

# CITY OF COLTON PLANNING COMMISSION AGENDA

COUNCIL CHAMBERS, 650 NORTH LA CADENA DRIVE, COLTON, CA 92324

**REGULAR MEETING – Tuesday, March 8, 2016 – 5:30 P.M.**

Planning Commission Agenda March 8\_2016

Documents: [PC AGENDA 3-08-2016.PDF](#)

A. CALL TO ORDER

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

D. APPROVAL OF MEETING MINUTES

. Planning Commission Minutes February 23, 2016

Documents: [2016\\_02-23-PC MINUTES\\_ DRAFT.PDF](#)

E. PUBLIC COMMENTS

F. BUSINESS ITEMS

. F-1\_Staff Report\_DAP-001-269\_3-8-16

Documents: [ITEM F-1\\_STAFF REPORT\\_DAP-001-269.PDF](#)

. . Item F-1\_February 23\_2016 PC Staff Report And Attachments

Documents: [F-3\\_ATTACHMENT 4\\_ DAP-001-269 - 2 OF 3.PDF](#), [F-3\\_ATTACHMENT 4\\_ DAP-001-269 - 3 OF 3-A.PDF](#), [F-3\\_ATTACHMENT 4\\_ DAP-001-269 - 3 OF 3-B.PDF](#), [F-3\\_ATTACHMENT 5\\_DAP-001-269\\_PLANS AND RENDERINGS.PDF](#), [F-3 DAP-001-269 STAFF REPORT AND ATTACHMENTS 1-3.PDF](#), [F-3\\_ATTACHMENT 4\\_ DAP-001-269 - 1 OF 3.PDF](#)

G. PUBLIC HEARINGS

. H-1\_Staff Memorandum\_DAP-001-187

Documents: [ITEM H-1\\_STAFF MEMO\\_3-8-16 DAP-001-223.PDF](#)

. H. DIRECTOR'S REMARKS/REVIEW OF CITY COUNCIL AGENDAS

I. DIRECTOR'S REMARKS/REVIEW OF CITY COUNCIL AGENDAS

J. COMMISSION COMMENTS

. K. ADJOURNMENT

**Next Scheduled Meeting: Tuesday, March 22, 2016 at 5:30 p.m.**

**Documents Related to Open Session Agendas (SB 343).** Any public record, relating to an open session agenda item, that is distributed within 72 hours prior to the meeting is available for public inspection Monday through Thursday 8:00 am to 4:00 p.m. at the City of Colton Development Services Department located at the Civic Center Annex (across the street from City Hall) at 659 N. La Cadena Drive, Colton, CA 92324.

**Appeal of Planning Commission Action.** If you challenge in court any action of the Planning Commission related to a public hearing item, you may be limited to raising only those issues you or someone else has raised at the public hearing described in this notice, or in written correspondence delivered to the City at, or prior to, the public hearing. A decision of the Planning Commission may be appealed to the City Council. An appeal must be filed within ten (10) days following the appellant's receipt of notice of the action.

**ADA Compliance.** In compliance with the American with Disabilities Act, if you need special assistance to participate in a Planning Commission Meeting, please contact the Planning Division at 909-370-5079. Notification forty-eight (48) hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.



# CITY OF COLTON PLANNING COMMISSION AGENDA

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REGULAR MEETING – Tuesday, March 8, 2016 – 5:30 P.M.

- A. CALL TO ORDER
- B. ROLL CALL
- C. PLEDGE OF ALLEGIANCE
- D. APPROVAL OF MEETING MINUTES
  - 1. February 23, 2016 Planning Commission Minutes.

E. PUBLIC COMMENTS

F. BUSINESS ITEMS

1. FILE INDEX NUMBER: DAP-001-269

**HOWARD INDUSTRIAL PARTNERS**  
(Continued from February 23, 2016)

APPLICANT: Tim Howard

PROPERTY OWNER: LBA REALTY LLC

PROPERTY LOCATION: 1600 Agua Mansa Rd.

ASSESSORS PARCEL NO. 0260-072-01, 02, 03, 04, 15 and 16.

**REQUEST: DAP-001-269. Modification of Architectural and Site Plan Review (File Index No. DAP-001-105)** to allow a proposed 200,000 square foot industrial fulfillment center including cross dock facilities and maintenance building as an alternative to a previously approved 808,500 square foot industrial distribution warehouse on property that is 42.67 gross acres located within the M-2 (Heavy Industrial) Zone.

At the meeting, the Planning Commission will consider the following proposed environmental determination for the project, as required by the California Environmental Quality Act (CEQA).

**ENVIRONMENTAL DETERMINATION:** Pursuant to the California Environmental Quality Act (“CEQA”), CEQA Guidelines § 15164, a lead agency may prepare an addendum to a previously approved MND if only minor technical changes or additions are necessary and none of the conditions described in CEQA Guidelines Section 15162 have occurred. An Addendum to the MND has been prepared and findings certifying the proposed Addendum to approved MND will be considered by the Planning Commission.

**RECOMMENDATION:** Staff recommends that the Planning Commission approve the **Modification Architectural and Site Plan Review**, and adopt the CEQA Addendum prepared for this project and the related Mitigation Monitoring Program, through adoption of the attached Resolution titled:

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A MODIFICATION OF ARCHITECTURAL AND SITE PLAN REVIEW (FILE INDEX NO. DAP-001-105) TO ALLOW A PROPOSED 200,000 SQUARE FOOT INDUSTRIAL FULFILLMENT CENTER INCLUDING CROSS DOCK FACILITIES AS AN ALTERNATIVE TO A PREVIOUSLY APPROVED 808,500 SQUARE FOOT INDUSTRIAL DISTRIBUTION WAREHOUSE ON PROPERTY THAT IS 42.67 GROSS ACRES LOCATED WITHIN THE M-2 (HEAVY INDUSTRIAL) ZONE. (File Index No. DAP-001-269)**

**G. PUBLIC HEARINGS:**

- 1. FILE INDEX NUMBER: DAP-001-187 VALLEY PALLETS, INC.  
(Continued from February 23, 2016)**
- PROPERTY OWNER:** Rebbur, LLC
- APPLICANT:** Frank Shean, President of Valley Pallets, Inc.
- PROPERTY LOCATION:** 1235 S. Lincoln Street
- COUNTY ASSESSOR PARCEL NO.:** 0163-302-11, 12, 13, 14, 15 and 0163-311-35

**DESCRIPTION:** Modification to Conditional Use Permit (CUP) (File Index No. DAP-000-641) requesting modification of several conditions of approval to allow a pallet manufacturing, distribution and pallet storage use including the modification of conditions 7, 8, and 11 of DAP-000-641 and reporting on the completion status and compliance with appropriate code requirements; in addition, the City of Colton will be reviewing all conditions for update and modification to current standards since project has not been completed since its original approval in 2007. In addition, **Variance** to allow 59 parking spaces instead of 95; **Variance** to allow six foot screen fence along the rear and side property lines instead of the minimum eight foot high screen fence/wall; and **Variance** to allow 0.005% or 780 square feet landscaping instead of 15% or 22,368 square feet landscaping on an approximately 3.42 acres of an overall site that measures 6.7 acres consisting of six parcels zoned M-1/SDA, Light Industrial/Sensitive Development Area.

**ENVIRONMENTAL DETERMINATION:** Categorical Exemption. Pursuant to CEQA Guidelines Section 15301 – Existing Facilities. This section pertains to existing facilities, categorically exempting from CEQA proposed projects that involve negligible or no expansion beyond what currently exists at the time of environmental determination.

**RECOMMENDATION:** Pursuant to a request by the new applicant, staff recommends that the Planning Commission continue this agenda item to March 22, 2016 to allow additional time to review conditions of approval.

- H. DIRECTOR’S REMARKS/REVIEW OF CITY COUNCIL AGENDAS**
- I. COMMISSION COMMENTS**
- J. ADJOURNMENT**

**Next Scheduled Meeting: Tuesday, March 22, 2016 at 5:30 p.m.**

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***Appeal of Planning Commission Action.*** If you challenge in court any action of the Planning Commission related to a public hearing item, you may be limited to raising only those issues you or someone else has raised at the public hearing described in this notice, or in written correspondence delivered to the City at, or prior to, the public hearing. A decision of the Planning Commission may be appealed to the City Council. An appeal must be filed within ten (10) days following the appellant's receipt of notice of the action.

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CITY OF COLTON  
PLANNING COMMISSION AGENDA MINUTES  
REGULAR MEETING – Tuesday, February 23, 2016– 5:30 P.M.

**A. CALL TO ORDER at 5:30p.m.**

**B. ROLL CALL**

Commissioners Present:

Chair Richard Prieto  
Vice Chair Thomas Archuleta  
Gilbert Arrieta  
Angel Delgado  
Rosa Granado-Dominguez  
Gary Grossich

Commissioners Absent:

None

City Staff:

Marco Martinez, City Attorney  
Mark Tomich, Development Services Director  
Mario Suarez, AICP, Senior Planner  
Jay Jarrin, AICP, Senior Planner  
Steve Gonzales, Associate Planner

**C. PLEDGE OF ALLEGIANCE**

Chair Prieto led the pledge of allegiance.

**D. APPROVAL OF MEETING MINUTES**

1. February 9, 2016 Planning Commission Meeting Minutes.

Motion and second by Commissioner Arrieta/ Commission Archuleta 6 to 0 to approve. Roll Call Vote as follows: Ayes-Commissioner Grossich, Vice Chair Archuleta, Commissioner Delgado, Commissioner Arrieta, Commissioner Granado-Dominguez, and Chair Prieto. Commissioner Larson abstained from vote - did not attend 2-9-16 meeting.

**E. PUBLIC COMMENTS**

- None.

**F. BUSINESS ITEMS**

None.

1. **FILE INDEX NUMBER: DAP-001-294**

**CENTERPOINT CAR WASH BEER &  
WINE TIME EXTENSION**

**APPLICANT:** Tejas Modi, President, CenterPointe Car Wash  
Pranav Modi, representative

**PROPERTY OWNER:** CENTERPOINT CAR CARE LLC

**PRESENTED BY:** Jay Jarrin, AICP Senior Planner

**PUBLIC COMMENTS:**

- Fawad Saif, Business owner of 1035 S Mt. Vernon Avenue.
- Dick Avett, representing applicant

**PROPERTY LOCATION:** 1140 S. Mount Vernon Avenue;

**COUNTY ASSESSOR PARCEL NO.:** 0276-144-01

**REQUEST: Time Extension (First)** for one year for the approval by the City Council, by appeal, of **Conditional Use Permit (Ref: File Index No. DAP-001-190)** for the continued use of an existing vehicle-related use, as a full-service car wash/gasoline sales with convenience market; a proposed 24 hour retail operation; and the sale of alcohol, as a new ABC License Type 20-Off-Sale Beer & Wine, including a **Determination regarding Public Convenience or Necessity (PCN)** due to an undue concentration of licenses, on a 0.89-acre parcel located at 1140 South Mount Vernon Avenue (Assessor Parcel Number 0276-144-01) within a 28-acre shopping center ("Centerpointe Plaza") on nine (9) parcels zoned C-2, General Commercial. Assessor Parcel Numbers (APN): 0276-144-01; 02; 03; 04; 05; 06; 07; 08; and 38.

**ENVIRONMENTAL DETERMINATION:** Exempt pursuant to California Environmental Quality Act (CEQA) Section 15061(b) (3) due to the certainty that there is no possibility that the action (time extension) will have a significant effect on the environment.

**STAFF RECOMMENDATION:** Approval of the Time Extension (First), setting a new expiration date of March 17, 2017.

Motion and second by Commissioner Grossich/Larson 5 to 2 to approve. Roll Call Vote as follows: Ayes- Commissioner Grossich, Commissioner Delgado, Commissioner Arrieta, Commissioner Granado-Dominguez and Commissioner Larson. Noes- Chair Prieto and Vice Chair Archuleta.

2. **FILE INDEX NUMBER: DAP-001-297**

**TRANSITION PROPERTIES**

**APPLICANT:** Transition Properties (Arthur Day)

**PROPERTY OWNER:** TRANSITION PROPERTIES

**PRESENTED BY:** Steve Gonzales, Associate Planner

**PUBLIC COMMENTS**

- Arthur Day, Transition Properties

**PROPERTY LOCATION:** 1559 Steel Road;

**COUNTY ASSESSOR PARCEL NO.:** 0164-212-10

**REQUEST: Time Extension (First)** for one year for the approval by the Planning Commission for a Development Application for an **Architectural and Site Plan Review (Ref: File Index DAP-001-188)** to allow a 60,000 square foot industrial building (office, manufacturing and warehouse) located on 4.09 acre site located in the M-1 (Light Industrial) Zone.

**ENVIRONMENTAL DETERMINATION:** Exempt pursuant to California Environmental Quality Act (CEQA) Section 15061(b) (3) due to the certainty that there is no possibility that the action (time extension) will have a significant effect on the environment.

**STAFF RECOMMENDATION:** Approval of the Time Extension (First), setting a new expiration date of March 24, 2017.

Motion and second by Commissioner Archuleta /Larson 7 to 0 to approve. Roll Call Vote as follows: Ayes-Commissioner Grossich, Commissioner Delgado, Commissioner Arrieta, Commissioner Granado-Dominguez, Chair Prieto, Commissioner Larson, and Vice Chair Archuleta.

**3. FILE INDEX NUMBER: DAP-001-269 HOWARD INDUSTRIAL PARTNERS**

**APPLICANT:** Tim Howard

**PROPERTY OWNER:** LBA REALTY LLC

**PRESENTED BY:** Mario Suarez, AICP Senior Planner

**PUBLIC COMMENTS:**  
None.

**PROPERTY LOCATION:** 1600 Agua Mansa Rd.

**ASSESSORS PARCEL NO.** 0260-072-01, 02, 03, 04, 15 and 16.

**REQUEST: DAP-001-269. Modification of Architectural and Site Plan Review (File Index No. DAP-001-105)** to allow a proposed 200,000 square foot industrial fulfillment center including cross dock facilities and maintenance building as an alternative to a previously approved 808,500 square foot industrial distribution warehouse on property that is 42.67 gross acres located within the M-2 (Heavy Industrial) Zone.

At the meeting, the Planning Commission will consider the following proposed environmental determination for the project, as required by the California Environmental Quality Act (CEQA).

**ENVIRONMENTAL DETERMINATION:** Pursuant to the California Environmental Quality Act (“CEQA”), CEQA Guidelines § 15164, a lead agency may prepare an addendum to a previously approved MND if only minor technical changes or additions are necessary and none of the conditions described in CEQA Guidelines Section 15162 have occurred. An Addendum to the MND has been prepared and findings certifying the proposed Addendum to approved MND will be considered by the Planning Commission.

**RECOMMENDATION:** Staff recommends that the Planning Commission approve the **Modification Architectural and Site Plan Review**, and adopt the CEQA Addendum prepared for this project and the related Mitigation Monitoring Program, through adoption of the attached Resolution titled:

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A MODIFICATION OF ARCHITECTURAL AND SITE PLAN REVIEW (FILE INDEX NO. DAP-001-105) TO ALLOW A PROPOSED 200,000 SQUARE FOOT INDUSTRIAL FULFILLMENT CENTER INCLUDING CROSS DOCK FACILITIES AS AN ALTERNATIVE TO A PREVIOUSLY APPROVED 808,500 SQUARE FOOT INDUSTRIAL DISTRIBUTION WAREHOUSE ON PROPERTY THAT IS 42.67 GROSS ACRES LOCATED WITHIN THE M-2 (HEAVY INDUSTRIAL) ZONE. (File Index No. DAP-001-269)**

Motion and second by Commissioner Archuleta /Larson 7 to 0 to continue to March 8, 2016 Planning Commission Meeting to provide with business address . Roll Call Vote as follows: Ayes-Commissioner Grossich, Commissioner Delgado, and Commissioner Arrieta, Commissioner Granado-Dominguez, Chair Prieto, Commissioner Larson and Vice Chair Archuleta.

**G. PUBLIC HEARINGS:**

**1. FILE INDEX NUMBER: DAP-001-187 VALLEY PALLETS, INC.**

**APPLICANT:** Frank Shean, President of Valley Pallets, Inc.

**PROPERTY OWNER:** Rebbur, LLC

**PRESENTED BY:** Mario Suarez, AICP Senior Planner

**PUBLIC COMMENTS:**

- David Starr, Property, Owner

**PROPERTY LOCATION:** 1235 S. Lincoln Street

**COUNTY ASSESSOR PARCEL NO.:** 0163-302-11, 12, 13, 14, 15 and 0163-311-35

**DESCRIPTION:** **Modification to Conditional Use Permit (CUP) (File Index No. DAP-000-641) requesting modification of several conditions of approval to allow a pallet manufacturing, distribution and pallet storage use including the modification of conditions 7, 8, and 11 of DAP-000-641 and reporting on the completion status and compliance with appropriate code requirements; in addition, the City of Colton will be reviewing all conditions for update and modification to current**

standards since project has not been completed since its original approval in 2007. In addition, **Variance** to allow 59 parking spaces instead of 95; **Variance** to allow six foot screen fence along the rear and side property lines instead of the minimum eight foot high screen fence/wall; and **Variance** to allow 0.005% or 780 square feet landscaping instead of 15% or 22,368 square feet landscaping on an approximately 3.42 acres of an overall site that measures 6.7 acres consisting of six parcels zoned M-1/SDA, Light Industrial/Sensitive Development Area.

**ENVIRONMENTAL DETERMINATION:** Categorical Exemption. Pursuant to CEQA Guidelines Section 15301 – Existing Facilities. This section pertains to existing facilities, categorically exempting from CEQA proposed projects that involve negligible or no expansion beyond what currently exists at the time of environmental determination.

**RECOMMENDATION:** Staff recommends that the Planning Commission adopt:

1. Resolution No. R-19-15 **A RESOLUTION OF THE OF THE CITY OF COLTON PLANNING COMMISSION APPROVING MODIFICATION OF CONDITIONAL USE PERMIT (DAP-000-641) REQUESTING MODIFICATION OF SEVERAL CONDITIONS OF APPROVAL TO ALLOW A PALLET MANUFACTURING, DISTRIBUTION AND PALLET STORAGE USE ON PROPERTY LOCATED IN THE M-1 / SDA (LIGHT INDUSTRIAL / SENSITIVE DEVELOPMENT AREA) ZONE ON PROPERTY MEASURING APPROXIMATELY 3.12 ACRES IN SIZE OF A LARGER SITE THAT MEASURES 6.7 ACRES IN AREA. (FILE INDEX NO. DAP-001-187)**
2. Resolution No. R-20-15: **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A VARIANCE TO ALLOW VARIANCE TO ALLOW 59 PARKING SPACES INSTEAD OF 95; VARIANCE TO ALLOW SIX FOOT SCREEN FENCE ALONG THE REAR AND SIDE PROPERTY LINES INSTEAD OF THE MINIMUM EIGHT FOOT HIGH SCREEN FENCE/WALL; AND VARIANCE TO ALLOW .005% LANDSCAPING INSTEAD OF 15% LANDSCAPING, SUBJECT TO FINDINGS FOR EACH VARIANCE AND CONDITIONS OF APPROVAL LOCATED AT 1235 S. LINCOLN STREET, WITHIN THE M-1/SDA (LIGHT INDUSTRIAL / SENSITIVE DEVELOPMENT AREA) ZONE. (FILE INDEX NO.: DAP-001-187)**

Motion and second by Commissioner Arrieta /Larson 7 to 0 to approve continuance to March 8, 2016 Planning Commission meeting. Roll Call Vote as follows: Ayes-Commissioner Grossich, Commissioner Delgado, Commissioner Arrieta, Commissioner Granado-Dominguez, Chair Prieto, Commissioner Larson and Vice Chair Archuleta.

## **H. COMMISSION CONSIDERATION**

1. A Resolution of the Planning Commission of the City of Colton, California making findings of conformity with the General Plan required by California Government Code Section 65402 for the sale of certain real property owned by the City of Colton Housing Authority located at 700 E. Washington Street, consisting of 25 lots of the 259-Lot Rancho Mediterrania Mobile Home Park Zoned R-2 (Medium Density Residential)

**PRESENTED BY:** Mark R. Tomich, Development Services Director

**PUBLIC COMMENTS:**

None.

Motion and second by Commissioner Archuleta /Arrieta 7 to 0 to approve. Roll Call Vote as follows:  
Ayes-Commissioner Grossich, Commissioner Delgado, Commissioner Arrieta, Commissioner Granado-Dominguez, Chair Prieto, Vice Chair Archuleta and Commissioner Larson.

**I. DIRECTOR'S REMARKS/REVIEW OF CITY COUNCIL AGENDAS**

- Update on Carport/ Public Noticing, code amendment and Adult Entertainment code amendment.

**J. COMMISSION COMMENTS**

**Archuleta**

- Appreciation for placing staff reports on City's website.

**Arrieta**

- Compliments to Planning Commissioners and staff.
- Will not be attending March 8, 2016 Planning Commission Meeting.

**Granado-Dominguez**

- Thanks to staff.

**Grossich**

- On March 11, 2016, the Pepper St. bridge ground breaking is scheduled.
- Comments progress on long term unresolved land use issues.

**Larson**

- Exciting time to be on Planning Commission.
- Thanks to staff.

**Prieto**

- City is moving forward.
- Thanks to Commission and staff.

**K. ADJOURNMENT**

Motion and second by Commissioner Larson /Commissioner Delgado to adjourn the meeting at 6:47 p.m.

Approved by: \_\_\_\_\_  
Mark R. Tomich, AICP



# Planning Commission Staff Report

City of Colton  
Development Services Department

**MEETING DATE:** March 8, 2016

**FILE INDEX NUMBER(S):** DAP-001-269

**REQUEST:** DAP-001-269. **Modification of Architectural and Site Plan Review (File Index No. DAP-001-105)** to allow a proposed 200,000 square foot industrial fulfillment center including cross dock facilities and maintenance building as an alternative to a previously approved 808,500 square foot industrial distribution warehouse on property that is 42.67 gross acres located within the M-2 (Heavy Industrial) Zone.

**APPLICANT:** Howard Industrial Partners

**PROPERTY OWNER:** LBA Realty LLC

**ACTIONS:**

APPLICATION FILED: 11/02/2015

ADMINISTRATIVE REVIEW COMMITTEE: 11-23-15

HISTORIC PRESERVATION COMMISSION: N/A

**PLANNING COMMISSION MEETING:** 02/23/2016 03-08-16; **ACTION:** \_\_\_\_\_.

**ENVIRONMENTAL DETERMINATION:** Under CEQA Guidelines § 15164, a lead agency may prepare an addendum to a previously approved MND if only minor technical changes or additions are necessary and none of the conditions described in CEQA Guidelines Section 15162 have occurred indicates that a supplemental or subsequent MND is not required. An Addendum to the MND has been prepared and findings certifying the proposed Addendum to approved MND will be considered by the Planning Commission

**BACKGROUND:**

On February 23, 2016, the Planning Commission continued this agenda item to allow for reposting of the agenda to include an address which was erroneously left out. The meeting agenda has been corrected and corrections to the addendum have also been included with this cover on corrections made by the City Attorney's office. The new addendum preplaces the addendum provided on February 23, 2016.

**ANALYSIS:**

The attached addendum to previously adopted Mitigated Negative Declaration (MND), replaces the project addendum provided with the February 23 staff report. The new Addendum includes additional justification and clarifies various areas that the City Attorney recommended be addressed before final action. For example, the addendum includes more details as to the types of trucks going to and other clarifications. Otherwise, the original staff report remains unchanged along with findings and conditions of approval.

**ENVIRONMENTAL REVIEW:**

Based on the findings contained Addendum previously adopted by MND, City staff determined that the Project will not result in a greater environmental impact than analyzed in the previous MND and will have less than a significant effect on the environment with the implementation of the previously adopted mitigation measures adopted by the previous Final MND.

Pursuant to the California Environmental Quality Act (“CEQA”), CEQA Guidelines § 15164, a lead agency may prepare an addendum to a previously approved MND if only minor technical changes or additions are necessary and none of the conditions described in CEQA Guidelines Section 15162 have occurred. An Addendum to the MND has been prepared and findings certifying the proposed Addendum to approved MND will be considered by the Planning Commission.

**RECOMMENDATION:**

Staff recommends that the Planning Commission approve the **Modification Architectural and Site Plan Review**, and adopt the CEQA Addendum prepared for this project and the related Mitigation Monitoring Program, through adoption of the attached Resolution No. R-02-16 entitled:

**RESOLUTION No. R-02-16: A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A MODIFICATION OF ARCHITECTURAL AND SITE PLAN REVIEW (FILE INDEX NO. DAP-001-105) TO ALLOW A PROPOSED 200,000 SQUARE FOOT INDUSTRIAL FULFILLMENT CENTER INCLUDING CROSS DOCK FACILITIES AS AN ALTERNATIVE TO A PREVIOUSLY APPROVED 808,500 SQUARE FOOT INDUSTRIAL DISTRIBUTION WAREHOUSE ON PROPERTY THAT IS 42.67 GROSS ACRES LOCATED WITHIN THE M-2 (HEAVY INDUSTRIAL) ZONE. (File Index No. DAP-001-269)**

  
Prepared by:  
Mario Suarez, AICP, Senior Planner

  
Approved by:  
Mark Tomich, AICP, Director

**Attachments:**

1. Updated Project Addendum to MND for DAP-001-269 (1600 Agua Mansa Road)
2. February 23, 2016, Planning Commission Staff Report with Attachments (provided February 23, 2016 or available electronically via Agenda website: <http://www.ci.colton.ca.us/agendacenter>)

**ATTACHMENT 1**  
**Updated Project**  
**Addendum**

**Addendum to Mitigated Negative Declaration  
(MND) for Howard Industrial Partners**  
(File Index No. DAP-001-005)  
1600 Agua Mansa Road  
Colton, California 92324  
DAP-001-269



**DATE: February 2016**  
**PREPARED FOR: City of Colton**  
**PREPARED BY: City of Colton**

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## 1.0 Introduction

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The City of Colton (the City) has prepared this Addendum pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) in response to an application for Modification of Architectural & Site Plan Review (File No. DAP-001-005) to allow the reduction of an entitled 808,500 square foot industrial warehouse distribution building, including ancillary office space, to a 200,000 square foot Industrial Fulfillment Center including cross dock facilities on (hereinafter “Modified Project”) on a +/- 40.49-acre site consisting of six parcels located at 1350 to 1600 Agua Mansa Road; Assessor’s Parcel Numbers: 0260-072-01, 02, 03, 04, 15 and 16 (hereinafter “Subject Site”) with a General Plan land use designation of Heavy Industrial (HI).

On November 26, 2013 the City of Colton Planning Commission adopted a Final Mitigated Negative Declaration (MND), File No. DAP-001-105 – Howard Industrial, for the development of a 808,500 square-foot industrial building for warehouse distribution, and office purposes on the Subject Site. Although the 808,500 square-foot industrial building for warehouse distribution, and ancillary office spaces, may still be constructed, the property owner is considering the Modified Project. To that end, the property owner has submitted an application to the City for a Modification of Architectural and Site Plan Review to allow for the Modified Project on the Subject Site. Therefore, the purpose of this Addendum is to document the minor technical changes or additions to the MND that are necessary to reflect the Modified Project and to explain why none of the conditions calling for the preparation of a subsequent EIR or negative declaration have occurred. (State CEQA Guidelines, section 15164(b).).

## 2.0 Project Background

The Subject Site consists of six parcels located at 1350 to 1600 Agua Mansa Road. Access to the Subject Site is from Agua Mansa Road via two unpaved roads: (1) along the east property boundary; and (2) approximately 300 feet from the west property boundary (Dunn Ranch Road).

On November 26, 2013, the City of Colton Planning Commission adopted a Final MND and a Mitigation Monitoring and Reporting Program (MMRP) for an 808,500 square foot industrial warehouse distribution building, including ancillary office space, (DAP-001-004, 005 & 006) on the Subject Site. A Notice of Determination (NOD) was filed on November 27, 2013 and was received and properly posted by the Clerk of the Board of the County of San Bernardino on November 27, 2013. No action or proceeding challenging the MND on CEQA grounds was filed during the time periods prescribed by Public Resources Code section 21167(c). The property owner now wishes to explore a second development concept for the Subject Site, which would instead allow construction of a smaller industrial building to be used as a fulfillment center. Therefore, the property owner has submitted an application to the City for a Modification of Architectural and Site Plan Review due to proposed revisions to [the previously approved](#) site plan and proposed building.

### 3.0 Purpose of Addendum

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CEQA authorizes a Lead or Responsible Agency to prepare an Addendum to a previously adopted MND if only minor technical changes or additions are to a previously approved MND are necessary and none of the conditions described in CEQA Guidelines §15162 requiring the preparation of a subsequent EIR or negative declaration have occurred.

Pursuant to Section 15162 of the CEQA Guidelines, a Subsequent EIR or Negative Declaration may only be prepared if:

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
  - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
  - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
  - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
    - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

- (c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.
- (d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

Pursuant to CEQA Guidelines Section 15164:

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

## 4.0 Scope of Addendum

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The scope of this Addendum is limited to the changes proposed for the development to allow the reduction of an entitled 808,500 square foot industrial warehouse distribution building, including ancillary office space, to a 200,000 square foot Industrial Fulfillment Center including cross dock facilities on (hereinafter “Modified Project”) on a +/- 40.49-acre site consisting of six parcels located at 1350 to 1600 Agua Mansa Road.

## 5.0 Project Description

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### 5.1 Environmental Setting

Figure 1 shows the regional location of the Subject Site within the larger Inland Empire region. Figure 2 is an aerial photograph that shows the existing conditions on the Subject Site and vicinity. Figure 3 provides a proposed site plan of the 200,000 square foot Industrial Fulfillment Center including cross dock facilities. This is followed by a series of photographs (figure 4a through 4e) that characterize the site and surrounding area. The following is a summary of the existing land uses on site and in the vicinity.

### 5.2 Proposed Changes

The proposed changes to the project include reduction of the originally entitled 808,500 square foot industrial warehouse distribution center, including ancillary office space, to a 200,000 square foot Industrial Fulfillment Center including cross dock facilities (hereinafter “Modified Project”) on a +/- 40.49-acre site consisting of six parcels located at 1350 to 1600 Agua Mansa Road.

