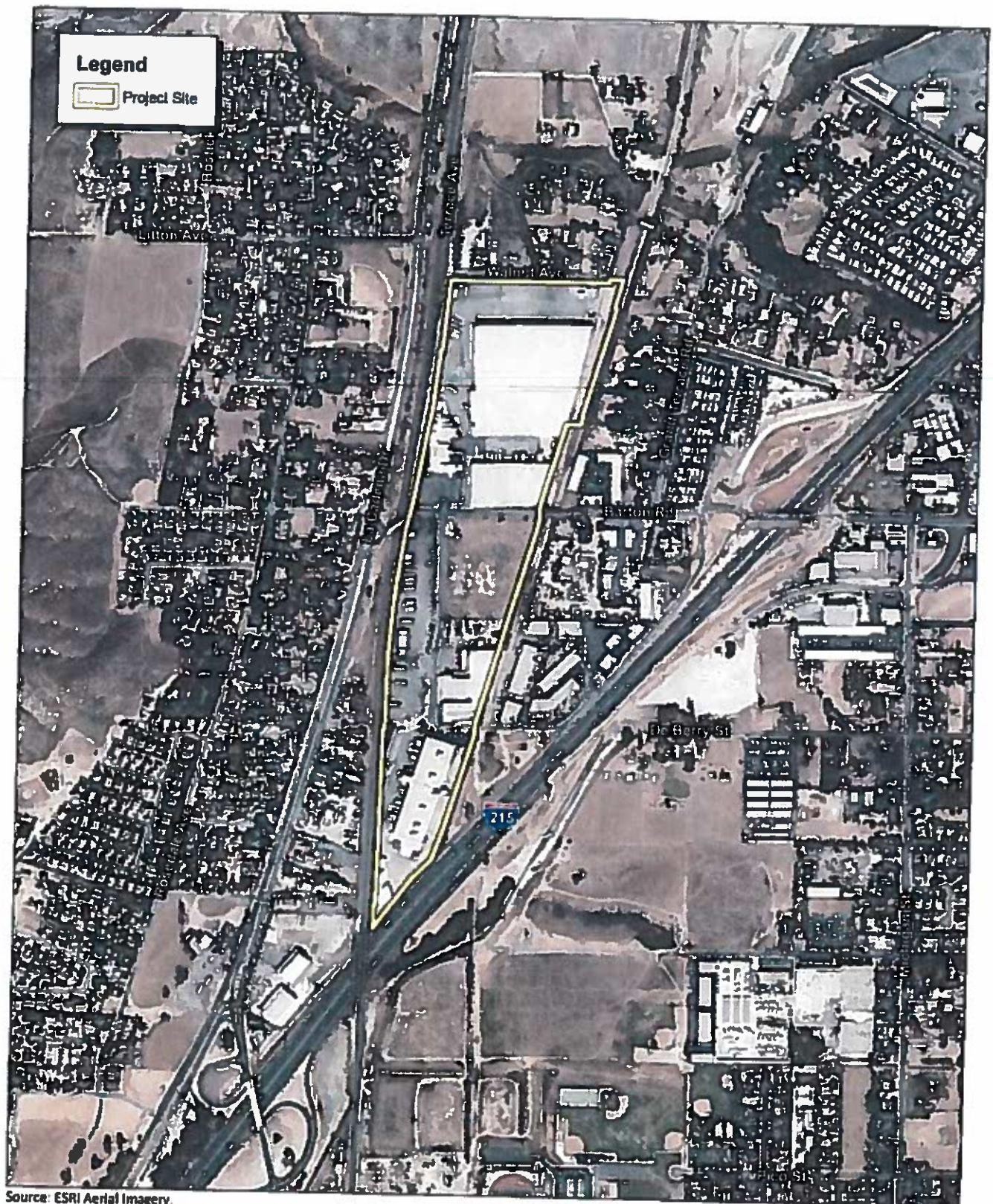


5 2.5 0 5
Miles

02370027 • 02/2020 | 1_regional.mxd

Exhibit 1 Regional Location Map

CITY OF COLTON
BARTON ROAD LOGISTICS CENTER
NOTICE OF PREPARATION



Source: ESRI Aerial Imagery.