The 808,500 square foot industrial warehouse distribution center is referred to as a “high-cube warehouse distribution center.” As described by the ITE Trip Generation Manual, “A high-cube warehouse distribution center is used for “the storage of materials, goods, and merchandise prior to their distribution to retail outlets or other warehouses.” As described by the Applicant’s Traffic Engineering Firm, Michael Baker International, “These facilities generally have relatively small employment counts with a small ancillary office use component and may include some limited assembly or repackaging of goods.”

The proposed Industrial Fulfillment Center is also an industrial use but has a different function, although closely related. The proposed 200,000 square foot Industrial Fulfillment Center would be a “fulfillment center” commonly used by internet-based businesses that store merchandise in “High—Cube” warehouses and “Fulfill” or package internet orders for delivery for pick-up by delivery services such as UPS and Fed Ex. The delivery of merchandise to the warehouse is made primarily by larger trucks and the pick-up/local delivery is performed by smaller trucks (proposed tenant for the site would use a combination of 3-axle and 4+ axle trucks, smaller trucks, in its operations with 4+ axle trucks comprising about 72% of the total truck traffic).

Figure 1 – Regional Location

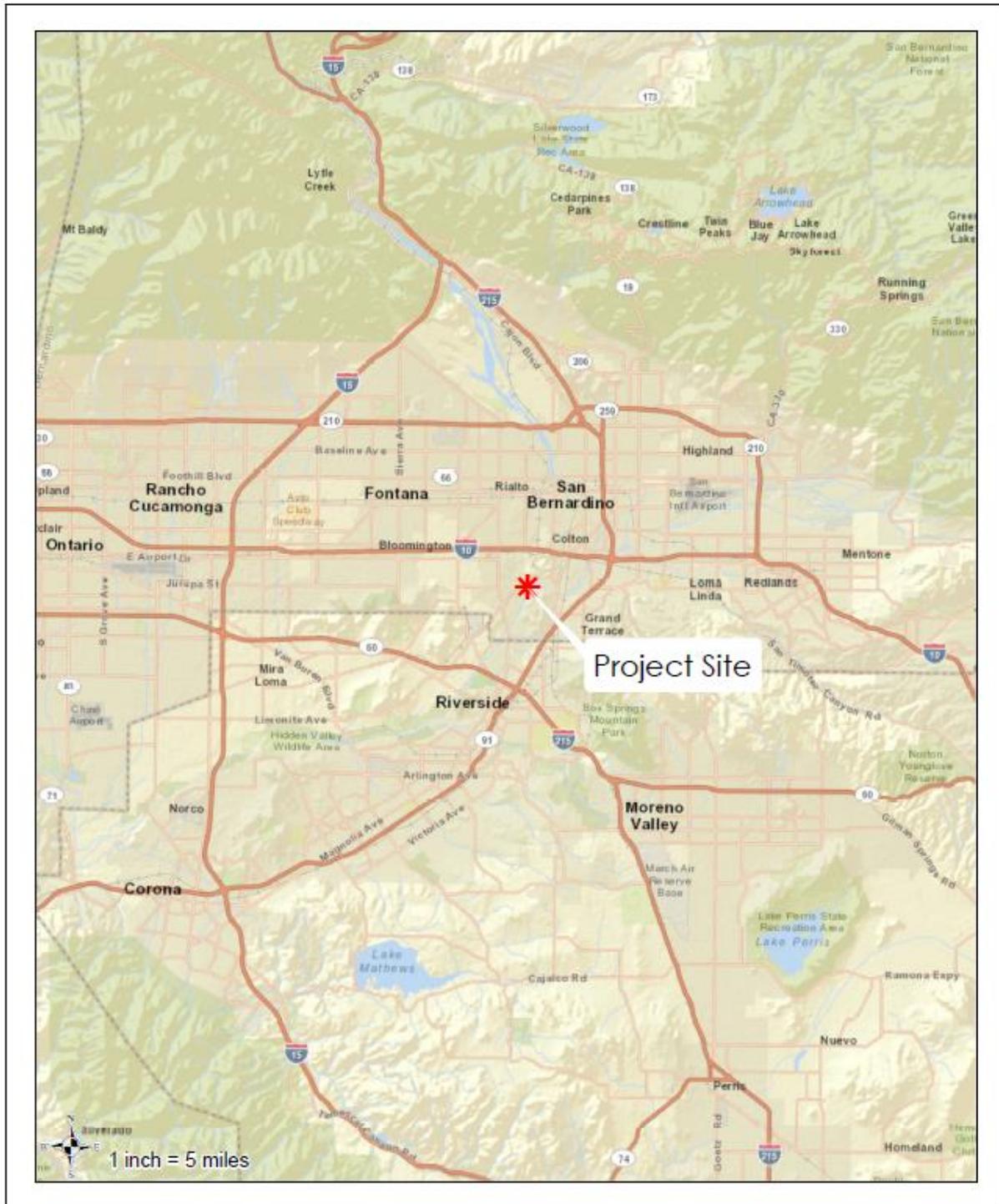
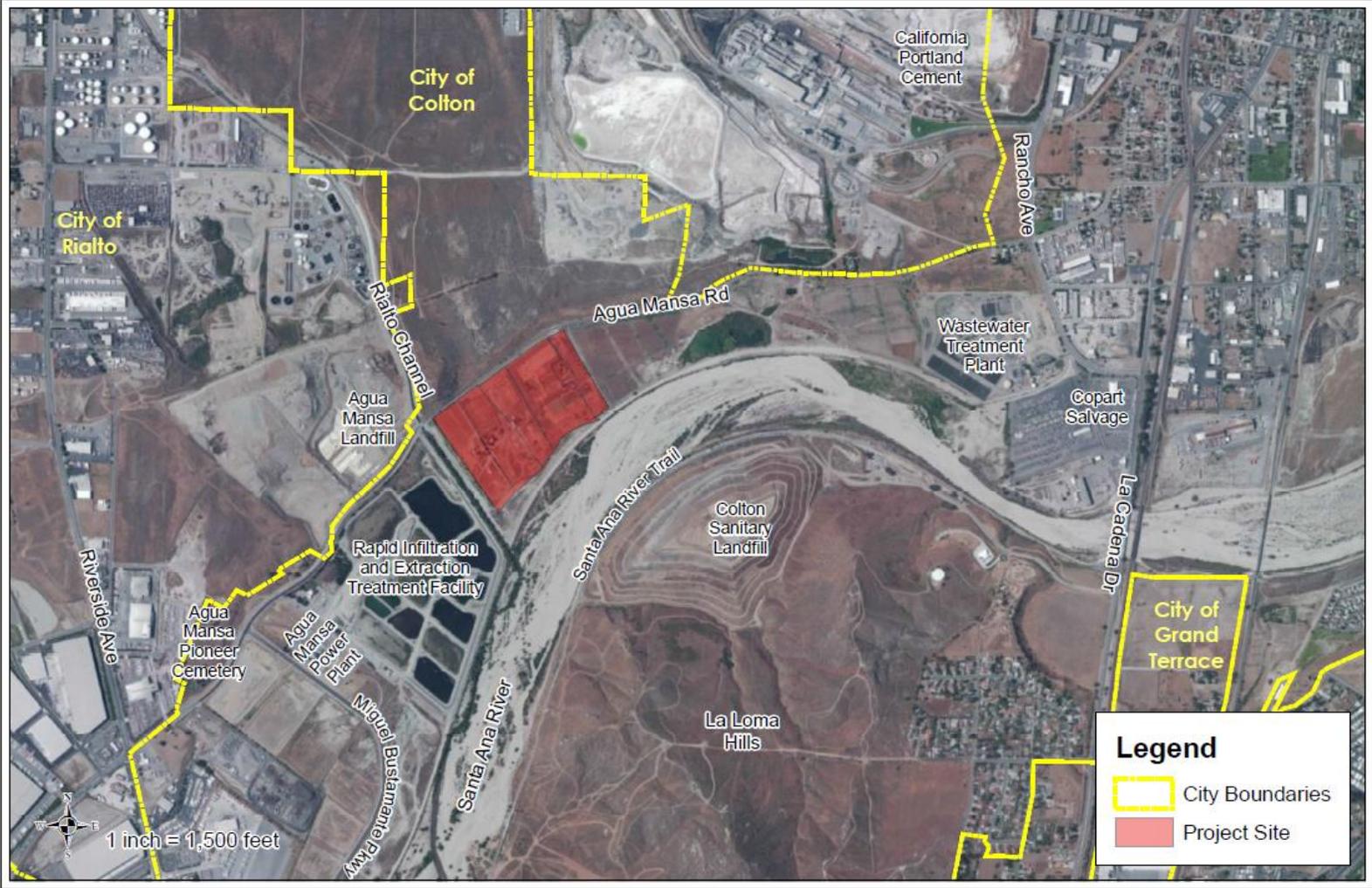






Figure 2 – Local Vicinity





**COMPLIANCE TABLE - DEVELOPMENT STANDARDS:**

<b>Standard for Medium Industrial</b>	<b>AMICSP Requirement</b>	<b>Modified Project</b>	<b>Compliance</b>
Lot Area	15,000 sf minimum	42.67 acres	Yes
Lot Width & Depth	100 ft minimum	Approximately 1,295 feet by 1,258 feet	Yes
Lot Coverage /FAR	.5 Floor Area Ratio	.11%	Yes
Street landscape setback	25 ft minimum along public street as measured from curb face	25 feet	Yes
Setback, front	25 ft minimum	106+feet	Yes
Setback, side	15 ft minimum	170 – 200+ feet	Yes
Setback, rear	20 ft minimum	100-140+ feet	Yes
Building Height	50 ft maximum	36 ft	Yes
Parking Office - 1:250 sf Warehouse - 1:1000 sf (up to 10k sf); 1:2000 sf (over 10k sf)	Office: 32 Warehouse:95  Total: 127	Total: 282 per alternate site plan, plus 533 truck trailer parking spaces	Yes
Fencing	No minimum or maximum per Specific Plan (8 ft maximum per CMC 18.38.040).	10 ft high concrete screen wall along front yards, 8 ft high wrought iron fence within 100 feet of front yard 8 ft high metal fence for perimeter site, 8 ft high metal fence around detention basin	Yes
Accessory Maintenance	At rear of property	100 plus feet from rear P/L	Yes
Loading (SP p4-25)	Not visible from public ROW	Screen wall and specimen-size planting	Conditioned
Trash areas (SP p4-25)	Enclosed masonry with visually solid gates	No information	Conditioned
Loading areas (CMC 18.36.050)	Adequate loading	209 docks 533 trailer parking spaces	Yes
Mechanical equipment (CMC 18.24.150)	Ground-mounted: masonry walls to screen from public view.	No information	Conditioned
Landscape Design (SP p4-36)	Berms, undulating, low walls	Not enough information	Conditioned
Landscaping (CMC 18.26.130)	15% of lot area	15%	Conditioned
Trees (CMC 18.26.130)	157 trees, based on one tree per 3 parking spaces for the 533+ parking spaces	Not enough information	Conditioned
Tree sizes (CMC 18.26.130)	25% 36-inch box: 133 trees 25% 24-inch box: 133 trees	Not enough information	Conditioned

SP: Specific Plan; CMC: Colton Municipal Code



## 6.0 Environmental Analysis

### 6.0 Aesthetics

The reduction in overall size of the building proposed by the Modified Project will not have a substantial adverse effect on a scenic vista, substantially damage scenic resources, substantially degrade the existing visual character of the site or its surroundings, or create a new source of substantial light or glare. The requirement for the applicant to conduct a lighting study remains in place. This alternative provides a more attractive street appearance by designing the building, landscaping and parking lot along the street so that one doesn't see a long wall along north east side of the site. The 808,500 square foot industrial distribution warehouse proposal includes the main entry along the north-west side of the site with similar building view. However, instead of seeing a 25 foot deep landscaped street frontage with approximately 1,400 lineal feet 10-foot high decorative perimeter screen wall; the proposed alternative plan provides a 25 foot deep landscaped street frontage with approximately 780 lineal feet 10-foot high decorative perimeter screen wall as shown on the site plan within this addendum. The "no impact," "less than significant impact," and "less than significant with mitigation" determinations remains unchanged as there is no substantial difference in views between the original project and the Modified Project.  
~~the entire Agua Mansa Road street frontage.~~

### 6.1 Agriculture and Forestry Resources

The proposed revised plans will not impact any agriculture or forestry resources. The pre-1940s agricultural use of the property has ceased and other, more recent uses of the site have now vacated the site. Grading permits were obtained in 2015 and the site is presently being graded for development of the 808,500 square foot industrial distribution warehouse facility. The subject site remains classified a non farmland site by the San Bernardino County Important Farmlands Map for both the original project and the Modified Project. The "no impact" determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

### 6.2 Air Quality

~~While the project will generate less traffic than the 808,500 square foot industrial distribution warehouse project, ll mitigation measures will remain in place and AQMD mitigation measures will continue to be applicable. All construction related activities will continue to be mitigated.~~ According to the Agua Mansa Road Project Trip Generation Assessment and Comparison Report prepared by Michael Baker International for the Modified Project, the overall project trip rates are negligible and will not cause substantial negative impact to the surrounding roadways and intersections. Traffic generation of the Modified Project will be less than the original industrial distribution warehouse project. The report, prepared by Michael Baker International, states that "The estimated trip generation for the cross-dock facility shows a reduction in project trips including 859 fewer trips on a daily basis, 54 fewer trips during the a.m. peak hour and 55 fewer trips during the

*p.m. peak hour than the currently approved logistics center.” Therefore, air quality of the project will not be further impacted. The “less than significant impact” and “less than significant with mitigation” determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project. All mitigation measures will remain in place and AQMD mitigation measures will continue to be applicable. All construction related activities will continue to be mitigated.*

### **6.3 Biological Resources**

The Subject Site is currently being graded and is about 70% completed according to the grading superintendent. The finish grading will commence once the project design is selected between the 808,500 square foot industrial warehouse and the 200,000 square foot industrial warehouse fulfillment center. The level of ground disturbance is identical between the original Project and the 200,000 Modified Project. No significant biological resources have been found on the site. As indicated in the Mitigated Negative Declaration for the 808,500 square foot industrial distribution warehouse project, “the site is entirely disturbed by past and current land uses including agricultural uses and most recently a paint ball/air-soft recreation site.” The Modified Project will not increase impacts to biological resources. All existing mitigation measures are being followed as the Modified Project will require similar grading as the 808,500 square foot Project. The “less than significant impact” and “less than significant with mitigation” determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

### **6.4 Cultural Resources**

In June 2015, a grading permit was issued, PW0-000-073, and is presently approximately 70% complete. No cultural resources have been found on the subject site thru records search and onsite surveys. All existing mitigation measures from the Final MND are in place and would be required for the Modified Project also. The “less than significant with mitigation” determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

### **6.5 Geology / Soils**

In June 2015, a grading permit was issued by the City. The project is moving forward and all relative engineering and soils testing is being completed and inspected by the City. The Modified Project, like the originally entitled project, would require separate building plan check review and the property owner will be required to submit a soils report and relative geotechnical reports as required by the City Building Division. All existing mitigation measures from the Final MND are in place and would be required for the Modified Project

also. The “no impact,” “less than significant impact,” and “less than significant with mitigation” determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

## 6.6 Greenhouse Gas Emissions

On November 2, 2015, the applicant submitted a Trip Generation Assessment and Comparison Report by Michael Baker International for the modified alternative project. ~~for the 200,000 square foot industrial warehouse fulfillment center.~~ The Trip Generation Assessment and Comparison Report showed a decrease in trips generated by the 200,000 square foot building-Modified Project versus the 808,500 square foot industrial building. The applicant is proposing to exercise an option to decide to build either an 808,500 square foot industrial building or a 200,000 square foot industrial building. Therefore, the existing greenhouse gas emission mitigation measures are appropriate and will be followed by either the 808,500 square foot industrial distribution warehouse or the 200,000 square foot industrial warehouse fulfillment center. The applicant must follow and comply with all existing mitigation measures related to greenhouse gas emissions. The “no impact,” “less than significant impact,” and “less than significant with mitigation” determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

## 6.7 Hazards & Hazardous Materials

The potential hazards and hazardous materials impacts of the Modified Project are similar to the impacts that would have resulted from the originally entitled project. However, ~~t~~The Subject Site is now graded and will be completed once the property owner selects a type of industrial facility to be constructed on the site. Whether the project site is developed with an 808,500 square foot industrial distribution warehouse or 200,000 square foot industrial warehouse fulfillment building. All existing mitigation measures from the Final MND are in place and would also be required. Alternative Project. The “no impact,” “less than significant impact,” and “less than significant with mitigation” determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

## 6.8 Hydrology / Water Quality

The Modified Project will apply construction BMPs as outlined in the WQMP to ensure that pollutants associated with construction and operation will be controlled and no further mitigation is required. Pursuant to the applicant’s professional engineer, Michael Baker International, “the drainage patterns will not change and flow rates will not increase [with the Modified Project] as the rate or ratio of imperviousness for the cross dock is expected to remain the same to the original site plan (warehouse distribution center). In other words, the original building rooftop with the large footprint will be reduced but the parking lot footprint for the cross doc facility will be equally increased; and although the surface type are different

(roof vs. P.C.C parking), the imperviousness factor for each surface are considered the same.” All drainage and stormwater requirements will need to continue to be met whether or not the property owner chooses to construct the 808,500 square foot industrial warehouse or a 200,000 square foot Industrial Fulfillment Center. The overall development footprint of the Subject Site would be reduced in size from 808,500 square feet to 200,000 square feet with the Modified Project. The “no impact,” “less than significant impact,” and “less than significant with mitigation” determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

## **6.9 Land Use /Planning**

The applicant is proposing an alternative industrial building type. After a detailed review of the proposed modified plan, all of the Zoning Code Development Standards are met. This includes making the following positive findings for modification of architectural and site plan review:

1. The project will provide for adequate on-site vehicular parking, and vehicular and pedestrian circulation which will not create safety hazards onto adjacent public right-of-way based on the provision of adequate driveway widths and queuing for trucks as well as passenger-size vehicles, a traffic signal at the project entrance, and the site’s location on a major street that will be improved to City of Colton standards along the entire frontage of subject site in sufficient width and capacity to accommodate projected traffic generation; analyzed by the trip generation assessment and comparison report prepared for the proposed 200,000 square foot industrial warehouse fulfillment center. The end result showed that “a reduction in project trips including 859 fewer trips on a daily basis, 54 fewer trips during the a.m. peak hour and 55 fewer trips during the p.m. peak hour than the currently approved logistics center.”
2. The bulk, location and height of the proposed building will not be detrimental or injurious to other development in the neighborhood and will not result in the loss of or damage to unique natural or topographic features of the site that are important to the environmental quality of life for the citizens of Colton, and the development is feasible in a manner that will avoid such detrimental or injurious results or such loss or damage. The proposed building abuts properties with either existing industrial uses or are planned for industrial development similar to the proposed warehouse use. Therefore, no negative impacts to the neighborhood are anticipated.

The bulk of this alternative industrial warehouse design is appropriate and compatible with the M-2 Zone. As designed, the building will not create negative visual impacts due to several design elements including breaks in the massing provided by vertical bands, reveals, and roof variation and office elements at the corners of the street facades;

3. The project provides on-site landscaping that provides adequate protection to neighboring properties from detrimental features of the proposed development. These protections include adequate landscaping along the perimeter of the site abutting other properties as well as along the street, including plant screens along a portion of the street frontage adjacent to an outdoor fenced area for truck/trailer storage and access to loading docks;
4. The project provides exterior lighting that is adequate for human safety and will not diminish the value and/or usability of adjacent property since proposed on-site lighting will conform to standards and conditions requiring minimum amount of illumination necessary for safety and security while also not resulting in glare onto adjacent property and streets;
5. The exterior design of the buildings and structures will not be injurious or detrimental to the environmental or historic features of the immediate neighborhood in which the proposed development is located and will not cause irreparable damage to property in the neighborhood, to the city and to its citizens since the proposed building will provide a contemporary architectural style consistent with similar industrial buildings in the neighborhood; and
6. The proposed development will not impose an undue burden upon off-site public services, including sewer, water and streets and there are provisions in the capital improvement program and/or existing or planned capacities.

The Modified Project would include a condition of approval that once building permits are issued to either the originally entitled project or the Modified Project, the entitlements for the concept that did not receive building permits will become null and void. No new information is available that changes the previous conclusions made by the Initial Study for the Mitigated Negative Declaration (MND). The “no impact,” “less than significant impact,” and “less than significant with mitigation” determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

### **6.10 Mineral Resources**

While the project is smaller in size, the project grading and general site development will include the same project boundaries. As previously stated in the 808,500 square foot project MND, *“the loss of approximately 20 acres would be less than significant impact when the entire heavy industrial area and other areas along the Santa Ana River flood plain and related Lytle Creek and Warm Creek areas are taken into consideration.”* As indicated in the original MND, “the proposed project would result in the loss of the site for recovery of PCC grade material, however, by itself the approximately 20 acres designated MRZ-2 would be too small for an operator to economically use the site.” No new information is available that changes the previous conclusions made by the Initial Study for the Mitigated Negative Declaration (MND). The “no impact” and “less than significant impact” determination

remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

### **6.11 Noise**

The Subject Site of the Modified Project is the same as the site for the originally entitled project. However, the Modified Project is 600,000 square feet smaller than the originally entitled project. The Subject Site is located within a heavy industrial zone and is not located near a residential neighborhood or any sensitive land uses. Therefore, the Modified Project would not cause ground vibration impacts during construction. The proposed 200,000 square foot Industrial -Fulfilment Center will not generate any noise greater than permitted during the construction period and during regular hours of operation. The proposed 200,000 square foot industrial building is proposed to permit a 24-hour operation, which is the same as the 808,500 square foot project. The proposed alternative is not adjacent to any residential land uses and any sensitive receptors that may be impacted by noise and/or vibration of the proposed construction and normal operating hours. While this is a 24-hour operation center, as is the 808,500 square foot industrial distribution warehouse, there are no adjacent or nearby (within 1/4 mile) sensitive land uses, impacts associated with the ground vibration during construction would be less than significant. No new information is available that changes the previous conclusions made by the Initial Study for the Mitigated Negative Declaration (MND). The “no impact” and “less than significant impact” determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

### **6.12 Population / Housing**

The reduced size of the Modified Project would result in employing 400-600 employees similar population and housing impacts to the originally entitled project which is approximately twice the number of employees that would be employed by the 808,500 square foot industrial warehouse project. While the project may have more employees, the fulfillment center would hire employees from the local area, including the City of Colton, but also from surrounding cities with similar demographics including Rialto, Fontana, and San Bernardino. Because the City has a housing surplus, the proposed project would not negatively affect the jobs/housing balance in the City. The project would help the City’s jobs/housing balance by adding jobs. The project does not include the extension of a road or infrastructure. That is, tThe Modified Project is not anticipated to induce a minor increase in employment and minor to negligible substantial population growth and or create a increase a need for additional housing. No new homes are proposed as part of the Modified Project and because the City has a housing surplus, the Modified Project would not negatively affect the job/housing balance in the City. The “no impact” determination remains and remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

### **6.13 Public Services**

The Modified Project is within a full service City of Colton area. Because the Modified Project is being substantially reduced in size, the project will have a less than significant impact on fire and other public services in the City than the previously approved project.

#### **6.14 Recreation**

The overall project size and number of employees expected for the Modified Project, 400-600 is an increase of 200-300 over the 808,500 square foot industrial distribution warehouse. However, this increase is not substantial enough to burden public services of the City. The employees are mobile and would live in the City of Colton, but would also live in any of the surrounding cities, similar to employees of the previous industrial project alternative. The project will have similar demand on parks and other recreational facilities as the 805,500 square foot industrial distribution warehouse. employees, is similar to the 808,500 square foot industrial distribution warehouse center.— The modified project will not generate substantial impact on school aged children (no residential units are proposed), but the project would be required to pay school fees for development of the site. The project is not a residential project and will not generate significant impact to existing recreation facilities. The “less than significant impact” determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

#### **6.15 Transportation / Traffic**

The Modified Project will not result in a greater impact to transportation or traffic than that analyzed in the in the previous MND, which determined that traffic impacts would remain less than significant. Michael Baker International provided an Trip Generation Assessment and Comparison to the City’s Engineering Department / Contract City Engineer that concluded the Modified Project alternative with 200,000 square foot industrial warehouse fulfillment center trip generation for the cross dock facility “*shows a reduction in project trips including 859 fewer trips on a daily basis, 54 fewer trips during the a.m. peak hour and 55 fewer trips during the p.m. peak hour than the currently approved logistics center.*” based on the modified project Trip Generation Assessment and Comparison Report attached to this addendum.

The Modified Project does not conflict with any applicable transportation plan, ordinance or policy. The Modified Project provides access via two driveways along Agua Mansa Road. The Subject Site will be served with adequate parking facilities and will not result in inadequate emergency access. No new information is available that changes the previous conclusions made by the Initial Study for the Mitigated Negative Declaration (MND). The “no impact,” “less than significant impact,” and “less than significant impact with mitigation” determinations remain and is unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

#### **6.16 Utilities / Service Systems**

All existing City utilities are in place and active. The reduction and type of industrial building will not have an adverse impact on City of Colton utilities / services systems as

conditioned. The site is currently served by the City's Water Department. The City is situated on one of the largest potable aquifers in the State of California; 100 percent of the City's water comes from deep water wells. Similar to the large industrial distribution warehouse, large quantities of cardboard and other packing material will be addressed by using compactors and bailers. Commercial solid waste is sorted by Colton Disposal at its processing facility where recyclables are removed from the waste stream prior to being transported to a landfill. In addition, Colton Disposal operates a public disposal center at 2059 Steel Road in Colton. Because the fulfillment center will generate waste paper and cardboard associated with breaking up large shipments into smaller components for shipment in a manner similar to the large warehouse distribution center, the proposed Modified Project would be subject to the City's recycling requirements and the project's impact on solid waste and landfill capacity would be less than significant. No new information is available that changes the previous conclusions made by the Initial Study for the Mitigated Negative Declaration (MND). The "less than significant impact" determination remains and background information remains unchanged from that which was submitted as part of the original Mitigated Negative Declaration of the project.

#### **6.17 Mandatory Findings of Significance**

No change from previous analysis of the 808,500 square foot industrial distribution warehouse is proposed. Because the project footprint will be reduced in size, to maintain a general similar design with some minor upgrades that are aesthetic improvements relating to how the building and the exterior walls meet the street, as discussed in the "Aesthetics" section of this addendum. All biological resources mitigation measures will remain in place to continue the required monitoring of the site to ensure that no nesting birds are harmed during development of the project site.

The project site does not qualify as a historic resources site; therefore, the proposed project would not adversely impact the subject site and surrounding properties. Historic resources indicate that none of the activities or developments associated with Agua Mansa Village during its heyday, namely the 1840s-1860s, happened within the boundaries of the project site. The applicant is having Mitigation Measures require an archeologist to monitor the site for potential cultural and biological resources that may appear on the site. The project will have less than significant impact in all three areas of the mandatory findings of significance. The "less than significant impact with mitigation" determination remains and background information includes minor changes, but in general remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.





## 7.0 Conclusion

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Based on the analysis provided in this Addendum, the City finds, pursuant to CEQA Guidelines Section 15164, the following with respect to the proposed 200,000 square foot building (168,921 square foot building footprint) for industrial warehouse fulfillment center, on the Subject Site::

1. The proposed 608,500 square feet decrease in building area and the difference in industrial building design are not substantial changes to the project considered under the previously adopted MND;
2. The environmental setting and circumstances under which the proposed industrial warehouse fulfillment center will be constructed are not substantially different from the setting identified in the previously adopted MND; and,
3. No new significant information has been identified since the previous MND was adopted involving any of the factors listed in CEQA Guidelines sections 15162(a)(3)(A) through 15162(a)(3)(D) has become known.

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## 8.0 Applicable Mitigation Measures

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For ease of reference applicable, the adopted Mitigation Monitoring and Reporting Program is attached as Exhibit A to this Addendum. Each and every Mitigation Measure set forth in the MMRP is hereby carried forward to the Modified Project and is expressly made a condition of approval to the Modified Project.

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## 9.0 References

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November 2015, Michael Baker International, Agua Mansa Road Project Trip Generation Assessment and Comparison Report

October 2013, City of Colton, Adopted Mitigated Negative Declaration for Agua Mansa Logistics Center, City of Colton, San Bernardino County, California

February 2013, JLC Engineering and Consulting, Inc., Water Quality Management Plan, for the Agua Mansa Logistics Center (updated with Alternative 200,000 Site Plan)

March 1, 2016, email added to File from Michael Baker International, from Francisco Martinez Jr., P.E. Q.S.D.

City of Colton General Plan Housing Element 2013-2021, Adopted February 4, 2014.



# ATTACHMENT 2

Provided February 23,  
2016 Meeting /

Available electronically

**Attachment 4**  
**Draft Reso No. R-02-16**

**Addendum to Mitigated Negative Declaration  
(MND) for Howard Industrial Partners**  
(File Index No. DAP-001-005)  
1600 Agua Mansa Road  
Colton, California 92324  
DAP-001-269



**DATE: February 2016**  
**PREPARED FOR: City of Colton**  
**PREPARED BY: City of Colton**

**Exhibit-B**

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## 1.0 Introduction

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The City of Colton (the City) has prepared this Addendum pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) in response to an application for Modification of Architectural & Site Plan Review (File No. DAP-001-005) to allow reduction of 808,500 square foot industrial warehouse distribution building, including ancillary office space to a 200,000 square foot Industrial Fulfillment Center including cross dock facilities on (hereinafter “Project”) on a +/- 40.49-acre site consisting of six parcels located at 1350 to 1600 Agua Mansa Road; Assessor’s Parcel Numbers: 0260-072-01, 02, 03, 04, 15 and 16 (hereinafter “Subject Site”) with a General Plan land use designation of Heavy Industrial (HI)

On November 26, 2013 the City of Colton Planning Commission previously adopted a Final Mitigated Negative Declaration (MND), File No. DAP-001-105 – Howard Industrial, for the development of a 808,500 square-foot industrial building for warehouse distribution, and office purposes on this project site. Although the site may still be constructed, the property owner is considering a second option to allow construction of a smaller industrial building. In order to provide this development option, an application was submitted to the City for a Modification of Architectural and Site Plan Review. Therefore, the purpose of this Addendum is to provide an analysis in compliance with CEQA Guidelines Section 15164 of the changes to the previously-approved project.

## 2.0 Project Background

The project site consists of six parcels located at 1350 to 1600 Agua Mansa Road. Access to the project site is from Agua Mansa Road via two unpaved roads: (1) along the east property boundary; and (2) approximately 300 feet from the west property boundary (Dunn Ranch Road).

On November 26, 2013, the City of Colton Planning Commission adopted the Final MND prepared for a previous project at the site (DAP-001-004, 005 & 006). Along with the Final MND for the previous project, the City of Colton Planning Commission adopted a Mitigation Monitoring and Reporting Program (MMRP). The Notice of Determination (NOD) was filed on November 27, 2013 and was received and properly posted by the Clerk of the Board of the County of San Bernardino on November 27, 2013. Subsequent to the adoption of the MND, the owner of the property is opting for a second industrial building option and an application was submitted to the City for a Modification of Architectural and Site Plan Review due to proposed revisions to previous site plan and proposed building.

### 3.0 Purpose of Addendum

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CEQA authorizes a Lead or Responsible Agency to prepare an Addendum to a previously adopted MND if some changes or additions are proposed to a previously approved project and none of the conditions described in CEQA Guidelines §15162 and §15163 requiring the preparation of a Subsequent or Supplement MND are met.

Pursuant to Section 15162 of the CEQA Guidelines, a Subsequent EIR or Negative Declaration may only be prepared if:

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
  - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
  - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
  - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
    - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

- (c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.
- (d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

Pursuant to CEQA Guidelines Section 15164:

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

## 4.0 Scope of Addendum

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The scope of this Addendum is limited to the changes proposed for the development to allow reduction of 808,500 square foot industrial warehouse distribution building, including ancillary office space to a 200,000 square foot Industrial Fulfillment Center including cross dock facilities on (hereinafter “Project”) on a +/- 40.49-acre site consisting of six parcels located at 1350 to 1600 Agua Mansa Road.

## 5.0 Project Description

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### 5.1 Environmental Setting

Figure 1 shows the regional location of the project site within the larger Inland Empire region. Figure 2 is an aerial photograph that shows the existing conditions on the project site and vicinity. Figure 3 provides a proposed site plan of the 200,000 square foot industrial building. This is followed by a series of photographs (figure 4a through 4e) that characterize the site and surrounding area. The following is a summary of the existing land uses on site and in the vicinity.

### 5.2 Proposed Changes

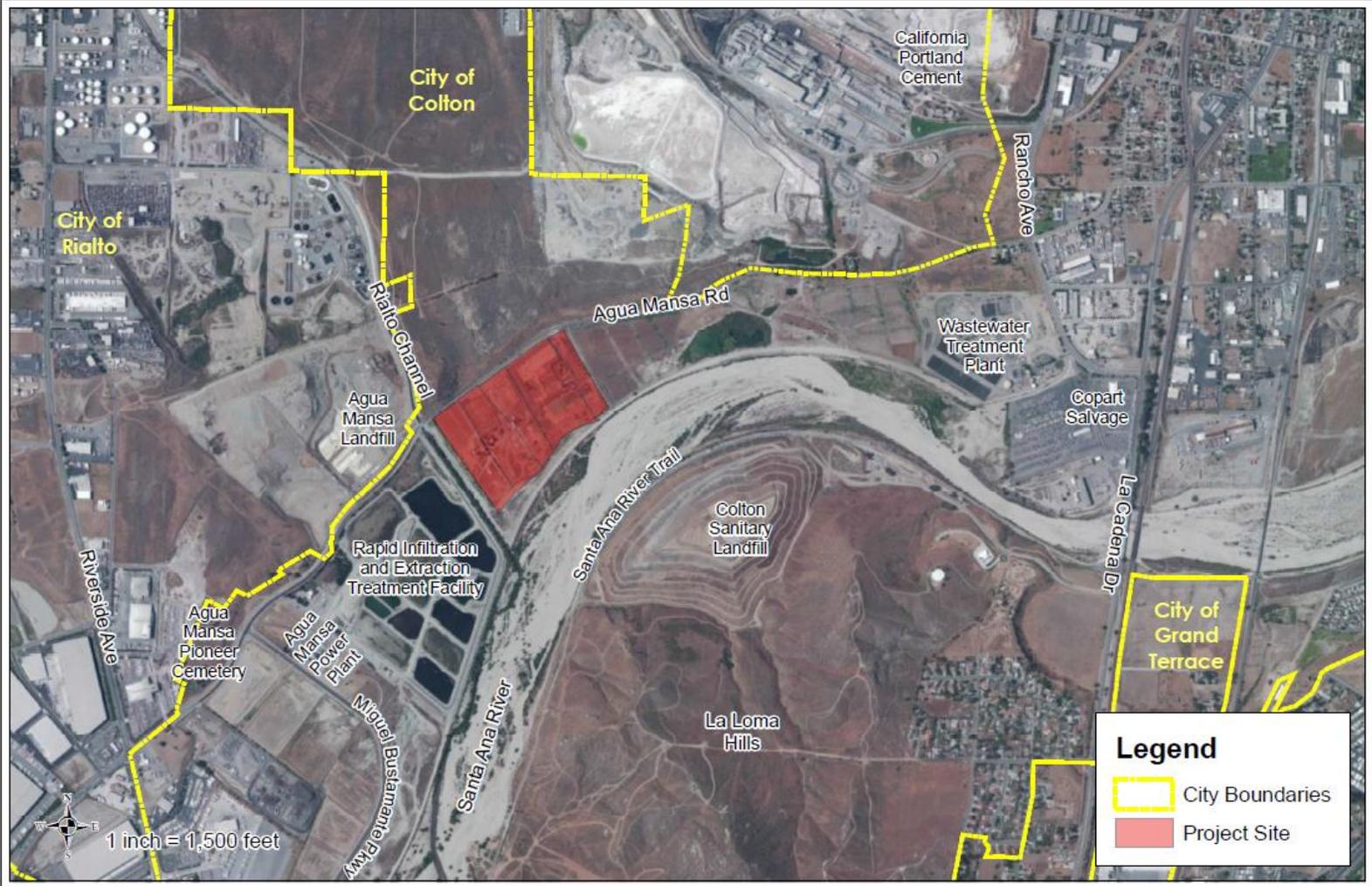
The proposed changes include reduction of the original 808,500 square foot industrial warehouse distribution center, including ancillary office space to a 200,000 square foot Industrial Fulfillment Center including cross dock facilities on (hereinafter “Project”) on a +/- 40.49-acre site consisting of six parcels located at 1350 to 1600 Agua Mansa Road.

The 808,500 square foot industrial warehouse distribution center is referred to as a “high-cube warehouse distribution center.” As described by the ITE Trip Generation Manual, “A high-cube warehouse distribution center is used for “the storage of materials, goods, and merchandise prior to their distribution to retail outlets or other warehouses.” As described in Applicant’s Traffic Engineering Firm, Michael Baker International, “These facilities generally have relatively small employment counts with a small ancillary office use component and may include some limited assembly or repackaging of goods.”

The proposed industrial warehouse reduction is a different function, but closely related. The proposed 200,000 square foot industrial building is a “fulfillment center” commonly used by internet-based businesses that store merchandise in “High—Cube” warehouses and “Fulfill” or package internet orders for delivery for pick-up by delivery services such as UPS and Fed Ex. The delivery of merchandise to the warehouse is made primarily by larger trucks and the pick-up/local delivery is performed by smaller trucks.



Figure 2 – Local Vicinity





**COMPLIANCE TABLE - DEVELOPMENT STANDARDS:**

<b>Standard for Medium Industrial</b>	<b>AMICSP Requirement</b>	<b>Proposed Project</b>	<b>Compliance</b>
Lot Area	15,000 sf minimum	42.67 acres	Yes
Lot Width & Depth	100 ft minimum	Approximately 1,295 feet by 1,258 feet	Yes
Lot Coverage /FAR	.5 Floor Area Ratio	.11%	Yes
Street landscape setback	25 ft minimum along public street as measured from curb face	25 feet	Yes
Setback, front	25 ft minimum	106+feet	Yes
Setback, side	15 ft minimum	170 – 200+ feet	Yes
Setback, rear	20 ft minimum	100-140+ feet	Yes
Building Height	50 ft maximum	36 ft	Yes
Parking Office - 1:250 sf Warehouse - 1:1000 sf (up to 10k sf); 1:2000 sf (over 10k sf)	Office: 32 Warehouse:95  Total: 127	Total: 282 per alternate site plan, plus 533 truck trailer parking spaces	Yes
Fencing	No minimum or maximum per Specific Plan (8 ft maximum per CMC 18.38.040).	10 ft high concrete screen wall along front yards, 8 ft high wrought iron fence within 100 feet of front yard 8 ft high metal fence for perimeter site, 8 ft high metal fence around detention basin	Yes
Accessory Maintenance	At rear of property	100 plus feet from rear P/L	Yes
Loading (SP p4-25)	Not visible from public ROW	Screen wall and specimen-size planting	Conditioned
Trash areas (SP p4-25)	Enclosed masonry with visually solid gates	No information	Conditioned
Loading areas (CMC 18.36.050)	Adequate loading	209 docks 533 trailer parking spaces	Yes
Mechanical equipment (CMC 18.24.150)	Ground-mounted: masonry walls to screen from public view.	No information	Conditioned
Landscape Design (SP p4-36)	Berms, undulating, low walls	Not enough information	Conditioned
Landscaping (CMC 18.26.130)	15% of lot area	15%	Conditioned
Trees (CMC 18.26.130)	157 trees, based on one tree per 3 parking spaces for the 533+ parking spaces	Not enough information	Conditioned
Tree sizes (CMC 18.26.130)	25% 36-inch box: 133 trees 25% 24-inch box: 133 trees	Not enough information	Conditioned

SP: Specific Plan; CMC: Colton Municipal Code



## 6.0 Environmental Analysis

### 6.0 Aesthetics

The reduction in overall size of the building will not have a substantial adverse effect on a scenic vista, substantially damage scenic resources, substantially degrade the existing visual character of the site or its surroundings, or create a new source of substantial light or glare. The requirement for the applicant to conduct a lighting study remains in place. This alternative provides a more attractive street appearance by designing the building, landscaping and parking lot along the street so that one doesn't see a long wall along the entire Agua Mansa Road street frontage.

### 6.1 Agriculture and Forestry Resources

The proposed revised plans will not impact any agriculture or forestry resources. The pre-1940s agricultural use of the property has ceased and other, more recent uses of the site have now vacated the site. Grading permits were obtained in 2015 and the site is presently being graded for development of the 808,500 square foot industrial distribution warehouse facility. However, the applicant is also proposing an alternative plan be constructed to include the reduced 200,000 square foot industrial warehouse fulfillment center. The "no impact" determination remains and background information remains unchanged from that which was submitted as part of the original mitigated negative declaration of the project.

### 6.2 Air Quality

While the project will generate less traffic than the 808,500 square foot industrial distribution warehouse project, all mitigation measures will remain in place and AQMD mitigation measures will continue to be applicable. All construction related activities will continue to be mitigated. According to the Agua Mansa Road Project Trip Generation Assessment and Comparison Report, the overall project trip rates are negligible and will not cause substantial negative impact to the surrounding roadways and intersections. *"The estimated trip generation for the cross-dock facility shows a reduction in project trips including 859 fewer trips on a daily basis, 54 fewer trips during the a.m. peak hour and 55 fewer trips during the p.m. peak hour than the currently approved logistics center."* Therefore, air quality of the project will not be further impacted.

### 6.3 Biological Resources

The project grading is taking place and is about 70% completed according to the grading superintendent. The finish grading will commence once the project design is selected between the 808,500 square foot industrial warehouse and the 200,000 square foot industrial warehouse fulfillment center. No significant biological resources have been found on the site. The revised project will not increase impacts to biological resources. All existing mitigation measures are being followed.

#### **6.4 Cultural Resources**

In June 2015, a grading permit was issued, PW0-000-073, and is presently approximately 70% complete. No cultural resources have been found on the subject site thru records search and onsite surveys. All existing mitigation measures are in place and will continue to be met.

#### **6.5 Geology / Soils**

In June 2015, a grading permit was issued by the City. The project is moving forward and all relative engineering and soils testing is being completed and inspected by the City as appropriate. The project may construct an 808,500 square foot industrial distribution warehouse or a 200,000 square foot industrial warehouse fulfillment center. Each project would require separate building plan check review and each will require to submit soils report and relative geotechnical reports as required by the City Building Division. All existing mitigation measures are in place and will be met.

#### **6.6 Greenhouse Gas Emissions**

On November 2, 2015, the applicant submitted a Trip Generation Assessment and Comparison Report for the 200,000 square foot industrial warehouse fulfillment center. The report showed a decrease in trips generated by the 200,000 square foot building versus the 808,500 square foot industrial building. The applicant is proposing to exercise an option to decide to build either an 808,500 square foot industrial building or a 200,000 square foot industrial building. Therefore, the existing greenhouse gas emission mitigation measures are appropriate and will be followed by either the 808,500 square foot industrial distribution warehouse or the 200,000 square foot industrial warehouse fulfillment center. The applicant must follow and comply with all existing mitigation measures related to greenhouse gas emissions.

#### **6.7 Hazards & Hazardous Materials**

The potential hazards and hazardous materials status of the project has not changed. However, the site is now graded and will be completed once the property owner selects a type of project to be constructed on the site. All existing mitigation measures will continue to apply to either project constructed on the site.

#### **6.8 Hydrology / Water Quality**

The project will apply construction BMPs as outlined in the WQMP to ensure that pollutants associated with construction and operation will be controlled and no further mitigation is required. All drainage and stormwater requirements will need to continue to be met whether or not the project is an 808,500 square foot industrial warehouse or a 200,000 square foot industrial fulfillment center. The project site will be developed in the same location but the overall footprint of the building will be reduced in size from 808,500 square feet to 200,000 square feet.

#### **6.9 Land Use /Planning**

The applicant is proposing an alternative industrial building type. The applicant has agreed to a condition of approval that once building permits are issued one project the

other entitlements will become null and void. No new information is available that changes the previous conclusions made by the Initial Study for the Mitigated Negative Declaration (MND).

#### **6.10 Mineral Resources**

While the project is smaller in size, the project grading and general site development will include the same project boundaries. As previously stated in the 808,500 square foot project MND, *“the loss of approximately 20 acres would be less than significant impact when the entire heavy industrial area and other areas along the Santa Ana River flood plain and related Lytle Creek and Warm Creek areas are taken into consideration.”* No new information is available that changes the previous conclusions made by the Initial Study for the Mitigated Negative Declaration (MND).

#### **6.11 Noise**

The location of the project site remains the same, but the project alternative is 600,000 square feet smaller than the previously approved project. This area is located within a heavy industrial zone and is not located near a residential neighborhood or any sensitive land uses that may cause impacts associated with ground vibration during construction. The proposed 200,000 square foot industrial warehouse fulfillment center will not generate any noise greater than permitted during the construction period and during regular hours of operation. The proposed 200,000 square foot industrial building is proposed to permit a 24-hour operation, which is the same as the 808,500 square foot project. No new information is available that changes the previous conclusions made by the Initial Study for the Mitigated Negative Declaration (MND).

#### **6.12 Population / Housing**

The reduced project size would be similar and is not anticipated to cause a need for substantial population growth and or create a need for additional housing. No new home are proposed as part of the project and because the City has a housing surplus, the proposed project would not negatively affect the job/housing balance in the City.

#### **6.13 Public Services**

The proposed project is within a full service City of Colton area. Because the project is being substantially reduced in size, the project will have a less than significant impact on fire and other public services in the City than the previously approved project.

#### **6.14 Recreation**

The overall project size and number of employees, 400-600 employees, is similar to the 808,500 square foot industrial distribution warehouse center. The project is not a residential project and will not generate significant impact to existing recreation facilities.

#### **6.15 Transportation / Traffic**

The proposed project will not result in a greater impact to transportation or traffic than that analyzed in the in the previous MND, which determined that traffic impacts would remain less than significant. Michael Baker International provided an Trip Generation Assessment and

Comparison to the City's Engineering Department / Contract City Engineer that concluded the proposed project alternative with 200,000 square foot industrial warehouse fulfillment center trip generation for the cross dock facility "*shows a reduction in project trips including 859 fewer trips on a daily basis, 54 fewer trips during the a.m. peak hour and 55 fewer trips during the p.m. peak hour than the currently approved logistics center.*"

The proposed project does not conflict with any applicable plan, ordinance or policy. The proposed project provides access via two driveways along Agua Mansa Road. The site will be served with adequate parking facilities and will not result in inadequate emergency access. No new information is available that changes the previous conclusions made by the Initial Study for the Mitigated Negative Declaration (MND).

#### **6.16 Utilities / Service Systems**

All existing City utilities are in place and active. The reduction and type of industrial building will not have an adverse impact on City of Colton utilities / services systems as conditioned. No new information is available that changes the previous conclusions made by the Initial Study for the Mitigated Negative Declaration (MND).

#### **6.17 Mandatory Findings of Significance**

No change from previous analysis of the 808,500 square foot industrial distribution warehouse is proposed. The project will have less than significant impact in all three areas of the mandatory findings of significance.

## 7.0 Conclusion

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This Addendum addresses if only minor technical changes or additions are necessary to the previous MND or if none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred with the proposed 200,000 square foot building (168,921 square foot building footprint) for industrial warehouse fulfillment center, processed on APN: 0260-072-01, 02, 03, 04, 15 and 16, with the previously adopted MND. Based on the analysis provided in this Addendum, the City finds, pursuant to CEQA Guidelines Section 15164, that:

1. The proposed 608,500 square feet decrease in building area and the difference in industrial building design are not substantial changes to the project considered under the previously adopted MND;
2. The environmental setting and circumstances under which the proposed industrial warehouse fulfillment center will be constructed and are not substantially different from the setting identified in the previously adopted MND; and,
3. No new significant information has been identified since the previous MND was adopted involving any of the factors listed in CEQA Guidelines sections 15162(a)(3)(A) through 15162(a)(3)(D) has become known.

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## 8.0 Applicable Mitigation Measures

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For ease of reference applicable, the adopted Mitigation Monitoring and Reporting Program is attached as Exhibit A to the addendum.

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## 9.0 References

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November 2015, Michael Baker International, Agua Mansa Road Project Trip Generation Assessment and Comparison Report

October 2013, City of Colton, Adopted Mitigated Negative Declaration for Agua Mansa Logistics Center, City of Colton, San Bernardino County, California



August 28, 2015  
Timothy J. Howard  
Howard Industrial Partners  
155 N. Riverview Drive  
Anaheim Hills, CA 92808

RECEIVED  
NOV 02 2015

RE: Agua Mansa Road Project Trip Generation Assessment and Comparison

Dear Mr. Howard:

Based on our recent conversation, I understand that you are considering a change in land use for the entitled project site and need to confirm that the new project land use will not exceed the trip generation and off-site traffic impacts identified in the environmental documentation for the already entitled Logistical Center project. Michael Baker International (M. Baker) has completed a detailed review of the proposed use for the site and has developed an updated assessment of the project trip generation. The project trip generation assessment included a thorough review of the proposed use and an examination of the likely differences (if any) between the basic operations of a warehouse distribution center (ITE Land Use 152) and operations associated with the currently proposed cross-dock distribution center. The following sections include a discussion of each use and the associated operational characteristics that influence vehicular trip generation for the project.

### **General Warehouse Distribution Center**

In the Agua Mansa Logistics Center Traffic Impact Analysis (Revised) dated October 9, 2013, the project was described "logistics center" and for estimating trip generation, the study use the most closely related land use category published in the Institute of Transportation Engineers Trip Generation manual, 9<sup>th</sup> Edition. This use is referred to as a "high-cube warehouse distribution center" (Land Use category No. 152). As described in the ITE Trip Generation manual, a high-cube warehouse distribution center is used for "the storage of materials, goods, and merchandise prior to their distribution to retail outlets or other warehouses." These facilities generally have relatively small employment counts with a small ancillary office use component and may include some limited assembly or repackaging of goods. Traffic generation characteristics for this use include:

- Peak truck activities that typically occur outside the peak hour of adjacent street traffic, and
- Truck trips that account for 9 to 29 percent of the peak hour site traffic.

This land use is also closely related to warehouse "fulfillment centers" commonly used by internet - based businesses that store merchandise in "High Cube" warehouses and "fulfill" or package internet orders for delivery for pick-up by delivery services such as UPS and FedEx. In these cases, the

delivery of merchandise to the warehouse is made primarily by larger trucks and the pick-up/local delivery is performed by smaller trucks.

It is important to note that the ITE research for this land use did not distinguish between facilities that had a short-term storage function and ones that had a longer-term storage function along with the distribution function. Since between 57 and 70 sites were studied, the resulting trip generation rates reflect a mix of sites that included both short and longer term storage. The discussion in the ITE Trip Generation manual makes the general statement that the higher turn-over of stored inventory may result in somewhat higher trip generation. This would however be influence by factors such as the size of truck that deliver and pick up loads as well as how full the truck are when they drop off goods and pick up goods.

In the previous approved traffic study, the ITE-based project trip generation was further processed to separate truck trips from passenger vehicle (employee) trips. This disaggregation of trips was based on detailed information published in the City of Fontana, Truck Trip Generation Study conducted in 2003. The findings of this research study are widely accepted and utilized by most jurisdictions in San Bernardino and Riverside County. The research shows that this type of use generates a combination of 2-axle, 3-axle, and 4+-axle truck trips with the major portion of the trucks falling into the 4+-axle category.

#### **Cross-Dock Warehouse Distribution Center**

The currently proposed land use is referred to as a "cross-dock warehouse distribution center" and has most operational characteristics that are essentially the same as a general warehouse distribution center. The main difference is related to the amount of time that the product inventory is stored in the facility. In these facilities, there is less space dedicated to long-term storage and more space dedicated to the sorting and repackaging of merchandise for local delivery.

The general operating characteristics of the proposed facility include relatively small groups of employees working on three shifts that do not coincide with typical employee work hours for most other commercial and office land uses. The truck operations will include mostly mid-size and larger-sized trucks which are fully laden when they arrive. These truck arrive fairly randomly throughout the day.

The merchandise is unloaded from the arriving trucks and sorted for mid-term storage or immediate or near-term pick-up by local distribution trucks. Trucks that pick up sorted merchandise for local delivery are planned to be mostly mid-size and larger-sized trucks that will be fully laden when they leave the facility.

## Trip Generation Assessment and Comparison

As previously discussed, the approved 808,500 square-foot logistics center project was assumed to have trip generation characteristics similar to a “high-cube warehouse distribution center” (ITE Land Use category No. 152). In the Agua Mansa Logistics Center Traffic Impact Analysis (Revised) dated October 9, 2013. Table 1 summarizes the estimated trip generation for the approved logistics center project. With the application of “passenger car equivalent” factors to the estimated truck trips, the approved project would generate 1,779 daily trips, 116 a.m. peak hour trips and 128 p.m. peak hour trips.

The currently proposed cross-dock facility would have a smaller floor area totaling 200,000 square feet. The process of assessing trip generation for the cross-dock facility applies the general daily and peak hour trip generation characteristics for the ITE High Cube Warehouse Distribution Center and applies adjustment factors to reflect the unique characteristics that apply to the cross-dock operation. The adjustment factors address the likely increase in trip generation due to the higher turn-over of merchandise inventory within the facility and the expected increase in the proportion of 3-axle and 4+ axle trucks. The adjustment factors are discussed in more detail below.

### *Trip Generation Rate Adjustment*

As stated earlier, the ITE research for this land use recognized that facilities that surveyed included some facilities that had a low turnover of merchandise and longer term storage and some facilities that had high merchandise turnover and short-term storage. ITE anticipates that facilities serving primarily as a distribution center with high inventory turnover and very short-term storage would have higher trip generation than those facilities with long-term storage.

A close review of the ITE trip generation research data for warehouse distribution centers reveals that the sites surveyed had a range of trip generation rates for the daily trip generation, the a.m. peak hour and p.m. peak hour. The trip generation data points at the high end of the range are likely representing those facilities that are primarily distribution centers with short-term storage. For the purpose of estimating the potential trip generation for the proposed cross dock-facility, this analysis conservatively assumes the highest trip rate surveyed in the ITE data base for each the daily period, the a.m. peak hour period, and the p.m. peak hour period. This approach is very conservative since it is not likely that the highest trip rate surveyed for the three analysis time periods actually occurred at the same facility.

The following trip rates represent the highest rates that were recorded in the ITE data base:

- Daily = 3.4 trips per 1,000 square feet
- A.M. Peak Hour = 0.23 trips per 1,000 square feet
- P.M. Peak Hour = 0.27 trips per 1,000 square feet

These trip generation rates are slightly more than twice the trip rates used in the traffic study for the approved logistics center project.

### *Truck Size Adjustment*

According to the cross-dock operations characteristics provided by the proposed project site tenant, the truck fleet used for dropping off merchandise and also for picking up sorted merchandise would be comprised primarily of 3-axle and 4+-axle trucks. Since the trip generation estimate for the approved logistics center included 3.46% of the total vehicle trips being made by 2-axle trucks.

The trip generation for the proposed cross-dock project was adjusted to re-distribute the 3.36% into the 3-axle and 4+-axle truck categories and maintain the truck composition equal to 20.43% of the total vehicular traffic. The 3-axle truck portion was increased from 4.64% to 5.59% and the 4+-axle truck portion was increased for 12.33% to 14.84%. This adjustment to the project truck-trip composition results in a higher number of total passenger car equivalent trips due to the higher conversion factors used to convert 3 and 4+-axel truck trips into equivalent passenger car trips.

### *Cross-Dock Project Trip generation*

The estimated trip generation for the proposed cross-dock project tailored to the operations characteristics provided for the prospective tenant is presented in Table 2. Beginning with the basic trip generation characteristics reported by ITE for a warehouse distribution center and then applying the adjustments discussed in the previous segments, the estimated trip generation for the project is as follows:

- Daily = 920 trips
- A.M. Peak Hour = 62 trips
- P.M. Peak Hour = 73 trips

The estimated trip generation for the cross-dock facility shows a reduction in project trips including 859 fewer trips on a daily basis, 54 fewer trips during the a.m. peak hour and 55 fewer trips during the p.m. peak hour than the currently approved logistics center.

### *Cross-Dock Project Trip Distribution and Trip Assignment*

Since the proposed cross-dock facility is simply one variation of a warehouse distribution center, we did not see a need to revise the basic trip distribution assumptions used in the original traffic study. The assignment of project trips for the cross-dock facility would result in fewer project trips on all study area roadways and at all study area intersections.

**Table 1**  
**Approved Logistics Center**  
**Project Trip Rates and Vehicle Trip**

Descriptor:	Traffic Generation Rates (trips per TSF)				Traffic Generation in Vehicles							
	Land Use: High Cube	Morning Peak Hour	Evening Peak Hour	Daily	Morning Peak Hour		Evening Peak Hour		Total	Inbound (34%)	Outbound (66%)	Total
					Inbound (73%)	Outbound (27%)	Inbound (34%)	Outbound (66%)				
Quantity	808,500											
Units <sup>2</sup>												
Total		1.68	0.11	1358	64	24	88	33	64	97		
Passenger Car		1.337	0.088	1081	51	19	70	26	51	77		
2 Axle Truck		0.058	0.004	47	2	1	3	1	2	3		
3 Axle Truck		0.078	0.005	63	3	1	4	2	3	5		
4+ Axle Truck		0.207	0.014	167	8	3	11	4	8	12		
Total Trucks		0.343	0.023	277	13	5	18	7	13	20		

**Approved Logistics Center**  
**Passenger Car Equivalent's (PCE's) Trip Generation**

Descriptor:	Passenger Car Equivalent's (PCE's) Factor <sup>4</sup>	Traffic Generation in PCE's						
		Daily	Morning Peak Hour		Evening Peak Hour		Total	
			Inbound (73%)	Outbound (27%)	Inbound (34%)	Outbound (66%)		
Passenger Car	1.00	1081	51	19	70	26	51	77
2 Axle Truck	1.50	71	3	2	5	2	3	5
3 Axle Truck	2.00	126	6	2	8	4	6	10
4+ Axle Truck	3.00	501	24	9	33	12	24	36
Total Trucks	20.43%	698	33	13	46	18	33	51
Total	100%	1779	84	32	116	44	84	128

<sup>1</sup> Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Category 152.

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> Source: Truck Trip Generation Study, City of Fontana, August 2003.

<sup>4</sup> Passenger Car Equivalent factors are recommended by the San Bernardino Associated Governments (SANBAG)

**Table 2**  
**Proposed Cross-Dock Facility**  
**Project Trip Rates and Vehicle Trip Generation<sup>1</sup>**

Descriptor:	Traffic Generation Rates (trips per TSF)				Traffic Generation in Vehicles								
	Land Use: Cross Dock Facility	Daily	Morning Peak Hour	Evening Peak Hour	Daily	Morning Peak Hour			Evening Peak Hour				
						Inbound (69%)	Outbound (31%)	Total	Inbound (31%)	Outbound (69%)	Total		
Quantity	200,000												
Units <sup>2</sup>	TSF												
Total	100%	3,400	0.230	0.270	680	32	14	46	17	37	54		
Passenger Car	79.57%	2,705	0.183	0.215	541	25	11	36	13	30	43		
3 Axle Truck	5.59%	0.190	0.013	0.015	38	2	1	3	1	2	3		
4+ Axle Truck	14.84%	0.505	0.034	0.040	101	5	2	7	2	6	8		
Total Trucks	20.43%	0.695	0.047	0.055	139	7	3	10	3	8	11		

**Proposed Cross-Dock Facility**  
**Passenger Car Equivalent's (PCE's) Trip Generation**

Descriptor:	Passenger Car Equivalent's (PCE's) Factor <sup>4</sup>	Traffic Generation in PCE's						
		Daily	Morning Peak Hour			Evening Peak Hour		
			Inbound (69%)	Outbound (31%)	Total	Inbound (31%)	Outbound (69%)	Total
Passenger Car	1.00	541	25	11	36	13	30	43
3 Axle Truck	2.00	76	4	2	6	2	4	6
4+ Axle Truck	3.00	303	14	6	20	7	17	24
Total Trucks	20.43%	379	18	8	26	9	21	30
Total	100%	920	43	19	62	23	50	73

<sup>1</sup> Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Category 152 Max Rate

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> Source: Truck Trip Generation Study, City of Fontana, August 2003 (Adjusted for Cross-Dock Operation)

<sup>4</sup> Passenger Car Equivalent factors are recommended by the San Bernardino Associated Governments (SANBAG)

1 **EXHIBIT “C” - ENVIRONMENTAL MITIGATION MEASURES**

2 THE APPLICANT SHALL COMPLY WITH ALL MITIGATION MEASURES AS SET FORTH  
3 BELOW:

4 **AESTHETICS**

5 **AES-1** Prior to issuance of building permits, the project proponent shall conduct a lighting  
6 study that will show that light spillover from proposed parking lot and wall lighting  
7 will not leave the property to the satisfaction of the Development Services Director.  
In addition, the project proponent shall provide evidence on construction drawings,  
that the glass panels to be used in the office areas of the building will be non-glare.