FIRSTCARBON
SOLUTIONS™



800 400 0 800
Feet

RECEIVED

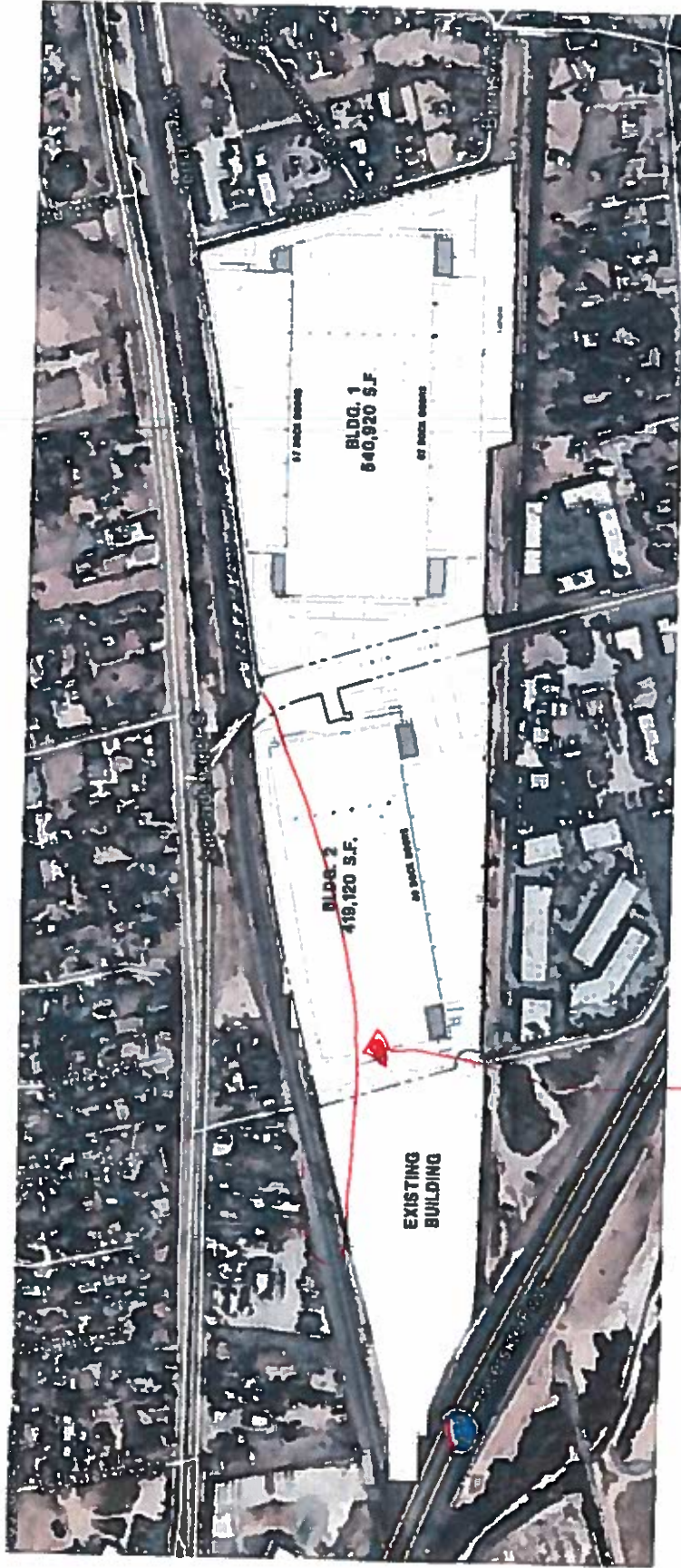
FEB 14 2020

Exhibit 2
Local Vicinity Map
Aerial Base

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Planning & Development
Services

CITY OF COLTON
ARTON ROAD LOGISTICS CENTER
NOTICE OF PREPARATION



RECEIVED

FEB 14 2020

Planning & Development
Services

4

Describe of identify
abandonment of Terrace Rd. S.
if that is what is proposed

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

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SOLUTIONS™

02370027 • 02/2020 | 3_site_plan.cdr

Exhibit 3
Site Plan

CITY OF COLTON
BARTON ROAD LOGISTICS CENTER
NOTICE OF PREPARATION

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A.3 - Scoping Meeting Sign-in Sheet and Comment Cards