8 **AIR QUALITY**

9 **AQ-1** The project applicant shall require that the demolition, site preparation, and grading  
10 contractors comply with SCAQMD Rule 403 minimum requirements for controlling  
fugitive dust.

11 **AQ-2** The project applicant shall require that the site preparation and grading contractors  
limit the daily disturbed area to 5 acres or less.

12 **AQ-3** The project applicant shall provide a sidewalk along the property frontage onto Agua  
13 Mansa Road.

14 **AQ-4** The project applicant shall require that any future tenants institute a ride sharing  
15 program that is open to all employees and shall consist of a kiosk or board that details  
information on ride sharing and identifies an employee in charge of the ride sharing  
16 program, who is responsible for coordinating employees interested in participating  
in the program.

17 **AQ-5** The project applicant shall install a compressed natural gas (CNG) filling station on-  
18 site (slow fill or fast fill) and shall require all equipment that is operated exclusively  
on-site such as yard trucks and forklifts to be powered by CNG or electricity. In  
19 addition, the project applicant shall provide information to future tenants about the  
economic and environmental benefits of using vehicles that operate on CNG.

20 **BIOLOGY**

21 *Nesting birds -*

22 **BIO-1** If construction activities (e.g., tree removal, clearing and grubbing, grading) are to be  
23 conducted during the nesting season, a nesting bird survey shall be conducted prior to  
24 and site disturbing activities to determine if active nests are present in the construction  
zone or within an appropriate buffer area as part of project approval. For example, a  
25 500-foot buffer to reduce potential indirect impacts may be required from the Santa Ana  
River (or other riparian habitat) where least Bell’s vireo may be actively nesting. Often  
26 the most effective manner in which to establish these buffer areas is to have a biological  
monitor present during demolition and grubbing. Development activities performed  
27 outside of the avian breeding season (generally September 1 to January 31) usually  
eliminates the need to conduct pre-activity nesting surveys for most native species  
28 known from the site vicinity, and ensure that there were no constraints to construction  
relative to the MBTA/CDFG code. Compliance with the MBTA/CDFG codes would  
be necessary prior to development; however no special permit or approval is typically  
required in most instances.

1 *Burrowing owls -*

2 **BIO-2** If site preparation activities occur within potential BUOW habitat, a pre-construction  
3 burrowing owl/Initial Take Avoidance Survey conducted no less than 14 days prior to  
4 initiating ground disturbance activities using the recommended methods described in  
5 the 2012 CDFW Staff Report on Burrowing Owl Mitigation is required by CDFW to  
6 determine if active nests of species protected by the MBTA and/or CDFW codes are  
7 present in the construction zone for CEQA compliance and to subsequently evaluate  
8 appropriate measures that may reduce potential adverse project-related impacts.

9 **BIO-3** If evidence of burrowing owl occupation is found on the project site implementation of  
10 avoidance and minimization measures would be triggered on the site where project  
11 activities would occur. The project biologist shall prepare a program that meets the  
12 requirements of the CDFW Staff Report and shall include but not be limited to the  
13 following elements:

- 14 i. The development of avoidance and minimization approaches would be informed  
15 by monitoring the burrowing owls. Burrowing owls may re-colonize a site after  
16 only a few days. Time lapses (i.e. construction delays) between project activities  
17 would trigger subsequent take avoidance surveys including but not limited to a  
18 final survey conducted within 24 hours prior to ground disturbance (CDFG 2012).
- 19 ii. Avoidance of areas where eggs or fledglings are discovered in any owl burrow or  
20 native nest, these resources cannot be disturbed (pursuant to CDFW guidelines)  
21 until the young have hatched and fledged (matured to a stage that they can leave  
22 the nest on their own).
- 23 iii. Take of active nests should always be avoided. If owls must be moved away from  
24 the disturbance area, *passive* relocation techniques (where applicable outside of  
25 the breeding season before breeding behavior is exhibited and after the burrow is  
26 confirmed empty by site surveillance) should be used rather than trapping (2012  
27 CDFG Staff Report). If burrow exclusion and/or burrow closure is implemented,  
28 BUOWs should not be excluded from burrows unless or until: (1) a Burrowing  
Owl Exclusion Plan is developed and approved by the applicable local CDFG  
office; and (2) permanent loss of occupied burrow(s) and habitat is mitigated in  
accordance with the Mitigating Impacts (CDFG 2012).

19 **CULTURAL RESOURCES**

20 **CR-1** Due to the heightened sensitivity for possible subsurface deposits of historic-period  
21 cultural remains, earth-moving operations within the boundaries of the Agua Mansa  
22 village site and along the course of the Agua Mansa Ditch shall be monitored by a  
23 qualified archaeologist. This measure shall appear as notes on any plans that call  
24 for site disturbance including but not limited to the grading plan, and any utility  
25 plans that would require excavation in the sensitive area.

26 **CR-2** Prior to commencement of any site disturbing activities such as importing and  
27 stockpiling soil, clearing and grubbing, or grading the may occur in the area around  
28 the alignment of the Agua Mansa Ditch, trenching across the alignment of the Agua  
Mansa Ditch should be implemented to ascertain the presence or absence of  
subsurface remains of the Ditch. Note: this would not preclude site disturbing  
activities from occurring in other areas of the project site that are not sensitive for  
archaeological resources.

**CR-3** A qualified paleontologist shall conduct a review of the project site grading plans  
and submit a monitoring program to the satisfaction of the Development Services

1 Director, that will outline the measures to be implemented in case any fossils are  
2 exposed during grading. Monitors shall be equipped to salvage fossils, if  
3 encountered, as they are unearthed, to avoid construction delays, and to remove  
4 samples of sediments that are likely to contain the remains of small fossil  
5 invertebrates and vertebrates. Monitors shall also be empowered to temporarily halt  
6 or divert equipment to allow removal of abundant or large specimens, if they are  
7 encountered. Should significant paleontological resources be discovered,  
8 paleontological recovery, identification, and curation shall be implemented.

9 **CR-4** As required by state law, the requirements and procedures set forth in Section 5097.98  
10 of the California Public Resources Code shall be implemented, including notification  
11 of the County Coroner, notification of the Native American Heritage Commission,  
12 and consultation with the individual identified by the Native American Heritage  
13 Commission to be the “most likely descendant.” If human remains are found during  
14 excavation, excavation must stop in the vicinity of the find and any area that is  
15 reasonably suspected to overlie adjacent remains until the County Coroner has been  
16 contacted, the remains investigated, and appropriate recommendations made for the  
17 treatment and disposition of the remains.

## 11 **GEOLOGY AND SOILS**

12 **GEO-1** All grading plans, utility plans, construction and landscape plans shall  
13 include the relevant recommendations as set forth in the Geotechnical Investigation  
14 prepared for the project entitled “Geotechnical Investigation and Liquefaction  
15 Evaluation, Proposed Agua Mansa Logistics Center, SWC of Agua Mansa Road and  
16 West Cartier Lane, Colton, California for Howard Industrial Partners”, prepared by  
17 Southern California Geotechnical, Inc, May 2013, unless a subsequent geotechnical  
18 evaluation supersedes this report.

19 For additional mitigation measures see Air Quality mitigation measures.

## 17 **GREENHOUSE GAS EMISSIONS**

18 See Air Quality mitigation measures AQ-3, AQ-4, AQ-5.

## 19 **HAZARDS AND HAZARDOUS MATERIALS**

20 **HAZ-1** Prior to issuance of an occupancy permit for the project, the project proponent shall  
21 coordinate with the City of Colton to evaluate the condition of the electrical transformer  
22 located on the east side of the project site and determine if the transformer should be  
23 removed or replaced.

## 22 **HYDROLOGY AND WATER QUALITY**

23 **HWQ-1** Construction BMPs outlined in the SWPPP and operational BMPs outlined in the  
24 project’s WQMP will ensure that pollutants associated with construction and operations  
25 will be controlled and no further mitigation is required.

## 25 **TRANSPORTATION/TRAFFIC**

26 **TIA-1** The project proponent shall construct Agua Mansa Road from the west project boundary  
27 to the east project boundary at its ultimate half-section width as a Major Arterial  
28 including landscaping and parkway improvements in conjunction with development.

**TIA-2** During construction, and prior to issuance of an occupancy permit, the project proponent  
shall install a traffic signal at the project’s west access at Agua Mansa Road to the

1 satisfaction of the City Engineer.

2 **TIA-3** Sight distance at each project access shall be reviewed with respect to California  
3 Department of Transportation/City of Colton standards in conjunction with the  
4 preparation of final grading, landscaping, and street improvement plans.

4 **TIA-4** As mitigation for the potential traffic impacts, the proposed project shall contribute on  
5 a fair share basis, through an adopted traffic impact fee program, in the  
6 implementation of the recommended intersection lane improvements or freeway  
7 improvements, or in dollar equivalent in lieu mitigation contributions, or in the  
8 implementation of additional capacity on parallel routes to offset potential impacts to  
9 study area intersections.

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**Attachment 4**  
**Draft Reso No. R-02-16**

Draft Initial Study  
and Notice of Intent to Adopt a Mitigated Negative Declaration  
Agua Mansa Logistics Center  
City of Colton, San Bernardino County, California



*Project Proponent:*

Agua Mansa Properties, LLC  
155 N. Riverview Drive  
Anaheim Hills, CA 92808  
Tim Howard, Partner

*Prepared for:*

City of Colton Development Services Department  
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Mark Tomich, Development Services Director

*Prepared by:*

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Palm Desert, CA 92260  
Nancy Ferguson, Environmental Planning Manager



October 2013



EXHIBIT-C OF P.C. RESOLUTION NO R-2-16

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Appendix G	Hydrology Study
Appendix H	Traffic Impact Analysis
Appendix I	General Plan EIR Exhibits

## Acronyms Used in the Initial Study

APE	Area of Potential Effect
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	Compressed Natural Gas
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> EQ	carbon dioxide equivalent
dBA	A-weighted decibel
FCAA	Federal Clean Air Act
FESA	Federal Endangered Species Act
GHG	Greenhouse Gasses
GWP	Global Warming Potential
HCR	hydrofluorocarbons
IS	Initial Study
LPG	Liquified Petroleum Gas
LST	Localized Significance Threshold
Mgd	million gallons per day
MLD	most likely descendent
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MND	Mitigated Negative Declaration
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Sewer Systems
msl	mean sea level
N <sub>2</sub> O	nitrous oxides
NAASQ	National Ambient Air Quality Standards
NAHC	Native American Heritage Commissoin
NASA	National Aeronautic and Space Administration
NOx	nitrogen oxides
NOD	Notice of Determination
NOI	Notice of Intent
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System

O <sub>3</sub>	ozone
Pb	lead
PFC	perfluorocarbons
PM <sub>2.5</sub>	particulate matter equal to or less than 2.5 microns in diameter
PM <sub>10</sub>	particulate matter equal to or less than 10 microns in diameter
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gasses
RPLI	Regional Paleontological Locality Inventory
RWQCB	Regional Water Quality Control Board
SBCFCD	San Bernardino County Flood Control District
SBCOES	San Bernardino County Office of Emergency Services
SBCM	San Bernardino County Museum
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SCH	State Clearinghouse
SF <sub>6</sub>	sulfur hexafluoride
SO <sub>x</sub>	Sulfur oxides
SWPPP	Stormwater Pollution Prevention Plan
TCM	Transportation Control Measures
µg/m <sup>3</sup>	micrograms per cubic meter
USACE	US Army Corps of Engineers
USFWS	US Fish and Wildlife Service
USEPA	US Environmental Protection Agency
USFWS	US Fish and Wildlife Service
VOC	Volatile Organic Compounds
WQMP	Water Quality Management Plan

# Chapter 1 Introduction

## 1.1 Overview

### *Project Site Information*

Project site information is provided in Table 1 and includes the contact information for the applicant and the City as well as the geographic location of the site.

**Table 1 - Project Site Information**

Project Data		Location Data	
<b>Project Name:</b>	Agua Mansa Logistics Center	<b>Location:</b>	1350 to 1600 W. Agua Mansa Road
<b>Applicant/Property Owner:</b>	Timothy Howard, Agua Mansa Properties, LLC 155 N. Riverview Drive Anaheim Hills, CA 92808 (714) 769-9155	<b>USGS Quad:</b>	San Bernardino South 1967 (photorevised 1980)
<b>Assessor Parcel Numbers:</b>	0260-072-01; 0260-072-02; 0260-072-03; 0260-072-04; 0260-072-15; and 0260-072-16	<b>Township, Range, Section:</b>	T1S, R5W 36
		<b>Latitude/Longitude:</b>	34.0477995° N 117.3540644° W
<b>City Contact</b>	Mark Tomich 909) 370-5185	<b>Thomas Bros Map:</b>	2010 Page 646 grid AZ Page 647 Grid JZ
<b>General Plan Designation</b>	Heavy Industrial	<b>Planning Area:</b>	Agua Mansa
<b>Zoning Designation</b>	Heavy Industrial (M-2)		

Sources: Agua Mansa Logistics Center Application, July 2013; Terrain Navigator Pro, 2009; City of Colton General Land Use Map and Zoning Map; Thomas Bros, 2010.

### *Project Understanding*

Howard Industrial Partners (project proponent) is proposing to develop an 808,500 square foot industrial "high cube" warehouse distribution facility on an undeveloped property owned by Agua Mansa properties, LLC., and located at 1350 to 1600 W. Agua Mansa Road in the Agua Mansa Industrial Corridor Specific Plan area in the City of Colton. The project site is approximately 43.1 acres of which 40.49 acres are proposed for development (net site area).

The project proponent is requesting the following entitlements:

- 1) Architectural & Site Plan Review for the development of an 808,500 square foot warehouse distribution facility on the net 40.49 parcel (TPM No. 19471).
- 2) Approval of a Tentative Parcel Map No. 19471 for the consolidation of six (6) legal parcels into one legal parcel.

- 3) Major Historic Certificate of Appropriateness for the development of the 808,500 square foot warehouse distribution building on net 40.49 acres of land within the Agua Mansa Historic District.

## 1.2 Authority

The City of Colton is the lead agency for the proposed Agua Mansa Logistics Center project. The City Council is the governing body for the approval of the project’s requested entitlements and adoption of the Mitigated Negative Declaration. Because the applicant has requested a number of entitlements, the City Council’s consideration of the project and its potential environmental effects is a discretionary action that is subject to the California Environmental Quality Act (CEQA). This Initial Study (IS) and its appendices have been prepared in accordance with CEQA (Statute) and the State’s Guidelines for Implementation of CEQA (Guidelines) (as amended, 2009); and the City’s CEQA Guidelines for preparation of an IS. This IS, when combined with the Notice of Intent to Adopt a Mitigated Negative Declaration, serves as the environmental document for the proposed project pursuant to the provisions of CEQA (Public Resources Code 21000 et seq.) and the Guidelines (California Code of Regulations Section 15000, et seq.).

## 1.3 Scope of the Environmental Review

The IS evaluates the proposed project’s potential environmental effects on the following topics:

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

## 1.4 Organization of the Initial Study

The content and format of the IS meet the requirements of CEQA. The IS contains the following sections:

- Chapter 1 Introduction. This chapter provides a brief summary of the proposed project, identifies the lead agency, summarizes the purpose and scope of the IS, and provides a discussion of the impact terminology used to assess potential environmental impacts of the proposed project.
- Chapter 2 Project Description. This chapter provides a project overview including a description of the regional location and project vicinity, including figures; summarizes the project proponent's decision to undertake the proposed project in the Purpose and Objectives section; and provides a description of the project elements, e.g. dimensions of the project, area of disturbance, construction schedule, etc.
- Chapter 3 Environmental Checklist. This chapter provides a copy of the City’s Environmental Checklist and responses to each question posed in the checklist. This chapter also provides a brief description of the sources used to evaluate the proposed project, a brief description

of the existing conditions for each topic and an analysis of potential environmental impacts. Mitigation measures are also identified where necessary.

- Chapter 4 References. This chapter lists all reports used, websites accessed, and persons consulted to prepare the IS.
- Chapter 5 List of Preparers. This chapter identifies City of Colton staff and consultants who were responsible for the preparation of the IS and implementation of the project.

## 1.5 Documents Incorporated by Reference

As allowed by CEQA Guidelines Section 15150, a Mitigated Negative Declaration may incorporate by reference all or portions of another document that is generally available to the public. The document used must be available for public review for interested parties to access during public review of the Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration for this proposed project. The following documents are incorporated by reference.

- City of Colton General Plan Update and Program EIR, 2013
- Agua Mansa Industrial Corridor Specific Plan and EIR, 1986

The project specific reports are all attached to the Initial Study as appendices. The City's General Plan and Agua Mansa Specific Plan are available on line at <http://www.ci.colton.ca.us/>

These documents are also available for review at the City of Colton Development Services Department, 659 N. La Cadena Drive, Colton, CA 92324, between the hours of 8:00 am to 4:00 pm, Monday through Thursday.

## Chapter 2 Project Description

### 2.1 Project Location and Setting

Figure 1 shows the regional location of the project site within the larger Inland Empire region. Figure 2 is an aerial photograph that shows the existing conditions on the project site and vicinity. Figure 3 provides an aerial of the project site and locations where photographs were taken of existing site conditions. This is followed by a series of photographs (figure 4a through 4e) that characterize the site and surrounding area. The following is a summary of the existing land uses on site and in the vicinity.

#### *Project Site*

The project site consists of six parcels located at 1350 to 1600 Agua Mansa Road. Access to the project site is from Agua Mansa Road via two unpaved roads: (1) along the east property boundary; and (2) approximately 300 feet from the west property boundary (Dunn Ranch Road).

Figure 5 shows existing site conditions and remnants of some previous site uses that can be reviewed with the site photos (Figure 4). According to the Phase I ESA (Appendix F), the site was historically, primarily undeveloped and/or agricultural land through the 1940s. A City of Colton municipal wastewater treatment plant was constructed near the east end of the site in the mid-1930s and was abandoned in 1948. By the mid-1960s, the site may have been in use for livestock grazing. By the mid-1970s, the livestock operation appeared to have ceased, and much of the site had reverted to natural vegetation. By the late 1980s, Woodland Farms, a poultry-raising operation, occupied most of the site but by the mid- to late-2000s, this activity had ceased. In the late 1990s, Tiger Rescue opened on the eastern portion of the site and closed in 2003. By 2009, the entire site except the western quarter had been converted to a paintball and/or airsoft gaming facility. The western quarter remains largely overgrown except for a vacant house and associated outbuildings.

#### *Surrounding Properties*

The area surrounding the project site is a combination of rural conditions (vacant land and former agricultural land), industrial uses, and open space. Figure 2 identifies several land uses in the vicinity.

West of the project site is a utility easement for overhead power lines, and the Rialto Stormwater Channel. Further west is the Regional Tertiary Treatment Rapid Infiltration and Extraction Facility (RIX), a facility that was designed as a 40 MGD regional tertiary treatment plant accepting secondary treated wastewaters from the City of Colton's Municipal Wastewater Treatment Plant and from the City of San Bernardino's Water Reclamation Facility. These treatment facilities treat domestic, commercial and industrial wastewaters from areas serviced by each city, respectively and sends this treated water on to the RIX plant for further treatment.

North of Agua Mansa Road northwest of the project site is the Agua Mansa Landfill, operated by Agua Mansa Properties as an inert landfill accepting such material as asphalt and concrete and other construction materials. The site is also used for storage of rental containers/dumpsters used at construction sites and other places where inert materials are being removed for disposal.

North of the site across Agua Mansa Road is the California Portland Cement mine site and processing facilities that has been in continuous operation since 1891. Other properties on the north side of Agua Mansa Road are either vacant land or land used for small independent trucking companies (see Figure 2).

South of the project site is the Santa Ana River and across the river is the Colton Landfill owned by the County of San Bernardino. A segment of the Santa Ana River Trail runs along the south side of the river between Riverside Avenue on the west, and La Cadena Drive on the east. Further south are the La Loma Hills. Between the project site and the river is property owned by the San Bernardino County Flood Control District, with two detention basins used for stormwater control from sites to the north including the project site.

East of the project site is vacant land, some of it former agricultural land. Near the intersection of Agua Mansa Road and Rancho Road is the City's wastewater treatment plant that treats the City's wastewater prior to sending it over to the RIX plant for final treatment before being released into the Santa Ana River. Access to this plant is from Rancho Road.

## 2.2 Project Description

The project proponent, Agua Mansa Properties, LLC, is requesting Architectural/Site Plan Review, a Tentative Parcel Map, a Specific Plan Amendment and a Major Historic Certificate of Appropriateness, in order to develop the net 40.49-acre site with an 808,500 square foot industrial "high cube" warehouse distribution facility on parcels addressed as 1350 to 1600 W. Agua Mansa Road. "High cube" is defined as follows: "Warehouse/distribution centers which are used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. These facilities are commonly constructed utilizing concrete tilt-up techniques, with a typical ceiling height of at least 24 feet. Warehouse/distribution centers are generally greater than 100,000 square feet in size with a land coverage ratio of approximately 50 percent and a dock-high loading door ratio of approximately 1:5,000 – 10,000 square feet; they are also characterized by a small employment count due to a high level of automation, truck activities frequently outside of the peak hour of the adjacent street system and good freeway access." (<http://www.sbcounty.gov/dpw/transportation/rdm/rdmprogram12.asp>) Figure 6 is the project site plan showing the footprint of the building and related uses (access, parking, landscaping, etc.). The particulars of each request are provided below.

The project proponent has indicated that the project could be a 24-hour logistics operation with up to 300 employees working in 3 shifts.

### *Architectural/Site Plan Review*

The City will consider the site plan and architectural plans for the proposed project warehouse distribution facility using the development standards set forth in the Agua Mansa Industrial Corridor Specific Plan. The proposed building will be typical of warehouse/office/ manufacturing building, a long building articulated with architectural features that will break up the monotony of an otherwise flat linear surface. Figure 7 shows the building elevations. The project includes a variety of wall/fencing material around the perimeter of the site as follows:

- North side – 10-foot high painted concrete tilt-up screen wall along the frontage of Agua Mansa Road that will be interrupted at two locations for gates. Gates will be made of tubular steel.
- West side – 8-foot high black tubular steel fence from the northwest corner of the site on Agua Mansa Road to approximately 130 feet south where it will transition to chain link.
- South side – 8-foot chain link fence.
- East side – 8-foot high black tubular steel fence from the northeast corner of the site on Agua Mansa Road to approximately 100 feet south where it will transition to chain link fence.

Site lighting will be a combination of wall mounted LED lights and parking lot lighting, 25-foot poles on concrete bases using LED lights.

The project also includes a free standing fire pump house to provide adequate fire flow to the site and building, the pump house is located near the front of the property near the west entrance to the site. The building will be a painted concrete tilt-up with an adjacent 16-foot tall fire pump. The building will match the architecture and color of the main building.

Finally, the project will also require approval of other plans including, but not limited to, a Grading Plan (Figure 8) and a Landscape Plan (Figure 9).

#### *Tentative Parcel Map*

The applicant is proposing a one-lot Tentative Parcel Map No. 19471 in order to merge to merge six existing parcels into one to accommodate a single industrial building and related uses (parking, drive aisles, landscaping, ingress/egress, etc.)

#### *Major Historic Certificate of Appropriateness*

The project site is located in the Agua Mansa Historic District where a development project must be reviewed for appropriateness within the district.

## 2.3 Construction Schedule

The proposed project would be constructed in one phase over an approximately 2-year period with an anticipated start of construction in early 2014 and completion in early 2016. The proposed project is anticipated to be operational by 2016.

Construction hours will be typical, Monday through Friday 8 am to 5 pm with some days when contractors could start earlier such as when pouring concrete or other time sensitive construction activity. No weekend or holiday construction is anticipated.

## 2.4 Actions and Approvals

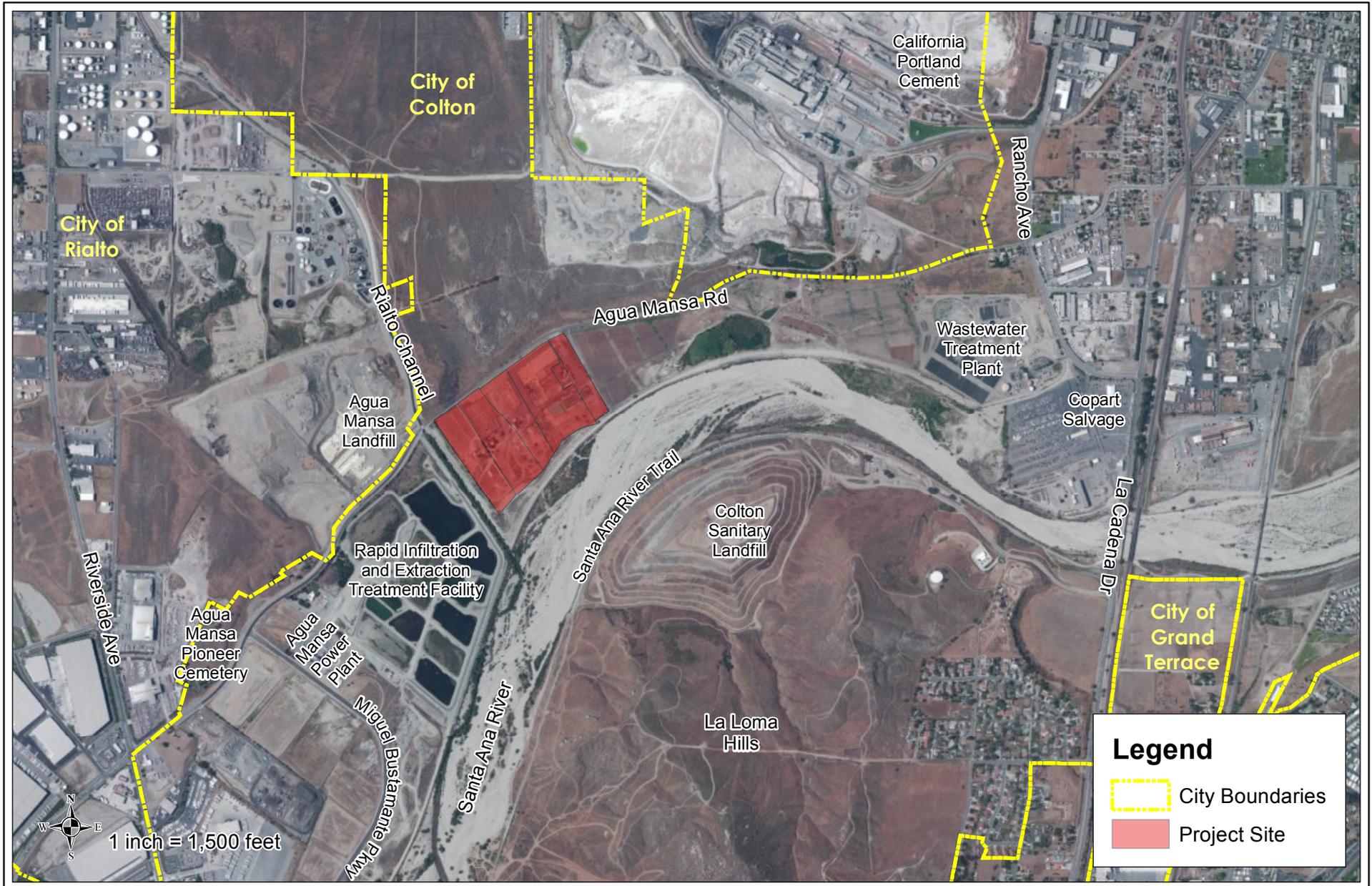
The City of Colton has primary governmental authority for the approval and supervision of the proposed project. As such, the City is the Lead Agency for this project under CEQA. This Initial Study/Mitigated Negative Declaration is intended to serve as the CEQA compliance document for any necessary approvals by the City of Colton and other agencies, including, but not limited to the following:

- San Bernardino County Flood Control District – permit for the proposed outlet structure from the on-site water quality basin onto District property
- California Water Resources Control Board/Regional Water Quality Control Board, Santa Ana Region – Stormwater Pollution Prevention Plan



**Regional Location**  
**Agua Mansa Logistics Center Initial Study**

**Figure**  
**1**



Project Vicinity  
 Agua Mansa Logistics Center Initial Study

Figure  
 2



Photo Locations  
 Agua Mansa Logistics Center Initial Study

Figure  
 3

Photo 1:  
View to  
the south  
along  
Dunn  
Ranch  
Road  
on the  
western  
side of the  
project site



Photo 2:  
View to the  
northeast  
on the  
western  
portion of  
the project  
site



Photo 3:  
View north  
along  
western  
boundary  
of the  
Site



Photo 4:  
Well and  
water tank  
on  
western  
side of  
the  
project site



Source: SCS Engineers, 2013



## Site Photos #1-4 Agua Mansa Logistics Center Initial Study

Figure  
4a

Photo 5:  
View to the north-  
east of  
buildings  
in the  
central  
portion of  
the  
project site