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BARTON ROAD LOGISTICS FACILITY SCOPING MEETING City of Colton

February 26, 2020
5:00 p.m. to 7:00 p.m.
Luque Community Center
294 East O Street
Colton, CA 92324

SIGN-IN SHEET

Name	Affiliation	Address/Email
1. <u>Era B. Olmos</u>	<u>Resident</u>	<u>12170 S La Cadena Dr. Colton</u>
2. <u>Bill Quisenberry</u>	<u>LIUNA</u>	<u>4399 N Santa Anita El Monte</u>
3. <u>Jesus Gastelum</u>	<u>EUHWO</u>	<u>jgastelum@euw.com</u>
4. <u>Thomas Archuleta</u>	<u>Planning</u>	<u>2409 S LA CADENA DRIVE Colton</u>
5. <u>Pat Remolacio</u>	<u>EBS Realty Assoc.</u>	<u>1300 Bristol St. W Newport Bch CA 92660</u>
6. <u>Rick Switzer</u>	<u>LINEAGE</u>	<u>21700 Barton Rd.</u>
7. <u>Rick Amey</u>	<u>Lineage</u>	<u>280 DeBerry St Colton</u>
8. <u>Jeffrey McConnell</u>	<u>GT RESIDENT</u>	<u>21712 Vivienne Ave GT</u>
9. <u>Richard De Wilos</u>	<u>Resident</u>	<u>297 Little Ave Colton</u>
10. <u>Ieno Morano</u>		<u>12071 Rosedale Av.</u>

**BARTON ROAD LOGISTICS FACILITY
SCOPING MEETING
City of Colton**

February 26, 2020
5:00 p.m. to 7:00 p.m.
Luque Community Center
294 East O Street
Colton, CA 92324

SIGN-IN SHEET

	Name	Affiliation	Address/Email
1.	OwEN CHANG	CJUSD	owen.chang@cjUSD.net
2.	Charlene So	UrbanCrossroads	cso@urbanxroads.com
3.	Edward Giroux		21891 Vivienla Ave GT
4.	Albert Cervantes	resident	12184 J. LaCaline Dr Colton
5.	Guy Moniz	Lineage	2356 Fleetwood Dr, Riverside CA
6.	Ashley Giroux	Lineage	280 Deberry St Colton CA
7.			
8.			
9.			
10.			

<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 and Tribal Cultural Resources	<input type="checkbox"/> - Energy
<input type="checkbox"/> - Geology and Soils	<input type="checkbox"/> - Greenhouse Gas Emissions	<input type="checkbox"/> - Hazards and Hazardous Materials
<input type="checkbox"/> - Hydrology/Water Quality	<input type="checkbox"/> - Land Use/Planning	<input type="checkbox"/> - Mineral Resources
<input type="checkbox"/> - Noise	<input type="checkbox"/> - Population/Housing	<input type="checkbox"/> - Public Services
<input type="checkbox"/> - Recreation	<input checked="" type="checkbox"/> - Transportation/Traffic	<input type="checkbox"/> - Utilities/Service Systems
<input type="checkbox"/> - Wildfire		

Please provide us with comments on the scope of environmental issues and alternatives to consider in the EIR. Feel free to use the back of the card as needed.

COMMENT CARD

Barton Road Logistics Facility – SCOPING
Meeting

February 26, 2020

5:00 p.m. to 7:00 p.m.

Luque Community Center
294 East O Street
Colton, CA 92324

Name: TOM ARCHULETA
Address: 2409 S LA CADENA DRIVE, COLTON CA 92328
Email: LACADENA@MSN.COM
Comments: EGRESS OF TRAFFIC? SMOG, TOXIC FUMES,

BRIDGES ANY CHANGES? WHO IS RESPONSIBLE FINANCIAL
24HR OPERATION/NOISE

WHAT IS GT RESPONSIBLE FOUR
WHAT KIND OF OPERATION IS PLANNED ON THIS SITE? FEES ASSOCIATED WITH PROJECT

Please send all comments to: Nancy Ferguson, Contract Planner
City of Colton
659 N. La Cadena Drive
Colton, CA 92324
Email: Nancy@jericho-systems.com
Office: 909.307.5633 | Cell: 760.799.7525

<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 and Tribal Cultural Resources	<input type="checkbox"/> - Energy
<input type="checkbox"/> - Geology and Soils	<input type="checkbox"/> - Greenhouse Gas Emissions	<input type="checkbox"/> - Hazards and Hazardous Materials
<input type="checkbox"/> - Hydrology/Water Quality	<input type="checkbox"/> - Land Use/Planning	<input type="checkbox"/> - Mineral Resources
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Please provide us with comments on the scope of environmental issues and alternatives to consider in the EIR. Feel free to use the back of the card as needed.

COMMENT CARD

Barton Road Logistics Facility – SCOPING
Meeting

February 26, 2020

5:00 p.m. to 7:00 p.m.

Luque Community Center
294 East O Street
Colton, CA 92324

Name: EDWARD CIRRELY
Address: 909-752-9649
Email: EDNBELY98@YAHOO.COM
Comments: 21891 VILLADA AVE
GRAND TERRACE CA 92313
SIGNAGE TO PREVENT LARGE COMMERCIAL VEHICLES
NORTH OF BARTON RD 24 HOUR OPERATIONS,
NOISE, QUALITY OF LIFE ISSUES.

Please send all comments to: Nancy Ferguson, Contract Planner
City of Colton
659 N. La Cadena Drive
Colton, CA 92324
Email: Nancy@jericho-systems.com
Office: 909.307.5633 | Cell: 760.799.7525

<input type="checkbox"/> - Aesthetics	<input type="checkbox"/> - Agriculture and Forestry Resources	<input type="checkbox"/> - Air Quality
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<input type="checkbox"/> - Wildfire		

Please provide us with comments on the scope of environmental issues and alternatives to consider in the EIR. Feel free to use the back of the card as needed.

Name: Jeffery McConnell
Address: 2172 VIVIENNA AVE
Email: JefferyMcConnell@yahoo.com
Comments: DONT CUT OFF TERRACE AVE SOUTH ONLY BARON DETOUR
NOISE & AIR QUALITY EAST DOWNDOWN ZONED R-2
FIX GPS OR CLOSE TRESSALL @ TERRACE NORTH
24 HOUR OPERATION NOT GOOD! NORTH BLOG SURROUND BY 3 SIDES

Please send all comments to: Nancy Ferguson, Contract Planner
City of Colton
659 N. La Cadena Drive
Colton, CA 92324
Email: Nancy@jericho-systems.com
Office: 909.307.5633 | Cell: 760.799.7525

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<input type="checkbox"/> - Aesthetics	<input type="checkbox"/> - Agriculture and Forestry Resources	<input checked="" type="checkbox"/> - Air Quality
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<input type="checkbox"/> - Recreation	<input checked="" type="checkbox"/> - Transportation/Traffic	<input checked="" type="checkbox"/> - Utilities/Service Systems
<input type="checkbox"/> - Wildfire		

Please provide us with comments on the scope of environmental issues and alternatives to consider in the EIR. Feel free to use the back of the card as needed.

Name: OWEN CHANG
Address: 325 HERMOSA AVE BLDG 5, COLTON 92324
Email: owen.chang@cjust.net
Comments: PLEASE ADDRESS THE IMPACTS THIS PROPOSED PROJECT WILL HAVE
ON AIR QUALITY AND TRAFFIC FOR NEARBY SCHOOLS. IT ALSO
CURIOUS IF NEW CEQA REGULATION TAKING EFFECT IN JULY WILL HAVE
IMPACTS ON HOW TRAFFIC WILL BE EVALUATED.

Please send all comments to: Nancy Ferguson, Contract Planner
City of Colton
659 N. La Cadena Drive
Colton, CA 92324
Email: Nancy@jericho-systems.com
Office: 909.307.5633 | Cell: 760.799.7525

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