Photo 6:  
View to the  
east of the  
southern  
portion of  
the project  
site



Photo 7:  
View to the  
south along  
the eastern  
entry road



Photo 8:  
Main  
registration  
office on  
the eastern  
end of the  
project site



Source: SCS Engineers, 2013



## Site Photos #5-8 Agua Mansa Logistics Center Initial Study

Figure  
4b

Photo 9:  
View to  
the south  
of a  
paintball  
gaming  
area on  
the south-  
western  
portion  
of the  
project site



Photo 10:  
View to the  
west of the  
southern  
portion of  
the project  
site



Photo 11:  
View to the  
northeast  
of a  
paintball  
gaming  
area on  
the north-  
eastern  
portion of  
the site



Photo 12:  
View to the  
northwest  
of a  
paintball  
gaming  
area on the  
north  
central  
portion of  
the site



Source: SCS Engineers, 2013



## Site Photos #9-12 Agua Caliente Logistics Center Initial Study

Figure  
4c

Photo 13:  
View to  
the west  
along the  
northern  
side of the  
project site



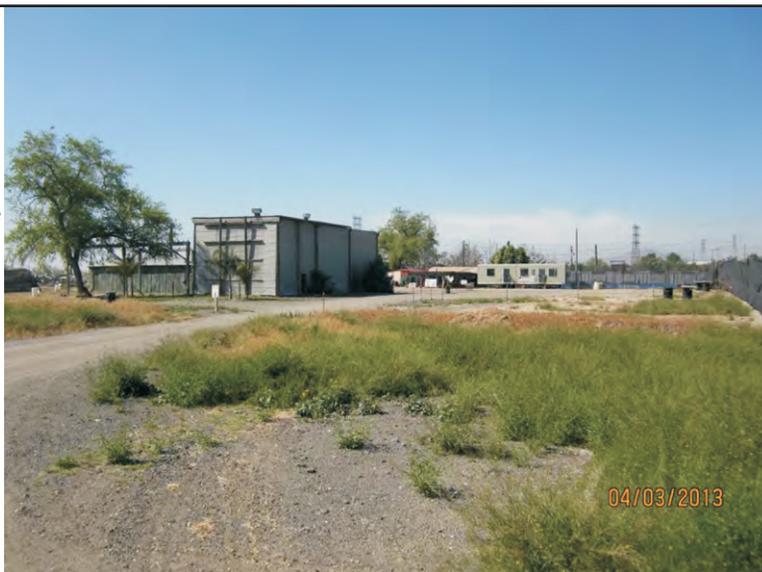
Photo 14:  
View to  
the east  
along the  
northern  
portion of  
the project  
site



Photo 15:  
View to the  
south of  
the parking  
area in the  
central  
portion of  
the site



Photo 16:  
View to  
the south-  
west of the  
recreation  
center



Source: SCS Engineers, 2013



## Site Photos #13-16 Agua Mansa Logistics Center Initial Study

Figure  
4d

Photo 17:  
Airsoft  
registration  
trailer in  
the central  
portion of  
the site



Photo 18:  
Airsoft  
waiting  
area in the  
central  
portion of  
the site



Photo 19:  
View of  
buildings  
and water  
tank in the  
central  
portion of  
the site



Photo 20:  
View to the  
northwest  
of the  
former  
wastewater  
treatment  
facility

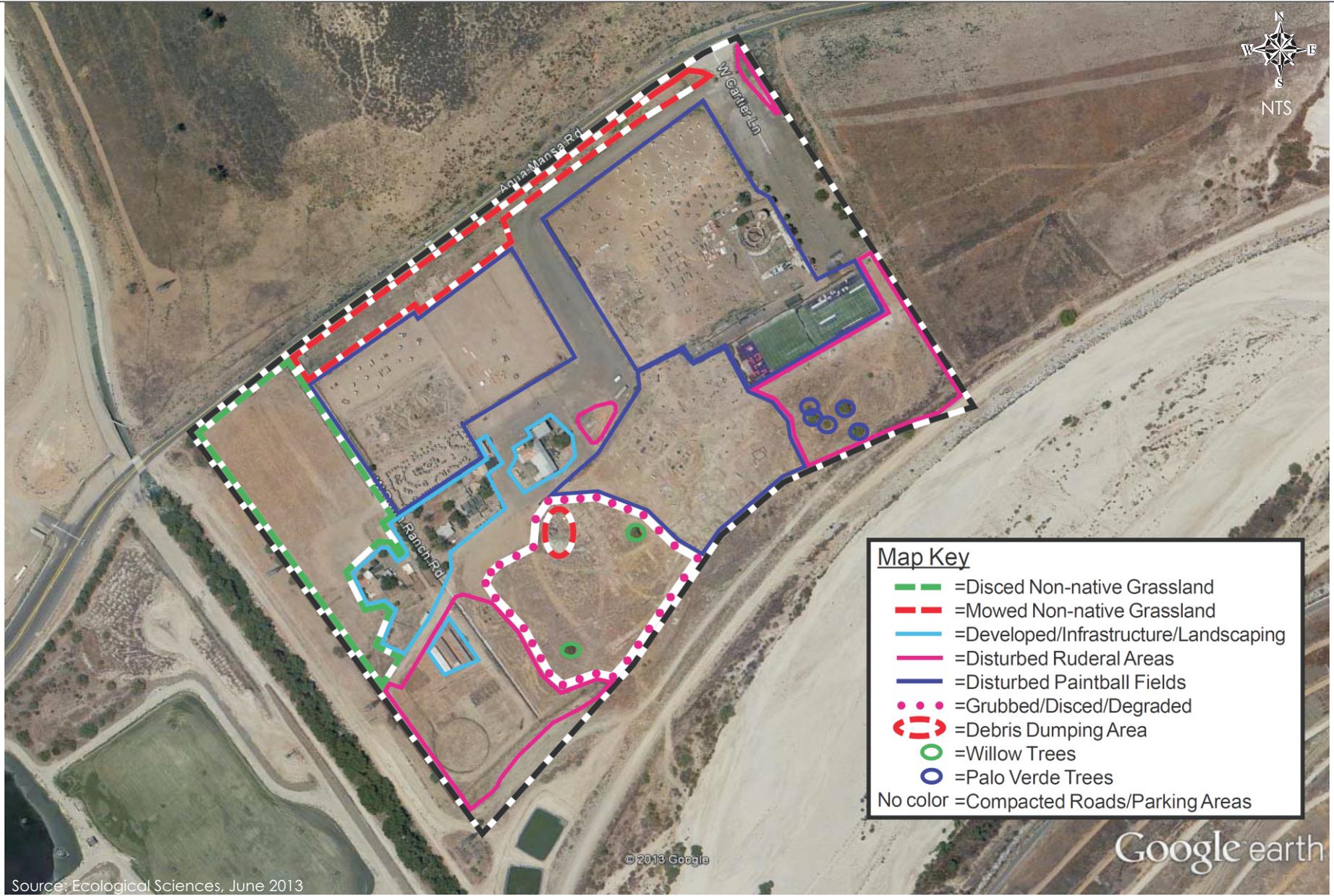


Source: SCS Engineers, 2013



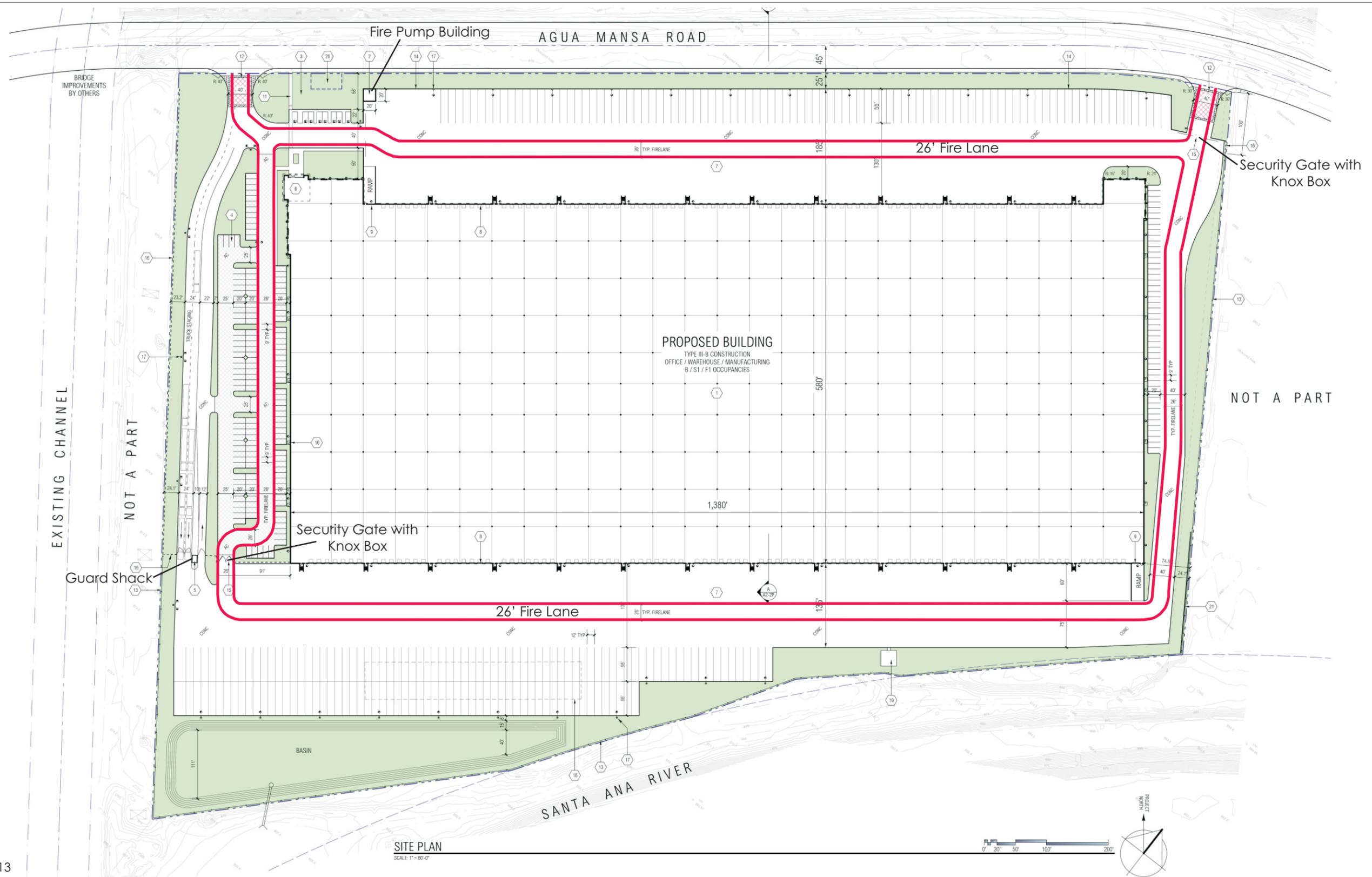
## Site Photos #17-20 Agua Mansa Logistics Center Initial Study

Figure  
4e



Existing Site Conditions  
 Agua Mansa Logistics Center Initial Study

Figure  
 5



Source: RGA, 2013



Site Plan  
 Agua Mansa Logistics Center Initial Study

Figure  
 6



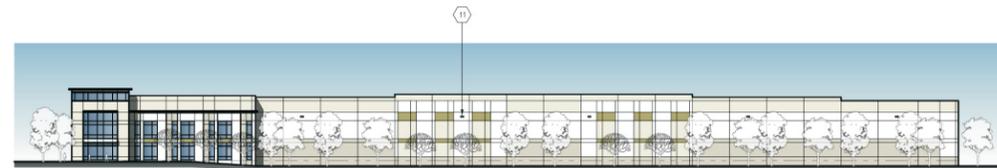
**NORTH ELEVATION**

SCALE: 1" = 40'-0"



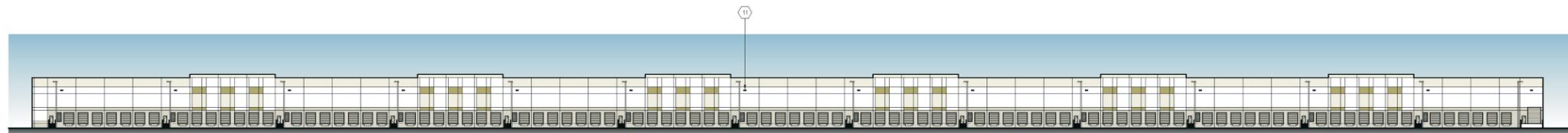
**PARTIAL NORTH ELEVATION**

SCALE: 1" = 20'-0"



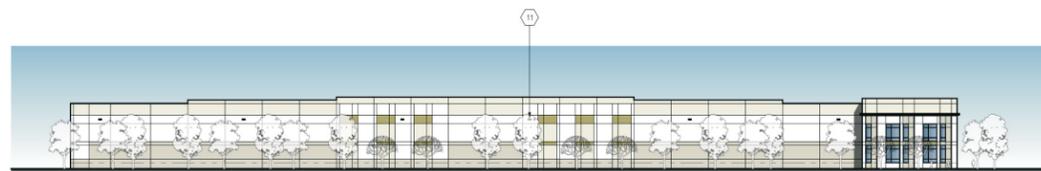
**WEST ELEVATION**

SCALE: 1" = 40'-0"



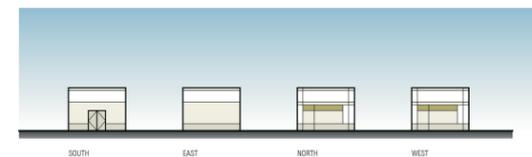
**SOUTH ELEVATION**

SCALE: 1" = 40'-0"



**EAST ELEVATION**

SCALE: 1" = 40'-0"



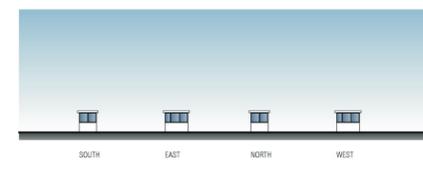
**PUMP HOUSE ELEVATIONS**

SCALE: 1" = 40'-0"



**TYP. SCREENWALL & GATE ELEVATION**

SCALE: 1" = 20'-0"



**GUARD BOOTH ELEVATIONS**

SCALE: 1" = 40'-0"

**KEYNOTES**

1. PRIMARY ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2' WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION (TWO LOCATIONS).
9. 8" HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT YARD ENTRANCES. SEE SITE PLAN.
10. TYP. PAINTED CONCRETE SCREENWALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. WALL MOUNTED L.E.D. LIGHT FIXTURE WITH WHITE FIXTURE HOUSING.

**FINISH SCHEDULE**

- |  |   |
|--|---|
|  | 1. FIELD COLOR - ICI TREASURED MOMENT A1848                         |
|  | 2. ACCENT COLOR - ICI FOSSIL GREY A1838                             |
|  | 3. ACCENT COLOR - ICI LAS CAUX CAVE A1859                           |
|  | 4. ACCENT COLOR - ICI COURTYARD STONE A1874                         |
|  | 5. GLAZING - SEE KEYNOTE 6 - PPG SOLARCOLOR PACIFICA REFLECTIVE K2. |

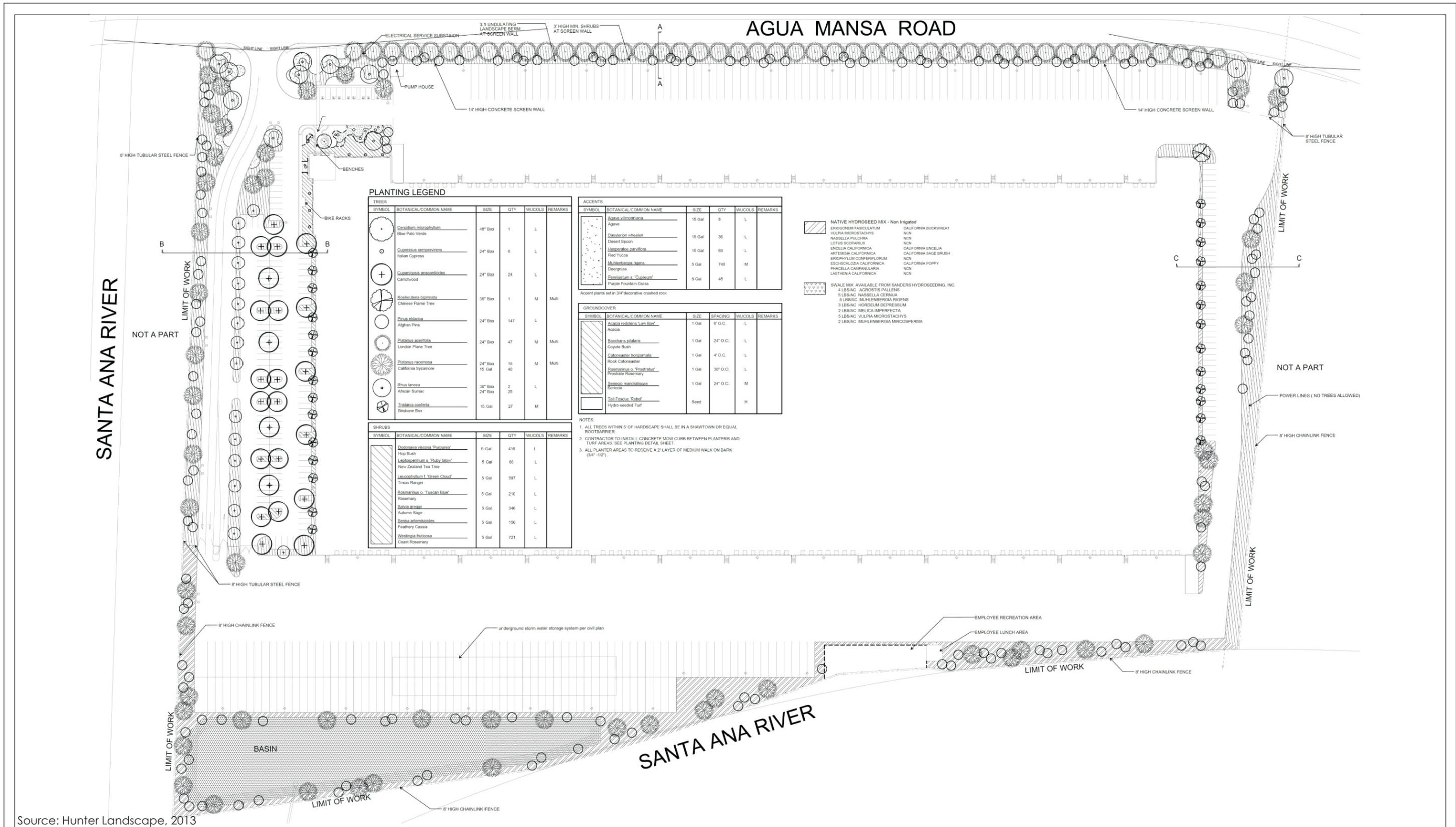
Source: RGA, 2013



# Elevations

## Agua Mansa Logistics Center Initial Study





Source: Hunter Landscape, 2013



Landscape Plan  
 Agua Mansa Logistics Center Initial Study

# Chapter 3 Environmental Evaluation

## 3.1 Evaluation Format

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

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

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

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

## 3.2 Environmental Factors Potentially Affected

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

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agricultural and Forest Resources | <input type="checkbox"/> Air Quality               |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                | <input type="checkbox"/> Geology / Soils           |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & 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 type="checkbox"/> Mandatory Findings of     |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems       | <input type="checkbox"/> Significance              |

### 3.3 Environmental Determination

On the basis of this initial evaluation:

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

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

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

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

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

Prepared By:

  
Signature

Mark Tomich, Development Services Director

10-23-13  
Date

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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### 3.4 Evaluation Checklist

1. <b>AESTHETICS</b> - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Information for this section is from the following sources: Agua Mansa Logistics Center Architectural Elevations, May 2013; Site visit, July 5, 2013, Google Earth, accessed July 5, 2013.*

#### Setting

The project site is located on the south side of Agua Mansa Road within the Agua Mansa Industrial Corridor Specific Plan area where industrial uses currently operate within an area that is still largely vacant land, but where development has occurred, these sites are used for large industrial uses such as wastewater treatment plants, landfills, and mining (see figures 2 through 5 in Chapter 2, Project description). A portion of the project site is used as a paintball facility open on weekends.

#### Discussion

- a) **Less than Significant Impact.** The project site is bounded on the south by vacant land owned by the San Bernardino County Flood Control District, and the Santa Ana River which is designated as open space, and on the south side of the river is a segment of the Santa Ana River Trail where cyclists and pedestrian have views of the surrounding area. The project site is located approximately 1,000 feet north of the trail. Adding the proposed 808,500 square foot, 50-foot high warehouse to the area will add to the urbanization of the area, already occupied with landfills, wastewater treatment plants and other industrial uses and like these other existing uses, the warehouse will be within the view of people using the trail. However, the purpose of the trail is recreational and the intent of the users is to be moving from an origin to a destination such that the new building would only be within the users view for a short period and due to the distance between the trail and the project site, views of the San Gabriel and San Bernardino mountains to the north would not be interrupted. Therefore, affects on a scenic vista would be less than significant.
- b) **No Impact.** As shown in the aerial photograph of the site (Figure 2) there are no significant scenic resources such as trees, rock outcroppings, or historic buildings on the project site. In addition, Agua Mansa Road is not listed as a state scenic highway. Therefore there is no impact on scenic resources.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) **Less than Significant Impact.** As discussed in response I.a above, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.
- d) **Less than Significant Impact with Mitigation Incorporated.** The proposed project would create a new source of light or glare that could adversely affect day or nighttime views in the area. Site lighting will consist of wall mounted LED lights, and parking lot lighting consisting of light standards on approximately 25-foot high poles on 4 –foot concrete bases. Lighting will also be LED. The proposed building will be a painted concrete tilt-up building with windows only on the west and east ends of the buildings where office space is proposed.

To ensure that light and glare impacts do not adversely affect drivers on Agua Mansa Road or other adjacent properties the following mitigation measure shall be implemented:

**AES-1** Prior to issuance of building permits, the project proponent shall conduct a lighting study that will show that light spillover from proposed parking lot and wall lighting will not leave the property to the satisfaction of the Development Services Director. In addition, the project proponent shall provide evidence on construction drawings, that the glass panels to be used in the office areas of the building will be non-glare.

**2. AGRICULTURE AND FORESTRY RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Government Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Information for this section is from: *The City of Colton General Plan, 2013, Phase I Environmental Site Assessment, SCS Engineers, April 2013 (Appendix F); and the Important Farmland Map for San Bernardino County South, California Department of Conservation, Division of Land Resources Protection, 2011; and Custom Soil Resource Report for San Bernardino County Southwestern Part, California, Agua Mansa Logistics Center, August 2013 (Appendix E).*

### Setting

According to the Phase I ESA, the site was historically, primarily undeveloped and/or agricultural land through the 1940s. A City of Colton municipal wastewater treatment plant was constructed near the east end of the site in the mid-1930s and was abandoned in 1948. By the mid-1960s, the site may have been in use for livestock grazing. By the mid-1970s, the livestock operation appeared to have ceased, and much of the site had reverted to natural vegetation. By the late 1980s, Woodland Farms, a poultry-raising operation, occupied most of the site but by the mid- to late-2000s, this activity had ceased. In the late 1990s, Tiger Rescue opened on the eastern portion of the site and closed in 2003. By 2009, the entire site except the western quarter had been converted to a paintball and/or airsoft gaming facility. The western quarter remains largely overgrown except for a vacant house and associated outbuildings.

### Discussion

- a) **No Impact.** The project site and surrounding area is classified on the San Bernardino County Important Farmlands Map, as Other Land, land that is not included in any other mapping category such as Farmland or Urban/Built-up Land. This category takes in a variety of non-farmland uses other than urban such as mining, timber harvesting, or land surrounded by urban development. The site has not been used for agricultural purposes in several years and is not considered to be prime farmland, unique farmland, or farmland of Statewide importance by either the City, the County or the State of California.
- b) **No Impact.** The site is not under a Williamson Act contract.
- c) **No Impact.** The site is not located in an area of San Bernardino County where timberland is harvested.
- d) **No Impact.** The site is not located in a forest area.
- e) **No Impact.** The site is not currently used for farming and has not been used for any sort of agricultural use since the Woodland Farms poultry farm was removed in the mid 2000s.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3. AIR QUALITY** - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Information for this section is from: 1450 West Agua Mansa Road Project Air Quality, Global Climate Change and Health Risk Assessment Impact Analysis prepared by Kunzman Associates, September 2013 (Appendix B).*

## Setting

### *Environmental Setting*

The City of Colton is located in the valley region of western San Bernardino County, which is part of the South Coast Air Basin (Air Basin). The Air Basin includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east, bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter. The project site is located toward the northeast portion of the Air Basin along the Santa Ana River, near the foot of the San Bernardino Mountains, which define the eastern boundary of the Basin.

Southern California's Mediterranean-type climate is characterized by hot dry summers and mild moist winters with infrequent rainfall, moderate afternoon breezes, and generally fair weather. Occasional periods of strong Santa Ana winds and winter storms interrupt the otherwise mild weather pattern. The average temperature ranges from 67° Fahrenheit (F) in December to 95° F in August. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry, but can be affected by monsoonal conditions in August/September when tropical storms off the

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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coast of Mexico can bring thunderstorms and heavy rains that can cause flash flooding. Average precipitation ranges from 0.09 inches in August to 2.50 inches in February.

*Regulatory Setting*

The primary agencies responsible for regulations to improve air quality in the Air Basin are the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The Southern California Association of Governments (SCAG) is an important partner to the SCAQMD, as it is the designated metropolitan planning authority for the area and produces estimates of anticipated future growth and vehicular travel in the Air Basin which are used for air quality planning. SCAQMD sets and enforces regulations for non-vehicular sources of air pollution in the Air Basin and works with SCAG to develop and implement Transportation Control Measures (TCM). TCMs are intended to reduce and improve vehicular travel and associated pollutant emissions.

Federal and State Clean Air Acts

Under the Federal Clean Air Act (FCAA), the US Environmental Protection Agency (USEPA) has established National Ambient Air Quality Standards (NAAQS) for six major pollutants: ozone (O<sub>3</sub>); respirable particulate matter (PM<sub>10</sub>); fine particulate matter (PM<sub>2.5</sub>); carbon monoxide (CO); nitrogen dioxide (NO<sub>2</sub>); sulfur dioxide (SO<sub>2</sub>); and lead. These six air pollutants are often referred to as the criteria pollutants. Under the California Clean Air Act (CCAA), CARB has established California Ambient Air Quality Standards (CAAQS) to protect the health and welfare of Californians. State standards have been established for the six criteria pollutants as well as four additional pollutants; visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Table 2 list the State and federal criteria pollutant standards.

Criteria Pollutants

**Ozone** - Ozone is not usually emitted directly into the air but at ground-level is created by a chemical reaction between NO<sub>x</sub> and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NO<sub>x</sub> and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NO<sub>x</sub> and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NO<sub>x</sub> and VOC emissions.

**Particulate Matter** - Particle matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. Particle matter is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM<sub>10</sub>) are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM<sub>2.5</sub>) have been designated as a subset of PM<sub>10</sub> due to their increased health impacts and its ability to remain suspended in the air longer and travel further.

<b>ISSUES</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**Table 2 – State and Federal Criteria Pollutant Standards**

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O <sub>3</sub> )	0.09 ppm/1-hr 0.07 ppm/8-hr	0.075 ppm/8-hr	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hr 9.0 ppm/8-hr	35.0 ppm/1-hr 9.0 ppm/8-hr	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO <sub>2</sub> )	0.18 ppm/1-hr 0.03 ppm/annual	100 ppb/1-hr 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO <sub>2</sub> )	0.25 ppm/1-hr 0.04 ppm/24-hr	75 ppb/1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup> /24-hr 20 µg/m <sup>3</sup> /annual	150 µg/m <sup>3</sup> /24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter (PM <sub>2.5</sub> )	12 µg/m <sup>3</sup> / annual	35 µg/m <sup>3</sup> /24-hour 15 µg/m <sup>3</sup> /annual	
Sulfates	25 µg/m <sup>3</sup> /24-hr	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c ) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 µg/m <sup>3</sup> /30-day	0.15 µg/m <sup>3</sup> /3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Visibility Reducing Particles	Extinction coefficient of 0.23/km- visibility of 10 mi or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.	
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Source: California Air Resources Board, <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>.

**Carbon Monoxide** - Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are sources of CO indoors. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

**Nitrogen Oxides** - Nitrogen Oxides (NOx) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NOx is colorless and odorless, concentrations of nitrogen dioxide (NO<sub>2</sub>) can often be seen as a reddish-brown layer over many urban areas. NOx form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NOx are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NOx reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO<sub>2</sub>, which cause respiratory problems. NOx and the pollutants formed from NOx can be transported over long distances, following the patterns of prevailing winds. Therefore controlling NOx is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

**Sulfur Oxides** - Sulfur Oxide (SOx) gases are formed when fuel containing sulfur, such as coal and oil is burned, and from the refining of gasoline. SOx dissolves easily in water vapor to form acid and interacts

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

**Lead** - Lead is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers.

Based on monitored air pollutant concentrations, the USEPA and CARB designate areas relative to their status in attaining the NAAQS and CAAQS respectively. Table 2 shows the current attainment designations for the Air Basin. For the Federal standards, the required attainment date is also shown. The Unclassified designation indicates that the air quality data for the area does not support a designation of attainment or nonattainment. The data shows that the USEPA has designated the Air Basin as Severe-17 non-attainment for ozone, serious non-attainment for PM<sub>10</sub>, non-attainment for PM<sub>2.5</sub>, and attainment/maintenance for CO and NO<sub>2</sub>. Additionally, the basin has been designated by the state as non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Regional Authority

South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the Air Basin. To that end, as a regional agency, the SCAQMD works directly with the SCAG, county transportation commissions, and local governments and cooperates actively with all federal and state agencies. SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, as necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources and has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs). The 2012 AQMP as adopted by the SCAQMD Board in December 2012 and by CARB in January 2013.

SCAQMD also prepared a State Implementation Plan (SIP), and submitted it to the USEPA in December 2012. The SIP demonstrated attainment with the 24-hour PM<sub>2.5</sub> standard by 2014. The 2012 AQMP demonstrates attainment of the federal 24-hour PM<sub>2.5</sub> standard by 2014 in the Air Basin through adoption of all feasible measures, and therefore, no extension of the attainment date is needed.

The 2007 AQMP demonstrated attainment with the 1997 8-hour ozone (80 ppb) standard by 2023, through implementation of future improvements in control techniques and technologies. These “black box” emissions reductions represent 65 percent of the remaining NOx emission reductions by 2023 in order to show attainment with the 1997 8-hour ozone NAAQS. Given the magnitude of these needed emissions reductions, additional NOx control measures have been provided in this AQMP even though the primary purpose of this AQMP is to show compliance with 24-hour PM2.5 emissions standards.

The 2012 AQMP was also designed to satisfy the CCAA emission reductions of 5 percent per year or adoption of all feasible measures requirements and fulfill the EPA’s requirement to update transportation conformity emissions budgets based on the latest approved motor vehicle emissions model and planning assumptions. The 2012 AQMP updates and revises the previous 2007 AQMP. The

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2012 AQMP was prepared to comply with the Federal and State CCAA and amendments, to accommodate growth, to reduce the high pollutant levels in the Air Basin, to meet Federal and State ambient air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The purpose of the 2012 AQMP for the Air Basin is to set forth a comprehensive program that will lead this area into compliance with all federal and state air-quality planning requirements.

The 2012 AQMP builds upon the approaches taken in the 2007 AQMP for the attainment of federal PM and ozone standards, and highlights the significant amount of reductions needed and the need to engage in interagency coordinated planning of mobile sources to meet all of the federal criteria pollutant standards. Compared with the 2007 AQMP, the 2012 AQMP utilizes revised emissions inventory projections that use 2008 as the base year. On-road emissions are calculated using CARB EMFAC2011 emission factors and the transportation activity data provided by SCAG from their 2012 Regional Transportation Plan (2012 RTP). Off-road emissions were updated using CARB’s 2011 In-Use Off-Road Fleet Inventory Model. Since the 2007 AQMP was finalized new area source categories such as liquid propane gas (LPG) transmission losses, storage tank and pipeline cleaning and degassing, and architectural colorants, were created and included in the emissions inventories. The 2012 AQMP also includes analysis of several additional sources of GHG emissions such as landfills and could also assist in reaching the GHG target goals in the AB32 Scoping Plan.

The control measures in the 2012 AQMP consist of three components: 1) Basin-wide and episodic short-term PM<sub>2.5</sub> measures; 2) Section 182(e)(5) implementation measures; and 3) Transportation control measures. Many of the control measures are not based on command and control regulations, but instead focus on incentives, outreach, and education to bring about emissions reductions through voluntary participation and behavioral changes. More broadly, a transition to zero- and near-zero emission technologies is necessary to meet 2023 and 2032 air quality standards and 2050 climate goals. Many of the same technologies will address both air quality and climate needs.

Monitored Air Quality

The air quality at any site is dependent on the regional air quality as well as local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Air Basin. Estimates of the existing emissions in the Air Basin provided in the Final 2012 AQMP indicate that collectively, mobile sources account for 59 percent of the Volatile Organic Compounds (VOC), 88 percent of the NOx emissions and 40 percent of directly emitted PM<sub>2.5</sub>, with another 10 percent of PM<sub>2.5</sub> from road dust. VOCs are generated

The nearest air monitoring station to the project site is the Rubidoux – Mission Boulevard Air Monitoring Station (Rubidoux Station) in Riverside, approximately 4.5 miles southwest of the project site at 5888 Mission Boulevard, Riverside. Table 3 shows the monitored pollutant levels from the Rubidoux Station. However, it should be noted that due to the air monitoring station distance from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site. The monitoring data presented in Table 3 shows that ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) are the air pollutants of primary concern in the project area.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 3 - Local Area Air Quality Levels - Rubidoux Air Monitoring Station**

Pollutant (Standard) <sup>1</sup>	2010	2011	2012
<b>Ozone:</b>			
Maximum 1-Hour Concentration (ppm)	0.128	0.128	0.126
Days > CAAQS (0.09 ppm)	<b>31</b>	<b>52</b>	<b>27</b>
Maximum 8-Hour Concentration (ppm)	0.098	0.115	0.102
Days > NAAQS (0.08 ppm)	<b>47</b>	<b>67</b>	<b>47</b>
Days > CAAQS (0.070 ppm)	<b>74</b>	<b>92</b>	<b>70</b>
<b>Carbon Monoxide:</b>			
Maximum 1-Hour Concentration (ppm)	2.20	2.00	2.0
Days > NAAQS (20 ppm)	0	0	0
Maximum 8-Hour Concentration (ppm)	1.84	1.35	1.59
Days > NAAQS (9 ppm)	0	0	0
<b>Nitrogen Dioxide:</b>			
Maximum 1-Hour Concentration (ppm)	0.065	0.063	61.7
Days > NAAQS (0.25 ppm)	0	0	0
<b>Sulfur Dioxide:</b>			
Maximum 24-Hour Concentration (ppm)	0.005	0.001	N/D
Days > NAAQS (0.25 ppm)	0	0	0
<b>Inhalable Particulates (PM10):</b>			
Maximum 24-Hour Concentration (ug/m <sup>3</sup> )	75.0	82.7	67.0
Days > NAAQS (150 ug/m <sup>3</sup> )	0	0	0
Days > CAAQS (50 ug/m <sup>3</sup> )	7	10	N/D
Annual Arithmetic Mean (AAM) (ug/m <sup>3</sup> )	33.1	33.5	34.5
Annual > NAAQS (50 ug/m <sup>3</sup> )	no	no	no
Annual > CAAQS (20 ug/m <sup>3</sup> )	<b>yes</b>	<b>yes</b>	<b>yes</b>
<b>Ultra-Fine Particulates (PM2.5):</b>			
Maximum 24-Hour Concentration (pg/m <sup>3</sup> )	46.5	60.8	38.1
Days > NAAQS (35 ug/m <sup>3</sup> )	<b>4</b>	<b>5</b>	<b>7</b>
Annual Arithmetic Mean (AAM) (ug/m <sup>3</sup> )	13.2	13.8	13.7
Annual > NAAQS (15 ug/m <sup>3</sup> )	no	no	no
Annual > CAAQS (12 ug/m <sup>3</sup> )	<b>yes</b>	<b>yes</b>	<b>yes</b>

Source: <http://www.arb.ca.gov/adam/>.

1. CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million, ND = No data available.

**Ozone** - During the 2009 to 2011 monitoring period, the State 1-hour concentration standard for ozone has been exceeded between 25 and 52 days each year at the Rubidoux Station. The State 8-hour ozone standard has been exceeded between 57 and 92 days each year over the past three years at the

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Rubidoux Station. The Federal 8-hour ozone standard was exceeded between 36 and 67 days each year over the past three years at the Rubidoux Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO<sub>2</sub>, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

**Carbon Monoxide** - The Rubidoux Station did not record an exceedance of the state or federal 1-hour or 8-hour CO standards for the last three years.

**Nitrogen Dioxide** - The Rubidoux Station did not record an exceedance of the State or Federal NO<sub>2</sub> standards for the last three years.

**Particulate Matter** - During the 2009 to 2011 monitoring period, the State 24-hour concentration standard for PM<sub>10</sub> has been exceeded between 7 to 10 days each year at the Rubidoux Station and the State annual concentration standard was exceeded each year during this time period. Note: no data was available for 2012. Over the same time period the Federal 24-hour and annual standards for PM<sub>10</sub> have not been exceeded at the Rubidoux Station.

The Federal 24 hour standard for PM<sub>2.5</sub> was exceeded between 4 and 7 days each year during the 2010 to 2012 monitoring period at the Rubidoux Station. The annual average PM<sub>2.5</sub> concentrations exceeded the State standard each year during the 2010 to 2012 monitoring period and did not exceed the Federal standard during the same time period.

According to the USEPA, some people are much more sensitive than others to breathing fine particles (PM<sub>10</sub> and PM<sub>2.5</sub>). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM<sub>10</sub> and PM<sub>2.5</sub>. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

## Discussion

- a) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project would not conflict with or obstruct implementation of the recently adopted AQMP. The SCAQMD CEQA Handbook states that new or amended general plan elements (including land use zoning and density amendments), specific plans, and significant projects must be analyzed for consistency with the AQMP. Strict consistency with all aspects of the plan is usually not required. However a proposed project should be considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- i. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- ii. Whether the project will exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout and phase.

*Criterion 1 - Increase in the Frequency or Severity of Violations*

Based on the air quality modeling analysis contained in this Air Analysis, with implementation of mitigation measures **AQ-1** and **AQ-2**, short-term construction impacts would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. This Air Analysis also found that with implementation of mitigation measures **AQ-3**, **AQ-4**, and **AQ-5**, long-term operations impacts would not result in significant impacts based on the SCAQMD local, regional, and toxic air contaminant thresholds of significance. Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

*Criterion 2 - Exceed Assumptions in the AQMP*

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to insure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The Regional Comprehensive Plan and Guide (RCP&G) consists of three sections: Core Chapters, Ancillary Chapters, and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the Core Chapters of the document. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Colton General Plan defines the assumptions that are represented in the AQMP.

The project site is currently designated as Heavy Industrial in the General Plan Land Use Plan. The proposed project is consistent with the current land use designation and would not require a General Plan Amendment or zone change. Therefore, the proposed project would not result in an inconsistency with the current land use designation. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

**Mitigation Measures**

- AQ-1** The project applicant shall require that the demolition, site preparation, and grading contractors comply with SCAQMD Rule 403 minimum requirements for controlling fugitive dust.
- AQ-2** The project applicant shall require that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

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**AQ-3** The project applicant shall provide a sidewalk along the property frontage onto Agua Mansa Road.

**AQ-4** The project applicant shall require that any future tenants institute a ride sharing program that is open to all employees and shall consist of a kiosk or board that details information on ride sharing and identifies an employee in charge of the ride sharing program, who is responsible for coordinating employees interested in participating in the program.

**AQ-5** The project applicant shall install a compressed natural gas (CNG) filling station on-site (slow fill or fast fill) and shall require all equipment that is operated exclusively on-site such as yard trucks and forklifts to be powered by CNG or electricity. In addition, the project applicant shall provide information to future tenants about the economic and environmental benefits of using vehicles that operate on CNG.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur after implementation of mitigation measures.

b) **Less Than Significant Impact With Mitigation Incorporated.** Short-term construction and Long-term operational impacts to air quality were assessed.

*Short Term Construction Activities*

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Construction is anticipated to include the following activities (phases):

1. Demolition of approximately six structures;
2. Site preparation and grading of 42.36 acres;
3. Construction of 808,500 square feet of industrial building space;
4. Paving of approximately 16.4 acres; and
5. Application of architectural coatings.

The proposed project is anticipated to start construction is early 2014 and would be constructed over approximately two years.

Methodology

Typical emission rates from construction activities were obtained from CalEEMod Version 2013.2 to calculate the peak daily air pollutant emissions during each phase. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions. The construction emissions printouts from CalEEMod are provided in Appendix B of the Air Quality Assessment (Initial Study Appendix B).

SCAQMD’s Rule 403 minimum requirements stipulate that the application of the best available dust control measures be used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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operations would occur. Vendor trucks were added to the default construction-related vehicle trips in order to account for the emissions from the water trucks. Mitigation measure **AQ-1** was included in the assessment of construction emissions to ensure compliance with Rule 403.

**Demolition.** The six structures on-site include homes, storage sheds and barns that would all be demolished, as well as the remains of the old wastewater treatment plan (leftover from the 1940s) and removed prior to development of the new project. The demolition phase would occur over a two-month period beginning in January 2014.

**Site Preparation.** The site preparation phase would consist of removing any vegetation, tree stumps, and stones prior to grading and would take approximately one month to complete.

**Grading.** The grading phase would occur after the completion of the site preparation phase and includes an estimated 130,000 cubic yards of imported fill material will be required to be brought on site. The imported fill is anticipated to come from a site on the north side of Agua Mansa Road near the project site.

**Building Construction.** Building construction would occur after the completion of the grading phase and would take approximately 11 months to complete.

**Paving.** The paving phase would occur after the completion of the building construction phase and would include paving approximately 16.4 acres of the site for the drive aisles, parking lot and loading area over a one month period.

**Architectural Coating.** The application of architectural coatings would occur after the completion of the paving phase. Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less. The architectural coating phase includes an exterior area of 761,442 square feet and interior area of 2,284,326 square feet. The architectural coating phase would occur approximately 4.5 months.

Construction Related Project Impacts

The construction-related criteria pollutant emissions for each phase are shown in Table 4. The data shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project. However, this conclusion assumes that construction activities, including demolition, site preparation and grading, will include the implementation of SCAQMD Rule 403 for the application of best available dust control measures (mitigation measures **AQ-1** and **AQ-2**).

Construction Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 4 - Construction-Related Regional Criteria Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
<b>Demolition</b>						
On-Site <sup>1</sup>	4.59	49.50	36.25	0.04	2.69	2.38
Off-Site <sup>2</sup>	0.63	1.44	2.42	0.00	0.99	0.27
<b>Total</b>	<b>5.22</b>	<b>50.94</b>	<b>38.67</b>	<b>0.04</b>	<b>3.68</b>	<b>2.65</b>
<b>Site Preparation</b>						
On-Site	5.29	57.57	42.92	0.04	11.26	7.35
Off-Site	0.61	0.82	2.26	0.00	0.25	0.08
<b>Total</b>	<b>5.90</b>	<b>58.39</b>	<b>45.18</b>	<b>0.04</b>	<b>11.51</b>	<b>7.43</b>
<b>Grading</b>						
On-Site	6.84	80.65	51.54	0.06	7.40	5.14
Off-Site	1.94	5.58	21.71	0.01	8.85	2.23
<b>Total</b>	<b>8.78</b>	<b>86.23</b>	<b>73.25</b>	<b>0.07</b>	<b>16.25</b>	<b>7.37</b>
<b>Building Construction</b>						
On-Site	3.86	31.23	18.91	0.03	2.23	2.10
Off-Site	22.47	33.54	84.97	0.14	9.36	2.93
<b>Total</b>	<b>26.33</b>	<b>64.77</b>	<b>103.88</b>	<b>0.17</b>	<b>11.59</b>	<b>5.03</b>
<b>Paving</b>						
On-Site	2.32	25.15	14.96	0.02	1.41	1.30
Off-Site	0.36	0.09	1.15	0.00	0.17	0.05
<b>Total</b>	<b>2.68</b>	<b>25.24</b>	<b>16.11</b>	<b>0.02</b>	<b>1.58</b>	<b>1.35</b>
<b>Architectural Coating</b>						
On-Site	71.71	2.57	1.90	0.00	0.22	0.22
Off-Site	3.10	0.80	9.81	0.02	1.44	0.39
<b>Total</b>	<b>74.81</b>	<b>3.37</b>	<b>11.71</b>	<b>0.02</b>	<b>1.66</b>	<b>0.61</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Thresholds</b>	no	no	no	no	no	no

Source: CalEEMod Version 2013.2

1. On-site emissions from equipment operated on-site that is not operated on public roads.
2. Off-site emissions from equipment operated on public roads.

Given the relatively limited number of heavy duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Long-Term Operational Activities*

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the proposed project. Impacts associated with operation of the project were also analyzed using the CalEEMod model.

Mobile Sources

Mobile sources include vehicle trips associated with the proposed project which were analyzed by inputting the project-generated vehicular trips from the Agua Mansa Logistics Center Traffic Impact Analysis (TIA) (Appendix H). The TIA found that the proposed project would create 1,081 automobile round trips, 47 2-axle truck round trips, 63 3-axle truck round trips, and 167 4-axle truck round trips per day. In addition, the SCAG analyzed vehicle trips from the City of Colton and found that in 2012, the average truck trip was 30.62 miles. For the purposes of this project, the commercial to commercial (C-C) trip length was increased to 30.62 miles, while the default values of 8.9 miles for employee home to work, and 7.4 miles for other locations were used in this analysis. In order to maintain consistency with the vehicle mix, the C-C trip percentage was set to 21 percent to match the percentage of truck trips from the TIA. To offset this change, the Home to Work (C-W) trip percentage was set to 70 percent and the Other (C-NW) trip percentage was set to 10 percent. The CalEEMod model applies the emission factors for each trip which is provided by the EMFAC2011 model to determine the vehicular traffic pollutant emissions.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. The area source emissions were based on the on-going use of the proposed 808,500 square industrial building in the CalEEMod model. Per SCAQMD Rule 1113, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less and the CalEEMod model default VOC emissions have been adjusted accordingly.

In addition, the default consumer products emission factor is based on the total statewide VOC emissions from consumer products divided by the total building square footage in California. Since consumer products are utilized by people and not buildings, this overestimates the consumer product usage rate for high-cube warehouses, which employ relatively few people per square foot of building space. According to the Traffic Analysis, there are 77 passenger car trips per the PM peak hour, which has been assumed to be the number of employees that would work at the proposed project. The CalEEMod consumer product calculations found that each person in California emits an average of 0.0141 pounds of VOC per day or 77 people would emit 1.086 pounds per day. No other changes were made to the default area source parameters.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. The energy usage emissions were based on the on-going use of the proposed 808,500 square foot industrial building in the CalEEMod model. No changes were made to the default energy usage parameters.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Project Impacts*

The worst-case summer or winter VOC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions created from the long-term operations were calculated and are summarized in Table 5. The data shows that NO<sub>x</sub> emissions would exceed the SCAQMD regional thresholds of significance by approximately 7.28 pounds per day before mitigation.

**Table 5 - Unmitigated Operational Criteria Pollutants Regional Air Emissions**

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources <sup>1</sup>	3.92	0.00	0.00	0.00	0.00	0.00
Energy Usage <sup>2</sup>	0.09	0.79	0.67	0.00	0.06	0.06
Mobile Sources <sup>3</sup>	32.32	61.49	123.94	0.29	17.33	5.30
<b>Total Emissions</b>	<b>36.33</b>	<b>62.28</b>	<b>124.61</b>	<b>0.29</b>	<b>17.39</b>	<b>5.36</b>
SCAQMD Thresholds	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	no	<b>yes</b>	no	no	no	no

Source: CalEEMod Version 2013.2

1. Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
2. Energy usage consists of emissions from on-site natural gas usage.
3. Mobile sources consist of emissions from vehicles and road dust.

Implementation of mitigation measures **AQ-3**, **AQ-4**, and **AQ-5** (see response 3.a above), would reduce the NO<sub>x</sub> emissions to less than significant levels.

- Mitigation measure **AQ-3** requires the applicant to provide a sidewalk along the property frontage onto Agua Mansa Road.
- Mitigation measure **AQ-4** requires future tenants of the proposed project to institute a ride sharing program that is open to all employees.
- Mitigation measure **AQ-5** requires the installation of a CNG filling station on the project site.

The Air Quality Assessment estimated that implementation of **AQ-5** would result in 20 percent of the vehicles associated with the proposed project to be powered by (compressed natural gas (CNG). According to Emission Testing of Washington Metropolitan Area Transit Authority Natural Gas and Diesel Transit Buses, prepared by U.S. Department of Energy, December 2005, and UPS CNG Truck Fleet Alternative Fuel Truck Evaluation Project, prepared by U.S. Department of Energy, August 2002, trucks and buses that are powered with CNG produce approximately 49 percent less NO<sub>x</sub> emissions than comparative diesel vehicles. In order to provide a conservative analysis, 20 percent of the mobile source NO<sub>x</sub> emissions were reduced by 49 percent in order to account for **AQ-5**.

The operational emissions with implementation of **AQ-3**, **AQ-4**, and **AQ-5** are shown in Table 6. The operational emissions would be reduced to less than significant levels.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 6 - Mitigated Operational Criteria Pollutants Regional Air Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Area Sources <sup>1</sup>	3.92	0.00	0.00	0.00	0.00	0.00
Energy Usage <sup>2</sup>	0.09	0.79	0.67	0.00	0.06	0.06
Mobile Sources <sup>3</sup>	26.63	45.65	105.78	0.24	14.04	4.34
<b>Total Emissions</b>	<b>30.64</b>	<b>46.44</b>	<b>106.45</b>	<b>0.24</b>	<b>14.10</b>	<b>4.40</b>
SCAQMD Thresholds	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	no	no	no	no	no	no

Source: CalEEMod Version 2013.2

1. Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment
2. Energy usage consists of emissions from on-site natural gas usage.
3. Mobile sources consist of emissions from vehicles and road dust and includes implementation of mitigation measures AQ-3, AQ-4, and AQ-5.

c) **Less Than Significant Impact with Mitigation Incorporated.** Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature.

The project area is out of attainment for both ozone and PM<sub>10</sub>. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. With respect to long-term emissions, this project would create a less than significant cumulative impact as mitigation measures have been identified to reduce project related impacts to less than significant levels.

d) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project's construction-related air emissions from fugitive dust and onsite diesel emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold (LST) Look-up Tables and the methodology described in LST Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM<sub>10</sub>, and PM<sub>2.5</sub> from the

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposed project could result in a significant impact to the local air quality. LSTs were calculated based on the following assumptions:

- The project site is within the Central San Bernardino Valley source receptor area; and
- Construction activities could disturb five acres per day, which is the maximum area anticipated to be disturbed each day during construction.

In order to assure that the 5-acre limitation is adhered to during grading operations mitigation measure **AQ-2** is provided that limits the daily disturbed area during site preparation and grading phases to 5 acres per day. Mitigation measure **AQ-1** also applies.

The nearest sensitive receptor to the project site is a single-family detached residential dwelling unit located as near as 1,950 feet (595 meters) southwest of the project site. Since the Look-up Tables only provides screening distances out to 500 meter, linear regression was used in order to calculate the allowable emissions for CO, NOx, PM<sub>10</sub>, and PM<sub>2.5</sub> at 595 meters (1,950 feet). The data provided in Table 7 shows that none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project, when mitigation measures **AQ-1** and **AQ-2** are implemented.

**Table 7 - Local Construction Emissions at the Nearest Existing Residence**

Phase	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition	49.50	36.25	2.69	2.38
Site Preparation	57.57	42.92	11.26	7.35
Grading	80.65	51.54	7.40	5.14
Building Construction	31.23	18.91	2.23	2.10
Paving	25.15	14.96	1.41	1.30
Architectural Coating	2.57	1.90	0.22	0.22
<b>SCAQMD Threshold for 595 meters (1,950 feet)<sup>2</sup></b>	<b>870</b>	<b>33,703</b>	<b>268</b>	<b>147</b>
Exceeds Threshold?	no	no	no	no

Source: Source: CalEEMod Version 2013.2

1. The estimated distance from the project site to the nearest existing home located southwest of the project site is 1,950 feet.

#### Operational Related Local Impacts

Local impacts from long term operation of the project would come from two sources, project generated vehicle trips and on-site operations.

#### *Project-Generated Vehicular Trips*

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards which were presented in Table 2. To

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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determine if a proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” to occur at intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” typically occur at high traffic volume intersections with a Level of Service E (LOS E) or worse. The TIA concluded that with the proposed road improvements, no analyzed intersection would operate at LOS E or worse. Therefore no CO “hot spot” modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

*On-Site Operations*

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The local air quality emissions from on-site operations were analyzed according to the methodology described Section 3.b above. Table 8 shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. The data shows that on-going operations would not exceed the LSTs for NOx, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

- e) **Less Than Significant Impact.** Construction-related odor impacts potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement and diesel exhaust emissions. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project. In addition, the operation of the proposed facility does not include manufacturing so odors generated during operation would be minimal and associated with vehicle trips. The project area is predominately industrial with several vacant parcels, and one residential lot located over ¼ mile to the east. Therefore odor impacts during operation would be less than significant.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 8 - Local Operational Emissions at the Nearest Existing Residence**

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources <sup>1</sup>	0.00	0.00	0.00	0.00
Energy Usage <sup>2</sup>	0.79	0.67	0.06	0.06
On-Site Vehicle Emissions <sup>3</sup>	5.71	13.22	1.76	0.54
<b>Total Emissions</b>	<b>6.50</b>	<b>13.89</b>	<b>1.82</b>	<b>0.60</b>
<b>SCAQMD Threshold for 595 meters (1,950 feet)<sup>5</sup></b>	<b>870</b>	<b>33,703</b>	<b>64</b>	<b>35</b>
Exceeds Threshold?	no	no	no	no

Source: Source: CalEEMod Version 2013.2

1. Area sources consist of emissions from consumer products, architectural coatings, and landscape equipment.
2. Energy usage consists of emissions from on-site natural gas usage.
3. On-site vehicle emissions based on 1/8 of the gross vehicular emissions and road dust.
4. The estimated distance from the project site to the nearest existing home located southwest of the project site is 1,950 feet.

IV. BIOLOGICAL RESOURCES - Would the project:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Information used to prepare this section is from: General Habitat Suitability Evaluation, ±43-acre Howard Industrial Partners Site, prepared by Ecological Sciences, Inc., June 17, 2013; Results of a Habitat Suitability Evaluation, ±43-acre Site, City of Colton, San Bernardino County, California, prepared by Ecological Sciences Inc., September 2013, (Appendix C); and Custom Soil Resource Report for San Bernardino County, Southwestern Part, California (Appendix E).

**Setting**

The site is entirely disturbed by past and current land uses including agricultural uses and most recently a paint ball/air-soft site. The site supports non-native grassland, ruderal/disturbed, grubbed and developed areas. Currently much of the site is used for paintball activities that include trenches, concrete structures, wooden structures, out buildings, artificial turf, as well as associated infrastructure such as parking and concessions. Various sheet metal fences also bisect the site. Abandoned residences, corrals, fences associated with historic agricultural activities are also present on site. Debris has also been dumped in some areas of the site. Surrounding land uses include the RIX plant (Colton and San Bernardino tertiary wastewater treatment plant), mining activities, the Agua Mansa landfill (private owner/inert materials), the Colton landfill (County of San Bernardino) undeveloped areas, and the Santa Ana River. The elevation of the site is approximately 870-880 feet above mean sea level (msl). Figure 3 at the end of Chapter 2-Project Description, shows the current condition of the site and the vegetation types. Photographs in Figure 4 show existing site conditions.

**Vegetation**

Ruderal plants recorded during the field survey included various non-native grasses and weedy species such as foxtail chess (*Bromus madritensis spp. rubens*), riggut grass (*Bromus diandrus*), barley (*Hordeum sp.*), filaree (*Erodium cicutarium*), giant reed (*Arundo donax*), Russian thistle (*Salsola tragus*), mustard (*Brassica/Hirschfeldia spp.*), tree tobacco (*Nicotiana glauca*), cheeseweed (*Malva parviflora*), red-stemmed filaree (*Erodium sp.*), pigweed (*Amaranthus albus*), fleabane (*Conyza bonariensis*), nettle-leaved goosefoot (*Chenopodium murale*), castor bean (*Ricinus communis*), horehound (*Marrubium vulgare*), and puncture vine (*Tribulus terrestris*). Native species such as common sunflower (*Helianthus annuus*), black willow (*Salix gooddingii*), jimsonweed (*Datura wrightii*), blue elderberry (*Sambucus mexicana*), and fiddleneck (*Amsinckia menziesii*) were recorded. Exotic or cultivars included gum trees (*Eucalyptus spp.*), sycamore (*Platanus racemosa*), sweet gum (*Liquidambar styraciflua*), Brazilian pepper

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(*Schinus terebinthifolius*), tree-of-heaven (*Ailanthus glandulosa*), palms (*Washingtonia* and *Syagrus* spp.), juniper (*Juniperus* spp.), oleander (*Nerium oleander*), and other ornamental species.

#### Wildlife

Bird species recorded during the survey effort included mostly those that are accustomed to developed areas such as red-tailed hawk (*Buteo jamaicensis*), common raven (*Corvus corax*), mourning dove (*Zenaida macroura*), rock dove (*Columba livia*), cliff swallow (*Hirundo pyrrhonota*), black phoebe (*Sayornis nigricans*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), house finch (*Carpodacus mexicanus*), and house sparrow (*Passer domesticus*).

#### Soils

A general surface soils analysis was also conducted due to the close association of certain special-status plant species to particular soil types (e.g., clay or alkaline). Soils are generally highly compacted throughout the site from long-standing anthropogenic disturbances (e.g., paintball and associated infrastructure, previous agricultural uses such as crops and grazing). Some friable areas were recorded along the southern property boundary. A review of a *Custom Soil Resource Report for San Bernardino County, Southwestern Part, California* (Appendix E, Page 8) indicates that a small polygon located in the extreme northwestern corner of the property is mapped as Delhi fine sand (Db). The remaining soil types include San Emigdio fine sandy loam (SoC) and Tujunga gravelly loamy sand (TvC).

#### Sensitive Biological Resources Evaluation

Some plant and wildlife species potentially present in the study area have been afforded special recognition by federal or state agencies. The focus of this discussion is on those species that could pose considerable constraints on the proposed project, if found to inhabit the site because of their high sensitivity status (listed or proposed for listing as rare, threatened, or endangered) with State and/or federal resource agencies. In addition, plants included on Lists 1, 2, 3, or 4 of the California Native Plant Society (CNPS) inventory also hold special-status. Vegetation communities that are unique, of relatively limited distribution, or of particular value to wildlife and considered sensitive by State and/or federal resource agencies are also generally discussed.

In general, those species presented in Tables 9 and 10 that are “not expected” or that have a “low occurrence potential” generally fall into “less than significant” category under CEQA. The occurrence potential of special-status plant and wildlife species is primarily based on habitat types present, occurrence records of sensitive species from the site vicinity, and results of the on-site reconnaissance survey. No focused botanical or zoological surveys were conducted.

#### Special-Status Plant Species

No special-status plant species was detected on site during the reconnaissance survey, and none have more than a low occurrence potential due to the general absence of suitable habitat. Special-status plant species known from the region that potentially occur within the project site are summarized in Table 9.

#### Special-Status Wildlife Species

No special-status wildlife species were directly observed on site, although several species not observed during the survey have a moderate occurrence potential. Sensitive wildlife species that could potentially occur on the project site are summarized in Table 10.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project site includes a small area (±0.1-acre) of Delhi fine sand (Db) that could support the federally-listed endangered Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*) (DSFF). As a federally listed endangered species, the DSF is protected under the federal Endangered Species Act (FESA). As such, federal law prohibits “take” of listed species.

A Habitat Suitability Evaluation was conducted for this small area consisting of: (1) literature search; and (2) Site Reconnaissance. Documentation pertinent to the biological resources in the vicinity of the site was reviewed and analyzed including: (1) the Federal Register listing package for the federally listed endangered DSF; (2) literature pertaining to habitat requirements of DSFF; (3) the California Natural Diversity Data Base (CNDDDB 2011) information regarding sensitive species potentially occurring on the site for the “San Bernardino South” and surrounding USGS 7.5-minute quadrangle maps, and (4) review of available reports from the general vicinity of the project site.

Ecological Sciences (ESI) then conducted a reconnaissance-level field survey on the project site to evaluate potential habitat for DSFF on September 18, 2013. ESI Biologists have observed numerous DSF in the field since 1995, and have extensive experience conducting both focused surveys and habitat evaluations for this sensitive taxon. ESI is well versed with the biotic characteristics of a range of habitats occupied by DSFF, as well as other sensitive wildlife species potentially occurring in the area. The site was examined on foot by walking a series of meandering transects across the subject property. The primary objective of the one-day field visit was to generally evaluate the site’s potential to support DSFF. Dominant plant species and other habitat characteristics present at the site were identified to assess the overall habitat value.

The specific study area is characterized as a highly degraded and disturbed site dominated by non-native grassland and ruderal habitats. The area has been exposed to various anthropogenic disturbances such as discing (agricultural activities) and road development (Agua Mansa). Debris dumping is prevalent along the road margins as shown in the photographs provided for the Habitat Suitability Evaluation (Appendix C). Ruderal plants recorded included various non-native grasses and weedy species such as foxtail chess (*Bromus madritensis spp. rubens*), riggut grass (*Bromus diandrus*), barley (*Hordeum sp.*), filaree (*Erodium cicutarium*), Russian thistle (*Salsola tragus*), mustard (*Brassica/Hirschfeldia spp.*), tree tobacco (*Nicotiana glauca*), pigweed (*Amaranthus albus*), castor bean (*Ricinus communis*), and goldenbush (*Verbesina enceliodes*). Vegetation coverage is between 98-100 percent.

A general surface soils analysis was also conducted due to the close association of DSF to mostly sandy, friable soils. Soils were generally compacted throughout the study area and were consistent with loamy materials rather than characteristic sands (little or no Delhi sands were evident). A review of a Custom Soil Resource Report for San Bernardino County, Southwestern Part, California indicates that the study area is mapped as containing Delhi fine sand (Db). The adjacent soil types include Tujunga gravelly loamy sand (TvC) and San Emigdio fine sandy loam (SoC). A copy of the Soils Report is included in Appendix E, Geology and Soils).

The findings of the site evaluation are as follows: No exposed natural or semi-natural open areas with unconsolidated wind-worked granitic soils or dunes are present. No potential indicator or native plant species were recorded in the mapped Delhi soils area. Substrate conditions are not consistent with those most often correlated with potential DSFF habitat. Exposure to recurring substrate

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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disturbances (e.g., agriculture and other historic anthropogenic disturbances such as construction and maintenance of Agua Mansa Road) have substantial negative effects on potential DSFF habitat and may also prevent potentially suitable DSFF microhabitat soil conditions from developing on the site. Although an extremely small portion of the site ( $\pm 0.1$ -acre) is mapped as containing Delhi soils (Db) and the Vulcan Materials DSFF Reserve site is located to the north, existing conditions are not consistent with those known or expected to support extant DSFF populations in the region. The mapped Db soil area is entirely located within a disced agricultural field and road margin consisting of dense, non- native grassland and ruderal vegetation. Accordingly, the context in which this area occurs does not constitute a native Db plant community most commonly associated with potential DSFF habitat. Under current conditions, the site would generally be considered prohibitive to DSFF occupation. The underlying soil environment appears to be the most definitive factor of whether an area could potentially support DSFF. Quality of Delhi soils present within the study area was rated for its potential to support DSFF.

The area mapped as containing Delhi soils was visually inspected and rated based on a scale of 1 to 5, with 5 being the best quality and most suitable habitat in the biologist’s judgment:

1. Soils dominated by heavy deposits of alluvial material including coarse sands and gravels with little or no Delhi sands and evidence of soil compaction. *Unsuitable*.
2. Delhi sands are present but the soil characteristics include a predominance of alluvial materials (Tujunga Soils). *Very Low Quality*.
3. Although not clean, sufficient Delhi sands are present to prevent soil compaction. Some sandy soils exposed on the surface due to fossorial animal activity. *Low Quality*.
4. Abundant clean Delhi sands with little or no alluvial material or Tujunga soils present. Moderate abundance of exposed sands on the soil surface. Low vegetative cover. Evidence of moderate degree of fossorial animal activity by vertebrates and invertebrates. *Moderate Quality*
5. Sand dune habitat with clean Delhi sands. High abundance of exposed sands on the soil surface. Low vegetative cover. Evidence (soil surface often gives under foot) of high degree of fossorial animal activity by vertebrates and invertebrates. *High Quality*

Based on the above ratings and existing site conditions, the study area would be considered *Unsuitable* for DSFF. Moreover, the subject site would not be considered an essential or viable property for preservation or restoration due to its small size, current land use, site location, and absence of suitable DSFF habitat.

*Special-Status Habitats*

According to the California Natural Diversity Database (CNDDDB), special-status habitat types are vegetation communities that support concentrations of sensitive plant or wildlife species, are of relatively limited distribution, or are of particular value to wildlife. Although sensitive habitats are not necessarily afforded legal protection unless they support protected species, potential impacts to them may increase concerns and mitigation suggestions by resources agencies. Special-status habitats known from the immediate site vicinity include Southern Cottonwood Willow Riparian Forest, Southern Willow

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Scrub, and Riversidean Alluvial Fan Sage Scrub. These habitat types do not occur within the project site. No other sensitive habitat types are present on site.

*Jurisdictional Resources*

During the field survey, USACE “waters of the United States” per Sections 401-404 of the Federal Clean Water Act and “streambeds” per Section 1600-1603 of the CDFG Code were not observed on the project site.

*Wildlife Movement Corridors*

The project site is surrounded by existing industrial development or disturbed areas, and is fenced on all sides. Therefore, it does not occupy an important location relative to wildlife movement. As such, project implementation would not be expected to have any substantial effect on local or regional wildlife movement. The Santa Ana River is adjacent to the project site on the south, and this natural corridor does provide local and regional access for wildlife movement.

**Discussion**

- a) **Less Than Significant With Mitigation Incorporated.** The level of constraint that a sensitive biological resource would pose to potential development typically depends on the following criteria:
- the relative value of that resource;
  - the amount or degree of impact to the resource;
  - whether or not impacts to the resource would be in violation of state and/or federal regulations or laws;
  - whether or not impacts to the resource would require permitting by resource agencies; and
  - the degree to which impacts on the resource would otherwise be considered “significant” under CEQA.

**On-site habitats** - The habitat on site was assigned a low biological constraint rating based on the degree in which expected impacts to on-site resources would meet the criteria discussed above. This designation is primarily due to the high level of historic site disturbances/land uses resulting in low biological diversity (i.e., replacement and exclusion of most native species with just a few non-native species) and an overall low potential for most special-status species to utilize or reside within areas proposed for development due to absence of suitable habitat.

**Special status plant species** - No special-status plant species are expected on site due to lack of suitable habitat. Long-standing use of the site for agricultural uses such as crop raising, grazing, the poultry farm, as well as other more recent uses such as paintball activities and routine weed abatement have likely altered soil chemistry and other substrate characteristics such that on-site soils may not currently be capable of supporting most sensitive plant species known from the site vicinity. No habitat is present for Santa Ana River woolly star and the slender-horned spineflower on the site. Therefore, site development would not eliminate significant amounts of habitat for other potentially occurring special-status plant species, reduce

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 9 - Special-Status Plant Species Known from the Site Vicinity<sup>1</sup>**

Common Name <i>Scientific Name</i>	Status			Habitat Requirements	Flowering Period	Occurrence Potential
	Federal	State	CNPS			
<b>Listed Species</b>						
Thread-leaved brodiaea <i>Brodiaea filifolia</i>	FE	CE	1B	Vernal pools, scrub, woodland, grasslands with clay soils	March-June	<b>Not Expected:</b> suitable habitat not present
Slender-horned spineflower <i>Dodecahema leptoceras</i>	FE	CE	1B	Chaparral, alluvial fan sage scrub; terraces and washes	April-June	<b>Not Expected:</b> suitable habitat not present
Santa Ana River woollystar <i>Eriastrum densifolium</i> ssp. <i>sanctorum</i>	FE	CE	1B	Coastal scrub (alluvial fan)	June-September	<b>Not Expected:</b> suitable habitat not present
Nevin's barberry <i>Berberis nevinii</i>	FE	CE	1B	Chaparral, cismontane woodland, coastal scrub, riparian scrub	March-April	<b>Not Expected:</b> suitable habitat not present
Marsh sandwort <i>Arenaria paludicola</i>	FE	CE	1B	Swamps and marshes	May-August	<b>Not Expected:</b> suitable habitat not present
Gambel's watercress <i>Rorippa gambelii</i>	FE	CT	1B	Fresh or brackish marshes	April-September	<b>Not Expected:</b> suitable habitat not present
<b>Other Special-status Species</b>						
Plummer's mariposa lily <i>Calochortus plummerae</i>	--	--	1B	Chaparral, coastal scrub, cismontane woodlands	May-July	<b>Low Potential:</b> marginally suitable habitat present
Palmer's mariposa lily <i>Calochortus palmeri</i> var. <i>palmeri</i>	--	--	1B	Chaparral, lower montane coniferous forest, meadows and seeps	May-July	<b>Not Expected:</b> suitable habitat not present
Parish's desert-thorn <i>Lycium parishii</i>	--	--	2	Sandy to rocky soils in coastal and Sonoran desert scrubs	March-April	<b>Not Expected:</b> suitable habitat not present; SBO populations thought to be extirpated
Parish's gooseberry <i>Ribes divaricatum</i> var. <i>parishii</i>	--	--	1B	Riparian woodlands	February-April	<b>Not Expected:</b> suitable habitat not present
Smooth tarplant <i>Centromadia pungens</i> ssp. <i>laevis</i>	FSC	--	1B	Alkaline grasslands, meadows, playas, scrub habitats	April-September	<b>Not Expected:</b> suitable habitat not present
Parry's spineflower <i>Chorizanthe parryi</i> ssp. <i>parryi</i>	FSC	--	3	Chaparral and coastal scrub; associated with sandy or rocky openings.	April-June	<b>Low Potential:</b> marginally suitable habitat present
White-bracted spineflower <i>Chorizanthe xantii</i> var. <i>leucotheca</i>	--	--	1B	Pinyon juniper woodland and desert scrub	April-June	<b>Not Expected:</b> suitable habitat not present

<b>ISSUES</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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Common Name <i>Scientific Name</i>	Status			Habitat Requirements	Flowering Period	Occurrence Potential
	Federal	State	CNPS			
Mesa horkelia <i>Horkelia cuneata ssp. puberula</i>	--	--	1B	Sandy, gravelly coastal sage scrub habitats	February-September	<b>Low Potential:</b> marginally suitable habitat present
San Bernardino aster <i>Symphyotrichum defoliatum</i>	--	--	1B	Meadows and seeps, marshes and swamps; coastal scrub, woodlands; mesic grassland; ditches	July-November	<b>Not Expected:</b> suitable habitat not present
Pringle's monardella <i>Monardella pringlei</i>	FSC	--	1A	Sandy coastal scrub	May-June	<b>Not Expected:</b> suitable habitat not present
Salt spring checkerbloom <i>Sidalcea neomexicana</i>	--	--	2	Chaparral, coastal and desert scrubs, forests, alkaline playas	March-June	<b>Low Potential:</b> marginally suitable habitat present
Robinson's pepper-grass <i>Lepidium virginicum var. robinsonii</i>	--	--	1B	Chaparral and coastal scrub; associated with dry soils; known to occur on roadsides.	January-July	<b>Low Potential:</b> marginally suitable habitat present
Mesa horkelia <i>Horkelia cuneata ssp. puberula</i>	--	--	1B	Chaparral, cismontane woodland, coastal scrub; sandy or gravelly	February-September	<b>Low Potential:</b> marginally suitable habitat present

<b>Federal</b>		<b>State</b>	
FE:	Federally Endangered	CE:	State Endangered
FT:	Federally Threatened Species	CT:	State Threatened
FPE:	Federally Proposed Endangered	CR:	State Rare
FPT:	Federally Proposed Threatened		
FC:	Federal Candidate Species		

<b>CNPS</b>	
1A:	Plants presumed extinct in California.
List 1B:	Plants rare and endangered in California and elsewhere
List 2:	Plants rare and endangered in California, but more common elsewhere
List 3:	Taxa about which more information is needed
List 4:	Plants of limited distribution

1. Data is based primarily on review of 2011 CNDDDB, 2013 CNPS online database, and 2013 FWS IPaC; additional locality information derived from internal unpublished data, technical reports from the region, and other informal grey literature.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 10 - Special-Status Wildlife Species Known from the Site Vicinity<sup>1</sup>**

Common Name Scientific Name	Status		Habitat Requirements	Occurrence Potential
	Federal	State		
<b>Fishes</b>				
Arroyo chub <i>Gila orcutti</i>	FSC	CSC	Slow moving or backwater sections of streams with sandy or mud substrates	<b>Not Expected:</b> suitable habitat not present
Santa Ana sucker <i>Catostomus santaanae</i>	FT	CSC	Small to medium sized perennial streams	<b>Not Expected:</b> suitable habitat not present; critical habitat present in adjacent Santa Ana River
<b>Invertebrates</b>				
Delhi Sands flower-loving fly <i>Rhaphiomidas terminatus abdominalis</i>	FE	--	Open, sandy (Delhi) dune areas commonly supporting buckwheat, croton, telegraph weed, <i>Camissonia</i> and <i>Oenothera</i> .	<b>Not Expected:</b> suitable habitat not present
<b>Amphibians and reptiles</b>				
California red-legged frog <i>Rana aurora draytoni</i>	FE	CSC	Lowlands and foothills in or near permanent water sources; deep water with emergent vegetation	<b>Not Expected;</b> no suitable habitat present
Coast horned lizard <i>Phrynosoma blainvillii</i>	--	CSC	Relatively open grasslands, scrublands, and woodlands with fine, loose soil.	<b>Low Potential:</b> marginally suitable habitat present on site margins
Orange-throated whiptail <i>Aspidoscelis hyperythrus</i>	FSC	CSC	Relatively open grasslands, scrublands, and woodlands with fine, loose soil	<b>Low Potential:</b> marginally suitable habitat present on site margins
Coastal western whiptail <i>Aspidoscelis tigris multiscutatus</i>	--	◆	Sage scrub, chaparral, grassland	<b>Low Potential:</b> marginally suitable habitat present on site margins
Silvery legless lizard <i>Anniella pulchra pulchra</i>	FSC	CSC	Stabilized dunes, beaches, dry washes, pine, oak, and riparian woodlands, and chaparral; sparse vegetation with sandy or loose, loamy soils.	<b>Not Expected:</b> no suitable habitat present
San Bernardino ringneck snake <i>Diadophis punctatus modestus</i>	FSC	--	Woodlands, grassland, chaparral, and scrub habitats; often found in mesic areas under rocks, logs, and debris.	<b>Not Expected:</b> no suitable habitat present
Northern red diamond rattlesnake <i>Crotalus ruber ruber</i>	--	CSC	Sage scrub, chaparral, grasslands	<b>Low Potential:</b> marginally suitable habitat present on site margins
<b>Birds</b>				
White-tailed kite <i>Elanus leucurus</i>	MNBMC	CFP	Open vegetation and uses dense woodlands for cover	<b>Moderate Potential:</b> potentially forages over the site; no suitable nesting habitat
Northern harrier <i>Circus cyaneus</i>	--	CSC	Coastal salt marsh, freshwater marsh, grasslands, and agricultural fields	<b>Moderate Potential:</b> possibly forages over the site in winter; no suitable nesting habitat
Ferruginous hawk <i>Buteo regalis</i>	FSC, MNBMC	CSC	Grasslands, agricultural fields, and open scrublands	<b>Moderate Potential:</b> possibly forages over the site as seasonal migrant; does not breed in area
Golden eagle <i>Aquila chrysaetos</i>	--	CSC, CFP	Mountains, deserts, and open country	<b>Low Potential:</b> may occasionally forage over the site; no suitable nesting habitat present

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Common Name Scientific Name	Status		Habitat Requirements	Occurrence Potential
	Federal	State		
Cooper's hawk <i>Accipiter cooperii</i>	--	CSC	Dense stands of live oaks and riparian woodlands.	<b>Low Potential:</b> may forage over the site; little suitable nesting habitat present
Prairie falcon <i>Falco mexicanus</i>	--	CSC	Grasslands, savannas, rangeland, agricultural fields, and desert scrub; requires sheltered cliff faces for shelter	<b>Low Potential:</b> may forage over the site in winter; no suitable nesting habitat present
Burrowing owl <i>Athene cucularia</i>	FSC, MNBMC	CSC	Grasslands and open scrub	<b>Low-Moderate Potential:</b> marginally suitable habitat present
Long-eared owl <i>Asio otus</i>	--	CSC	Riparian bottomlands to tall willows and cottonwoods; oaks along stream courses	<b>Not Expected:</b> suitable riparian habitat not present
Least Bell's vireo <i>Vireo bellii pusillus</i>	FE	CE	Willow dominated riparian habitat with dense understory	<b>Not Expected:</b> suitable riparian habitat not present
Southwestern willow flycatcher <i>Empidonax traillii extimus</i>	FE	--	Riparian habitats along rivers, streams, or other wetlands usually with standing water	<b>Not Expected:</b> suitable riparian habitat not present; critical habitat present in adjacent Santa Ana River
Yellow warbler <i>Dendroica petechia</i>	--	CSC	Riparian thickets and woodlands	<b>Not Expected:</b> suitable habitat not present
California horned lark <i>Eremophila alpestris actia</i>	--	CSC	Grasslands, disturbed areas, agriculture fields, and beach areas	<b>Moderate Potential:</b> suitable foraging habitat present
Coastal California gnatcatcher <i>Polioptila californica californica</i>	FT	CSC	Coastal sage scrub in areas of flat or gently sloping terrain	<b>Not Expected:</b> suitable habitat not present
Loggerhead shrike <i>Lanius ludovicianus</i>	--	CSC	Grasslands with scattered shrubs, trees, fences or other perches	<b>Moderate Potential:</b> suitable foraging habitat present
S. California rufous-crowned sparrow <i>Aimophila ruficeps canescens</i>	--	CSC	Coastal sage scrub, grasslands	<b>Low Potential:</b> marginally suitable habitat present
Bell's sage sparrow <i>Amphispiza belli belli</i>	MNBMC	CSC	Coastal sage scrub, chaparral	<b>Low Potential:</b> marginally suitable habitat present
Tricolored blackbird <i>Agelaius tricolor</i>	--	CSC	Marshes for nesting; forages in fields and scrub habitats	<b>Low Potential:</b> marginally suitable habitat present
<b>Mammals</b>				
Pocketed free-tailed bat <i>Nyctinomops femorosaccus</i>	--	CSC	Pine juniper woodlands, desert scrub, palm oasis, desert wash, desert riparian; rocky areas with high cliffs	<b>Low Potential:</b> limited foraging and roosting habitat present
Western mastiff bat <i>Eumops perotis californicus</i>	FSC	CSC	Primarily arid lowlands and coastal basins with rugged, rocky terrain, along with suitable crevices for day-roosts; primarily a cliff-dweller	<b>Low Potential:</b> limited foraging and roosting habitat present
Western yellow bat <i>Lasurus xanthininus</i>	--	CSC	Valley foothill riparian, desert riparian, palm oasis	<b>Low Potential:</b> limited foraging and roosting habitat present
San Diego black-tailed jackrabbit <i>Lepus californicus bennettii</i>	--	CSC	Grasslands, shrublands	<b>Moderate Potential:</b> suitable habitat present
Northwestern San Diego pocket mouse <i>Chaetodipus fallax fallax</i>	--	CSC	Open shrublands, sandy areas	<b>Low Potential:</b> marginally suitable habitat present
Pallid San Diego pocket mouse <i>Chaetodipus fallax pallidus</i>	--	CSC	Open shrublands, sandy areas	<b>Low Potential:</b> marginally suitable habitat present

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Common Name Scientific Name	Status		Habitat Requirements	Occurrence Potential
	Federal	State		
Los Angeles pocket mouse <i>Perognathus longimembris brevinasus</i>	FSC	CSC	Grasslands, open sage scrub	<b>Low-Moderate Potential:</b> marginally suitable habitat present on southern site margins adjacent to River
San Bernardino kangaroo rat <i>Dipodomys merriami parvus</i>	FE	CSC	Coastal scrub, chaparral, alluvial regime	<b>Not Expected:</b> suitable habitat not present
Stephens' kangaroo rat <i>Dipodomys stephensi</i>	FE	CE	Grasslands, open sage scrub	<b>Not Expected:</b> outside species currently known range
San Diego desert woodrat <i>Neotoma lepida intermedia</i>	--	CSC	Moderate to dense sage scrub; rocky outcrops	<b>Not Expected:</b> suitable habitat not present
Southern grasshopper mouse <i>Onychomys torridus ramona</i>	FSC	CSC	Alkali desert scrub, desert riparian areas and other desert habitats; succulent scrub, wash, riparian, mixed chaparral, coastal scrub, and sage	<b>Not Expected:</b> suitable habitat not present
American badger <i>Taxidea taxus</i>	--	CSC	Drier open stages of shrub, forest, and herbaceous habitats with friable soils	<b>Not Expected:</b> suitable habitat not present
<b>Federal:</b> FE: Federally Endangered FT: Federally Threatened FPE: Federally Proposed Endangered FPT: Federally Proposed Threatened FC: Federal Candidate for listing as threatened or endangered FSC: Federal Species of Concern- no formal protection is granted to this designation MNBMC: Migratory Nongame Birds of Management Concern			<b>State</b> CE: California Endangered CT: California Threatened CCE: California Candidate (Endangered) CCT: California Candidate (Threatened) CFP: California Fully Protected CP: California Fully Protected CSC: California Species of Special Concern	

1. Based primarily on review of 2011 CNDDDB and 2013 FWS IPaC; additional locality information derived from internal unpublished data, technical reports from the region, and other informal grey literature.

population size of sensitive plant species below self-sustaining levels on a local or regional basis, nor constitute a CEQA-significant impact to any special-status plant species.

*Special status wildlife species.* No special-status wildlife species were directly recorded on site during the field visit. However, several sensitive wildlife species such as the loggerhead shrike, black-tailed jackrabbit, and California horned lark have a moderate occurrence potential due to the site's close proximity to the Santa Ana River. These species have been deemed by FWS to be too widespread and common to warrant listing as threatened or endangered, and as such, were removed from formal sensitive species status. At present, they have no state or federal listing status. Impacts to non-native ruderal areas, non-native grassland habitats, or otherwise highly disturbed areas (non-sensitive habitat types) and an expected low number of individuals displaced could amount to an incremental reduction of these species that could be considered locally adverse (if present on site during construction). However, site development would not eliminate significant amounts of habitat, nor reduce population size below self-sustaining levels on a local or regional basis.

Species of particular note for the site vicinity include the Delhi Sands flower-loving fly (DSF), San Bernardino kangaroo rat (SBKR), and Los Angeles pocket mouse (LAPM). Although an extremely small portion of the site is mapped as containing Delhi soils (Db) and the Vulcan Materials DSF Reserve site is located to the north, existing conditions are not consistent with those known or expected to support extant DSF populations in the region. The mapped Db soil area is entirely

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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within a routinely disced field of dense, non-native grassland. Accordingly, the context in which this area occurs does not constitute a substantive native Db plant community most commonly associated with potential DSF habitat. Therefore, no impacts to DSF are expected and no mitigation is required for less than significant impacts. In addition, no suitable habitat is present for the SBKR, thus no impacts are expected to occur and no mitigation is required. LAPM are well know to occur in the site vicinity both east and west of the Santa Ana River. However, only marginally suitable habitat is present along some of the southern site margins (solely due to the proximity of the Santa Ana River), and therefore, impacts to the LAPM from this project are not significant and no mitigation is required for less than significant impacts.

*Sensitive raptor species.* Development of the proposed project would remove disturbed/ruderal areas, disced/grubbed fields and grasslands potentially suitable for foraging by several species of sensitive raptors (e.g., white-tailed kite, northern harrier, Cooper's hawk) during winter or migration periods. Because most potentially occurring raptor species are very widespread and roam over large areas of foraging territory, these losses would amount to an incremental reduction of seasonal foraging habitat and occasional use areas that could be considered locally adverse. However, site development would not eliminate significant amounts of foraging habitat for these species, nor reduce population size below self-sustaining levels on a regional basis.

*Nesting birds.* No nesting birds were incidentally observed during the field survey conducted on the subject site in April 2013. Although many native bird species are not protected by State or federal/state endangered species acts, most are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) and CDFG Code sections 3503, 3503.5, and 3800 which prohibits take, possession, or destruction of birds, their nests or eggs. If it were later determined that active nests of any of special-status or native species would be lost or indirectly impacted as a result of grading or construction activities, it could result in adverse impacts and would be in conflict with these regulations. Therefore, mitigation measures are required to ensure that no nesting birds are harmed during development of the project site. Mitigation measures are outlined below.

*Western burrowing owl (BUOW).* No direct observations or BUOW sign (feathers, pellets, fecal material, prey remains, etc.) were recorded during the field survey. However, several California ground squirrel burrows potentially suitable to accommodate BUOW were recorded on site. None of the potential burrows inspected during the survey effort were determined to be currently occupied or recently used by BUOW based on the lack of owl observations and absence of sign around burrow entrances. However, although the site has been exposed to long-standing disturbances, the BUOW (low-moderate occurrence potential outside areas routinely exposed to paintball activities) often occur in less than optimal and/or disturbed conditions. While this species is not protected by State or federal endangered species acts, burrowing owls (and other native avian species) are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) and CDFG Code sections 3503, 3503.5, and 3800 which prohibits take, possession, or destruction of birds, their nests or eggs (in particular raptor species such as BUOW). If it were later determined that active nests of BUOW (or other native species) would be lost as a result of site-preparation, it could result in CEQA significant adverse impacts and would be in conflict with these regulations.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Delhi Sands Flower-loving Fly (DSF)*

Based on the Habitat Suitability Evaluation conducted for the ±0.1-acre area containing Delhi fine sands (Db) on the project site the study area would be considered *Unsuitable* for DSFF. Moreover, the subject site would not be considered an essential or viable property for preservation or restoration due to its small size, current land use, site location, and absence of suitable DSFF habitat. Therefore, no impacts to DSFF are expected and no mitigation is required for less than significant impacts.

**Mitigation Measures**

The following mitigation measures shall be implements prior to any site disturbance activities:

*Nesting birds -*

**BIO-1** If construction activities (e.g., tree removal, clearing and grubbing, grading) are to be conducted during the nesting season, a nesting bird survey shall be conducted prior to and site disturbing activities to determine if active nests are present in the construction zone or within an appropriate buffer area as part of project approval. For example, a 500-foot buffer to reduce potential indirect impacts may be required from the Santa Ana River (or other riparian habitat) where least Bell’s vireo may be actively nesting. Often the most effective manner in which to establish these buffer areas is to have a biological monitor present during demolition and grubbing. Development activities performed outside of the avian breeding season (generally September 1 to January 31) usually eliminates the need to conduct pre-activity nesting surveys for most native species known from the site vicinity, and ensure that there were no constraints to construction relative to the MBTA/CDFG code. Compliance with the MBTA/CDFG codes would be necessary prior to development; however no special permit or approval is typically required in most instances.

*Burrowing owls -*

**BIO-2** If site preparation activities occur within potential BUOW habitat, a pre-construction burrowing owl/Initial Take Avoidance Survey conducted no less than 14 days prior to initiating ground disturbance activities using the recommended methods described in the 2012 CDFW Staff Report on Burrowing Owl Mitigation is required by CDFW to determine if active nests of species protected by the MBTA and/or CDFW codes are present in the construction zone for CEQA compliance and to subsequently evaluate appropriate measures that may reduce potential adverse project-related impacts.

**BIO-3** If evidence of burrowing owl occupation is found on the project site implementation of avoidance and minimization measures would be triggered on the site where project activities would occur. The project biologist shall prepare a program that meets the requirements of the CDFW Staff Report and shall include but not be limited to the following elements:

- i. The development of avoidance and minimization approaches would be informed by monitoring the burrowing owls. Burrowing owls may re-colonize a site after only a few days. Time lapses (i.e. construction delays) between project activities would trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance (CDFG 2012).

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- ii. Avoidance of areas where eggs or fledglings are discovered in any owl burrow or native nest, these resources cannot be disturbed (pursuant to CDFW guidelines) until the young have hatched and fledged (matured to a stage that they can leave the nest on their own).
  - iii. Take of active nests should always be avoided. If owls must be moved away from the disturbance area, *passive* relocation techniques (where applicable outside of the breeding season before breeding behavior is exhibited and after the burrow is confirmed empty by site surveillance) should be used rather than trapping (2012 CDFG Staff Report). If burrow exclusion and/or burrow closure is implemented, BUOWs should not be excluded from burrows unless or until: (1) a Burrowing Owl Exclusion Plan is developed and approved by the applicable local CDFG office; and (2) permanent loss of occupied burrow(s) and habitat is mitigated in accordance with the Mitigating Impacts (CDFG 2012).
- b) **Less Than Significant Impact.** The project site does not contain any riparian habitat or sensitive natural communities. The Santa Ana River is a jurisdictional water of the US and discharges into waters of the US can trigger the requirement for a Section 404 wetlands permit under the federal Clean Water Act.

The proposed project includes a new storm drain system and drainage design will maintain the existing flows as required under the Waste Discharge Requirements issued to the County of San Bernardino (permittee) and incorporated cities (co-permittees) under the County’s MS4 Permit (see Section 9, Hydrology and Water Quality). Figure 10 shows the existing conditions on the project site in the vicinity of the proposed detention/water quality basin with an overlay of the site plan in that area. The proposed detention/water quality basin at the southwest corner of the site will treat the necessary water quality volume and will provide needed capacity for control of the increased runoff resulting from future developed conditions as evaluated in the Preliminary Hydrology Plan (Appendix G). The storm drain system designed for the site is an infiltration type Best Management Practice (BMP) system that will “infiltrate” the Water Quality Design Capture Volume (DCV) from the proposed developed site, using the existing permeable natural ground in the basin.

The outlet pipe from the basin will be directed into one of the existing basins located behind the Santa Ana River levee so there would be no direct discharges into the river. As shown on Figure 10, there are two existing detention features where the outlet pipe from the proposed basin would discharge storm runoff resulting in two separate areas of percolation (pollutant attenuation) and two areas of retention/detention before entering the river.

In addition, there would be no significant downstream discharges from the site because the location of the proposed basin area (and existing basins next to the levee) does not support habitat for the sucker of any special-status bird species such as Least Bell’s Vireo or Southwestern Willow Flycatcher. Therefore, no new impacts would be created as a result of the proposed drainage/water quality system.

- c) **Less Than Significant Impact.** See response to 3.b above.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) **Less Than Significant Impact With Mitigation Incorporated.** See response to 3.b above for a discussion of the Santa Ana sucker and other species inhabiting the Santa Ana River. Mitigation that would be implemented through the issuance of permits and/or agreements from USFWS and CDFW are addressed there.

For other issues addressed here (movement of wildlife species and/or nursery sites for wildlife species), the project site is surrounded by existing industrial development or disturbed areas, and therefore, it does not occupy an important location relative to wildlife movement. As such, project implementation would not be expected to have any substantial effect on local or regional wildlife movement. The Santa Ana River is adjacent to the project site on the south, and this natural corridor does provide local and regional access for wildlife movement. Therefore impacts on the movement of wildlife species would be less than significant.

**Mitigation Measures**

See measures outlined in response to 3.b above.

- e) **Less Than Significant Impact.** The City of Colton does not have a local policy or ordinance protecting biological resources such as a tree preservation policy.
- f) **Less Than Significant Impact.** Neither the City of Colton nor the County of San Bernardino has adopted a habitat conservation plan. In addition, there is no critical habitat for any federal or State listed species, therefore, no recovery or conservations plans would apply to the project site.

**Attachment 4**  
**Draft Reso No. R-02-16**



Source: Google Earth 2012 Imagery



Location of Proposed Detention/Water Quality Basin  
 Agua Mansa Logistics Center Initial Study

Figure  
 10

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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5. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Information for this section is from the following source: *Historical/Archaeological Resources Survey Report Assessor's Parcel Numbers 0260-072-01 TO -04, -15, AND -16 In the City of Colton San Bernardino County, California, prepared by CRM Tech, June 13, 2013 (Appendix D) and Phase I Environmental Site Assessment, 42-acre Agua Mansa Project, 1350-1600 Agua Mansa Road, Colton, California 92324, prepared by SCS Engineers, April 2013 (Appendix F).*

**Setting**

Prior to the arrival of Spanish explorers, the foothills and valleys surrounding the project area were occupied and used by both Gabrielino and Serrano Indians. The Inland Empire area received its first European visitors during the early and mid-1770s, shortly after the beginning of Spanish colonization of Alta California in 1769. For the next 45-50 years, however, the region received little impact from these colonization activities until the establishment of the mission asistencia in 1819. In 1834, the Mexican government began the process of secularizing the mission system in Alta California. In the 1830s-1840s, several expansive tracts of former mission land in the vicinity were granted to various prominent citizens of the province. One of the largest among these land grants, Rancho Jurupa, was awarded to Juan Bandini in 1838. Within a few years, Bandini divided the land grant into two parts and sold them to two rancheros, one of whom was his son-in-law Abel Stearns. After the annexation of Alta California by the United States in 1848, the original land grant was confirmed as two separate entities, the 6,750-acre Rancho Jurupa (Rubidoux) and the 25,519-acre Rancho Jurupa (Stearns). The project area was part of Rancho Jurupa (Stearns).

Historically, the general vicinity of the project area was home to the earliest non-Native communities in the San Bernardino-Riverside area, Agua Mansa and La Placita. Both were founded in the mid-1840s by hispanicized Native American families who had migrated from New Mexico. In 1862, both villages were destroyed by flood, and were subsequently rebuilt on higher ground. By the early 20th century, as their residents moved away in search of employment, Agua Mansa and La Placita gradually lost their identity

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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as separate communities from the larger towns nearby. Today, few remnants remain of the two villages, but their legacy is a well-known chapter in local history.

The project site lies on the northwestern bank of the Santa Ana River, the main natural waterway in the San Bernardino Valley. The terrain in the vicinity is relatively level, with elevations varying between approximately 875 feet and 890 feet above sea level. Two vacant residential buildings stand in the western portion, one of them accompanied by a concrete block garage, a shed, and a stable. An abandoned wastewater treatment plant, consisting of evaporation ponds, tanks, pipelines, and a small building, is located near the eastern boundary. A power transmission line crosses the southern portion of the project site.

**Discussion**

a) **Less Than Significant Impact With Mitigation Incorporated.** The results of the records search indicate that two historic-period sites, namely the former site of the Agua Mansa village and the Agua Mansa Ditch, were previously identified as lying partially within the project site. In addition, the Bloomington-Colton-Colton Cement power transmission line, reportedly built in 1911, was also noted as lying partially within the project site during previous studies but has not been formally recorded as a historical/archaeological site. During the archaeological field survey, two residential buildings and an abandoned wastewater treatment facility, all dating to the early to mid-20th century, were recorded into the California Historical Resources Inventory.

According to previous studies of the area, the Bloomington-Colton-Colton Cement 66-kV transmission line crossed the southern portion of the project site, and its presence was confirmed during the field survey. The power line remains in use as a working component of the modern infrastructure, and is similar in appearance to utility lines of modern vintage, undoubtedly due to past upgrading and maintenance. The power line is an entirely utilitarian feature of standard design and construction that exhibits no particular historic, architectural, technological, engineering, or aesthetic qualities. Due to the lack of any potential for historic significance, the segment of the Bloomington-Colton-Colton Cement 66-kV transmission line across the project site is not considered to be a historical/archaeological site.

There are five potential historical resources sites identified in the Historical/Archaeological Resources Survey Report for the project, (1) the site of the former village of Agua Mansa, (2) the Agua Mansa Ditch, (3) the City of Colton Wastewater Treatment Plant, (4) a residence at 650 Agua Mansa Road and (5) a residence at 656 Agua Mansa Road.

- (1) The general location of the former village of Agua Mansa. The boundaries of the village encompass portions of the southwestern corner of the project site. Agua Mansa was founded in the mid-1840s and destroyed by flood in 1862; then rebuilt on higher ground, but it gradually lost its community identity around the turn of the 20<sup>th</sup> century.

Historical sources suggest that none of the activities or developments associated with the Agua Mansa village during its heyday, namely the 1840s-1860s, happened within the boundaries of the project site. Historic maps show that the original location of the "New Mexican Settlement of Agua Mansa" was roughly a mile southwest of the project site, and

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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archival property records indicate no building anywhere within the project site until 1912. Furthermore, current documentation on the village identifies no buildings, structures, features, or artifact deposits associated with the village within or adjacent to the project site and no physical manifestation of the village was encountered during the field survey. No physical elements that contribute to the significance and integrity of the former Agua Mansa village exist within the boundaries of the project site.

- (2) The Agua Mansa Ditch, was constructed in 1862 as a part of the rebuilding effort after the flood that washed out the village and deposited a layer of sand over the fields, making irrigation necessary. In 1886, an easement for the ditch was recorded across the project site in favor of the Agua Mansa Water Company, which was updated in 1899 in favor of the Riverside Water Company. The course of the ditch was delineated across the central portion of the project site, per the easement documentation. The ditch was among the earliest in the area and integral to the growth of the rebuilt Agua Mansa settlement. By 1900, very little of the original Agua Mansa land was under cultivation and a deep frost in 1913 killed much of local citrus and other crops, further sealing the demise of the ditch.

At the project site, no physical evidence of a ditch was found during the field survey despite close examination along the charted alignment. It is unclear from the surface inspection whether any remains of the abandoned ditch have survived the past century of agricultural, construction, and other activities on the property, but at this point no features or artifacts associated with the site is known to be present within the project boundaries.

- (3) The abandoned sewage treatment plant with two large concrete ponds, a large concrete settling tank, a concrete aeration sludge tank, an above-ground sludge digestion tank, concrete sidewalks, metal walkways around and across the settling tank, rusted metal pipes connecting the tanks to each other, and a well housing/storage building. Overall, the site appears to be in fair condition despite having been abandoned for an extended period of time. The plant was built as a part of the City of Colton's sewer system and was present at least by 1938, according to historic aerial photographs. An inquiry to the City of Colton Public Works yielded no further information on the facility or its years of operation. Because the site is not currently listed in a local register of historical resources, and does not appear to hold any special historical interest in the local community, it does not appear to meet any of the criteria for listing in the California Register of Historical Resources, and does not qualify as a historical resource.
- (4) A one-story residential building located at 650 Agua Mansa Road (APN 0260-072-02). It appears to be the result of joining an older, rectangular wood-framed structure with a pre-formed module of similar shape and size but about a foot shorter. The entire building rests on raised concrete footings, and is painted grey with peeling blue trim. The building is vacant and in dilapidated condition.

Archival records indicate that a 948-square-foot residence may have been constructed at this address as early as 1912, although its presence on the property was not documented until around 1926. City records reveal a series of upgrades to the property in 1978,

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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including electrical work, the addition of a barn with a metal roof, and the installation of a mobile home for offices and security.

The building does not appear to have had a particularly important connection to any unique businesses operated at the site, nor does it appear to be closely associated with any events or persons of recognized significance in national, state, or local history. Additionally, the building does not stand out as an important example of its style, type, period, region, or method of construction, nor does it embody any particular architectural ideals or design concepts. Furthermore, the altered appearance of the building significantly compromises its ability to relate to its possible 1912 origin. Therefore, this building does not appear eligible for listing in the California Register of Historical Resources, and does not qualify as a historical resource.

- (5) A one-story single-family residence at 656 Agua Mansa Road (APN 0260-072-01), a wood-framed structure resting on a concrete foundation and surmounted by a medium-pitched cross-gable roof. Facing the northwest, this irregularly shaped building consists essentially of a T-shaped main mass with hip-roofed wings in the rear and on the southwestern side. The house is vacant and neglected, with overgrown grasses and weeds surrounding the buildings. Archival records indicate that the first building or buildings appeared on APN 0260-072-01 around 1934. In light of its Ranch-style elements, a design that became very popular after World War II, this particular residence most likely represents a later structure from the 1950s.

This building appears to have been expanded and extensively remodeled on the exterior, resulting in a somewhat modern overall appearance that diminishes its ability to relate to the early post-World War II period. It does not demonstrate any particularly notable architectural, artistic, or esthetic qualities, nor have any important events or persons been identified in association with its history. Therefore, this building does not appear eligible for listing in the California Register of Historical Resources, and does not meet CEQA's definition of a historical resource.

Because none of these sites qualify as historic resources, the proposed project would not adversely impact them. However, the site of the former Agua Mansa village and the Agua Mansa ditch are important local historical resources and the portions of the project site overlapping these recorded sites are considered to be sensitive for subsurface archaeological remains that may be of historic significance. The following mitigation measures are recommended to reduce impacts to archaeological resources to less than significant.

### Mitigation Measures

- CR-1** Due to the heightened sensitivity for possible subsurface deposits of historic-period cultural remains, earth-moving operations within the boundaries of the Agua Mansa village site and along the course of the Agua Mansa Ditch shall be monitored by a qualified archaeologist. This measure shall appear as notes on any plans that call for site disturbance including but not limited to the grading plan, and any utility plans that would require excavation in the sensitive area.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**CR-2** Prior to commencement of any site disturbing activities such as importing and stockpiling soil, clearing and grubbing, or grading the may occur in the area around the alignment of the Agua Mansa Ditch, trenching across the alignment of the Agua Mansa Ditch should be implemented to ascertain the presence or absence of subsurface remains of the Ditch. Note: this would not preclude site disturbing activities from occurring in other areas of the project site that are not sensitive for archaeological resources.

b) **Less Than Significant Impact With Mitigation Incorporated.** See Response 5.a above.

c) **Less Than Significant Impact With Mitigation Incorporated.** Appendix I of the Initial Study includes a series of exhibits from the recently certified General Plan EIR (2013). As shown on the City's General Plan EIR Exhibit 4.6-2, the project site is located in an area made up of recent wash deposits (Qw3) and young axial-channel deposits (Qya3). The City's General Plan EIR states that these geologic units have a high potential for containing paleontological resources. The project proponent proposes to grade the entire site and to overexcavate to a depth of five feet below the surface in some areas. In addition, trenching for utilities would also occur in various locations around the site. An underground storm water storage system and storm water basin will also be constructed below ground surface in the southern corner of the site. The project is not likely to encounter paleontological resources over the majority of the site; however, the likelihood to encounter resources during construction of the storm water components and utility trenching of the project site is higher. For this reason and due to the sensitivity of the geologic units found at the site, mitigation measures will be implemented to reduce impacts to less than significant levels.

**Mitigation Measures**

**CR-3** A qualified paleontologist shall conduct a review of the project site grading plans and submit a monitoring program to the satisfaction of the Development Services Director, that will outline the measures to be implemented in case any fossils are exposed during grading. Monitors shall be equipped to salvage fossils, if encountered, as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall also be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens, if they are encountered. Should significant paleontological resources be discovered, paleontological recovery, identification, and curation shall be implemented.

d) **Less Than Significant With Mitigation Incorporated.** It is unlikely that human remains will be found during construction activities. However, in the event human remains are encountered, the project developer is required to comply with State of California Public Resources Health and Safety Code Section 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**CR-4** As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code shall be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for the treatment and disposition of the remains.

Given required compliance with state regulations that detail the appropriate actions necessary in the event human remains are encountered, impacts associated with the project would be less than significant with implementation of measure **CR-4**.

6.	GEOLOGY AND SOILS - Would the project:				
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii.	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv.	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Information for the preparation of this section is from the following sources: *Geotechnical Investigation and Liquefaction Evaluation, Proposed Agua Mansa Logistics Center, SWC of Agua Mansa Road and West Cartier Lane, Colton, California for Howard Industrial Partners*, prepared by Southern California Geotechnical, Inc, May 2013 (Appendix E); *Custom Soil Resource Report for San Bernardino County Southwestern Part, California, Agua Mansa Logistics Center*, USDA NRCS, August 2013 (Appendix E); and *Preliminary Hydrology Study for Agua Mansa Logistics Center, Tentative Parcel Map 19471*, August 2013 (Appendix G).

## Setting

### *Geologic Setting*

The majority of the planning area is covered by sediment deposited as alluvium from fans emanating from the San Gabriel Mountains which are part of the west-east trending Transverse Ranges north of the City of Colton. The La Loma Hills located south of the project site on the south side of the Santa Ana River is an example of the Peninsular Ranges Provinces limited surface exposure in the area (see Figure 2, Project Vicinity). The Peninsular Ranges are a north-south trending mountain range extending through southern California into Mexico.

The Peninsular Ranges basement rock assemblage underlies most of the City of Colton; specifically, all areas west of the San Jacinto Fault Zone. The La Loma Hills and Slover Mountain (north of the project site) represent instances of plutonic rock within the assemblage. Plutonic rocks are igneous rocks that form below the surface, unlike volcanic rocks that form above the surface. The rest of the City, including the project site and vicinity generally consists of Holocene and late Pleistocene alluvial fan complexes extending from Lytle Creek which traverses the east side of the City of Colton in a north to south direction until it connects with the Santa Ana River west of Mt Vernon Avenue and south of Congress Street to the east of the project site. The general distribution of geologic units (including surficial deposits and assemblages) within the City is shown on the Exhibit 4.6-2 Geologic Units. This exhibit has been included in Appendix I of the Initial Study. As shown on this exhibit, the project site and vicinity are very young wash deposits (Qw3).

### *Faulting and Fault Hazards*

The San Andreas is the main fault in a series of faults spanning over 800 miles and extending at least 10 miles into the Earth. The San Jacinto Fault Zone is a major branch of the San Andreas Fault System and extends in a northwest to southeast direction through the City of Colton. The San Jacinto Fault Zone is the most active fault zone in southern California and includes the Rialto-Colton Fault. The San Jacinto Fault Zone consists of a series of faults, many of which show surface features such as scarps and offset drainages that are indicators of recent ground rupture. Significant earthquakes include a magnitude 6.7 in 1899 near San Jacinto (southeast of the City) that resulted in surface rupture along an estimated two

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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miles of the fault and a magnitude 6.8 in 1918 also near San Jacinto. Table 11 lists the faults that can affect the City of Colton and the distance between the fault and the City boundary.

**Table 11 - Faults Potentially Affecting the Project Site**

Fault	Estimated Max Magnitude	Approximate Distance and Direction From Site
Crafton Hills	6.5	16 miles east
Cucamonga	6.9	15 miles northwest
Mill Creek	7.3	17 miles northeast
Rialto-Colton	6.5	1.9 miles north
San Andreas	7.5	11 miles north
San Jacinto	6.7	3.5 miles east

*Source: San Bernardino County. General Plan Safety Element Background Report, 2005*

Geologic hazards associated with seismic events on regional faults include ground rupture, sever ground shaking, liquefaction, slope failure and landsliding. The project site is not located within an earthquake fault zone (Alquist Priolo Zone) where a fault traverses the site and during a seismic event fault rupture could occur. However, various types of ground failure can occur as a result of earthquake shaking; that can cause substantial damage to the built environment. Ground failure types include settlement, collapse, subsidence, expansion, liquefaction, and slope failure. Areas prone to liquefaction and other ground deformation hazards are shown in General Plan EIR Exhibit 4.6-4 (Geologic Hazards) which is included in this Initial Study in Appendix I.

#### Soils

As noted above, the geologic unit dominating the project site and vicinity is made up of very young wash deposits (Qw3). Soil types associated with this geologic unit are further defined by the Natural Resources Conservation Service (NRCS). According to the web soil survey of the project site (Appendix E) soil types on the project site include the following:

Map Unit Symbol	Map Unit Name
ScC	SAN EMIGDIO FINE SANDY LOAM, 2 TO 9 PERCENT SLOPES
TvC	TUJUNGA GRAVELLY LOAMY SAND, 0 TO 9 PERCENT SLOPES
Db	DELHI FINE SAND

All soils on site originate on alluvial fans and are all excessively well drained soils, but with relatively shallow depth to groundwater.

#### Discussion

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i. **Fault Rupture - No impact.** There are no known active faults projecting toward or extending through the project site. Additionally, although the site is within a seismically active area of southern California the site is not situated within a designated State of California Earthquake

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Fault Zone. Therefore, ground rupture along a known earthquake fault would not occur on site.

- ii. **Strong Seismic Groundshaking - Less Than Significant.** There are a number of nearby faults that could produce significant ground shaking at the site during a major earthquake (see Table 11). The closest known active fault is the Rialto-Colton fault located approximately 1.9 miles north of the project site and has a maximum magnitude moment of 6.5. Strong seismic groundshaking would occur on site during an earthquake event. However, adherence to the requirements set forth in the California Building Code for site grading and building construction will ensure that this impact is less than significant and no mitigation is required.
- iii. **Seismic-related Ground Failure - Less Than Significant Impact With Mitigation Incorporated.** Seismic related ground failure consists of liquefaction, slope failure and land sliding. The project site is relatively flat to gently trending from north to south toward the river so slope failure and land sliding are not likely to occur at the site.

Seismic-related groundshaking could cause liquefaction, the loss of soil strength in saturated alluvial soils due to an applied stress such as shaking associated with earthquakes. Liquefaction is the loss of the strength in generally cohesionless, saturated soils when the pore water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and grain size characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands.

The County's General Plan Geologic Hazard Overlay for the San Bernardino South Quadrangle (Map FH30C) indicates that the subject site is located within a zone of high liquefaction susceptibility. Therefore, the geotechnical investigation included a site-specific liquefaction evaluation. The historic high groundwater depth in the vicinity of the project site appears to be approximately 31 feet below ground surface at approximately 350 feet southwest of the project site. The historic high groundwater table was considered to be 18± feet for the liquefaction evaluation conducted for the project.

As part of the liquefaction evaluation, boring no. B-2 was extended to a depth of 50± feet. Plate 2 in the Geotechnical Evaluation (Appendix E) shows the location of this boring, which is along the southeast corner of the project site at the approximate location of the southeast corner of the proposed building. This boring encountered free water at a depth of 45± feet below ground surface during drilling. The analysis was performed for this boring and the liquefaction potential of the site was analyzed utilizing a maximum peak ground acceleration (PGA) of 0.41g for a magnitude 6.8 seismic event.

The results of the liquefaction analysis identified potentially liquefiable strata located at various depths between 18 and 50± feet. Soils which are located above the historic

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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groundwater table, or possess factors of safety in excess of 1.3 are considered non-liquefiable. Settlement analyses were conducted for each of the potentially liquefiable strata and it was determined that a total dynamic (liquefaction induced) settlement of 1± inch could be expected at boring location B-2. The associated differential settlement would therefore be on the order of 0.6± inch. The estimated differential settlement could be assumed to occur across a distance of 100 feet, indicating a maximum angular distortion of less than 0.001 inches per inch. This settlement is considered to be within the structural tolerances of a typical building supported on a shallow foundation system. However, it should be noted that minor to moderate repairs, including repair of damaged drywall and stucco, etc., could be required after the occurrence of liquefaction induced settlements.

The use of a shallow foundation system, as described in the geotechnical report, is typical for buildings of the type proposed, where buildings are underlain by the extent of liquefiable soils encountered at this site. The post-liquefaction damage that could occur within the building proposed for this site will also be typical of similar buildings in the vicinity of this project.

### Mitigation Measures

The Geotechnical Investigation prepared for the proposed project included a number of recommendations for grading and construction. These are incorporated into mitigation measure **GEO-1** so that all relevant recommendations appear as notes on all grading and construction plans/drawings to be implemented by the appropriate contractors to the satisfaction of the City Engineer.

**GEO-1** All grading plans, utility plans, construction and landscape plans shall include the relevant recommendations as set forth in the Geotechnical Investigation prepared for the project entitled “Geotechnical Investigation and Liquefaction Evaluation, Proposed Agua Mansa Logistics Center, SWC of Agua Mansa Road and West Cartier Lane, Colton, California for Howard Industrial Partners”, prepared by Southern California Geotechnical, Inc, May 2013, unless a subsequent geotechnical evaluation supersedes this report.

- iv. **Landslides - Less Than Significant.** The project site is relatively flat; therefore, the potential for landslides at the project site is considered to be low.
- b) **Less Than Significant with Mitigation Incorporated.** The project site is currently covered by a combination of vegetation, buildings, and other ancillary structures associated with the current activities. Site preparation and grading will remove the vegetation and structures as well as some overexcavation to remove old pavement and artificial fill encountered on site during the geotechnical investigation. During these site preparation activities soil erosion could occur either during periods of high wind or rain events so that wind or water could transport soil off site. Section 3, Air Quality contains a number of measures that must be implemented during all grading and construction activities to reduce wind erosion. Likewise Section 8, Hydrology and Water Quality, includes a discussion of water erosion and the transport of sediment off site in storm water. These erosion impacts can be mitigated to less than significant levels as outlined in these sections.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) **Less Than Significant with Mitigation Incorporated.** See response to 3.a.iii above.
- d) **Less than Significant.** The geotechnical evaluation of the project site (Appendix E) concluded that the near surface on-site soils possess a very low expansion potential.
- e) **No impact.** The proposed project does not include the use of septic tanks or other alternative wastewater disposal system.

**7. GREENHOUSE GAS EMISSIONS - Would the project:**

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Information for the preparation of this section is from the following sources: Agua Mansa Logistics Center Air Quality, Global Climate Change and Health Risk Assessment Impact Analysis, prepared by Kunzman Associates, September 2013 (Appendix B); and Agua Mansa Logistics Center Traffic Impact Analysis (revised), prepared by Kunzman Associates, September 2013 (Appendix H).*

**Setting**

Greenhouse Gas (GHG) emissions are measured in million metric tons of carbon dioxide equivalent (“MMT CO<sub>2</sub>EQ”) units. A metric ton is approximately 2,205 lbs. Some GHGs emitted into the atmosphere are naturally occurring, while others are caused solely by human activities.

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The CalEEMod Version 2013.2 was used to calculate the GHG emissions from the proposed project that was analyzed in the CalEEMod model based on 808,500 square feet of Industrial Park and 16.4 acres of other non-asphalt surfaces land uses. The operating emissions were based on the year 2015, which is the anticipated opening year for the proposed project. Each source of GHG emissions is described in greater detail below.

*Area Sources*

Area sources include emissions from consumer products, landscape equipment and architectural coatings. No changes were made to the default area source emissions that would impact GHG emissions.

*Energy Usage*

Energy usage includes emissions from the generation of electricity and natural gas used on-site. The energy usage was based on the CalEEMod default emissions for 808,500 square feet of industrial uses. No changes were made to the default energy usage parameters.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Mobile Sources*

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the Traffic Impact Analysis into the CalEEMod Model. The Traffic Impact Analysis found that the proposed project would create 1,081 automobile round trips, 47 2-axle truck round trips, 63 3-axle truck round trips, and 167 4+-axle truck round trips per day. The vehicle mix in the CalEEMod model was adjusted based on the vehicle mix provided in the Traffic Impact Analysis and the resultant vehicle mix is shown in Table 9. For vehicle types such as automobiles that would fit in multiple categories in the CalEEMod model, the same ratio that was provided in the default values were maintained for the with-project values.

The Southern California Association of Governments (SCAG) analyzed vehicle trips from the City of Colton and found that in 2012, the average truck trip was 30.62 miles. The SCAG model printouts are provided in Appendix C of the Air Quality Assessment (Appendix B). In order to account for the SCAG study, the commercial to commercial (C-C) trip length was increased to 30.62 miles, while the default values of 8.9 miles for employee home to work, and 7.4 miles for other locations were used in this analysis. In order to maintain consistency with the vehicle mix, the Commercial to Commercial (C-C) trip percentage was set to 21 percent to match the percentage of truck trips from the Traffic Impact Analysis (Appendix H). To offset this change, the Home to Work (C-W) trip percentage was set to 70 percent and the Other (C-NW) trip percentage was set to 10 percent. The CalEEMod model applies the emission factors for each trip which is provided by the EMFAC2011 model to determine the vehicular traffic pollutant emissions.

*Solid Waste*

Solid waste includes the GHG emissions generated from the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. The CalEEMod default value for waste generated from 808,500 square feet of industrial park uses of 1,002.54 tons of solid waste per year was utilized in the analysis.

*Water*

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. The interior water usage was calculated based on Appendix C from Pacific Institute, which found that a Transportation Equipment based industrial use would use 228 gallons per day per employee based on a 225 work day year. This resulted in 51,300 gallons per year per employee. According to the Traffic Analysis, there are 77 passenger car trips per the PM peak hour, which has been assumed to be the number of employees that would work at the proposed project. This results in an interior water usage rate of 3,950,100 gallons per year. For the exterior water usage rate that was based on Appendix B from Pacific Institute, which found for the South Coast region that 34 percent of the water use is outdoor. Based on this ratio from the interior water usage rate, the outdoor water usage rate is 1,343,034 gallons per year.

*Construction*

The construction-related GHG emissions were also included in the analysis and were based on a 30 year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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### Discussion

a) **Less Than Significant With Mitigation Incorporated.** Construction and operation of the proposed 808,500 square foot would generate greenhouse gas emissions both directly and indirectly as summarized in the Setting Section above. Table 12 provides a summary of the results of the CalEEMod Model run after mitigation measures have been incorporated into the project. These measures are included in Section 3, Air Quality but are summarized herein.

The data provided in Table 12 shows that with implementation of Mitigation Measures **AQ-3**, **AQ-4**, and **AQ-5**, the proposed project would generate 8,180.12 metric tons of CO<sub>2</sub>e per year. According to the thresholds of significance, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 10,000 metric tons per year of CO<sub>2</sub>e. Therefore, a less than significant cumulative impact to global climate change would occur from the on-going operations of the proposed project.

**Table 12 -Project-Related GHG Emissions**

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO <sub>2</sub>	NonBio-CO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area Sources <sup>1</sup>	0.00	0.02	0.02	0.00	0.00	0.02
Energy Usage <sup>2</sup>	0.00	4,083.97	4,083.97	0.12	0.03	4,094.61
Mobile Sources <sup>3</sup>	0.00	3,516.52	3,516.52	0.11	0.00	3,518.84
Solid Waste <sup>4</sup>	203.51	0.00	203.51	12.03	0.00	456.07
Water and Wastewater <sup>5</sup>	1.25	30.15	31.40	0.13	0.00	35.12
Construction <sup>6</sup>	0.00	75.46	75.46	0.01	0.00	75.46
<b>Total Emissions</b>	204.76	7,706.12	7,910.88	12.39	0.03	<b>8,180.12</b>
<b>SCAQMD Industrial Threshold</b>						<b>10,000</b>

Source: CalEEMod Version 2013.2

Notes:

1. Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
2. Energy usage consist of GHG emissions from electricity and natural gas usage.
3. Mobile sources consist of GHG emissions from vehicles with implementation of Mitigation Measures 3, 4, and 5.
4. Solid waste includes the CO<sub>2</sub> and CH<sub>4</sub> emissions created from the solid waste placed in landfills.
5. Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
6. Construction GHG emissions based on a 30 year amortization rate.

### Mitigation Measures

Mitigation Measures **AQ-3**, **AQ-4**, and **AQ-5** have been included in the mobile source GHG emissions calculations. Measure **AQ-3** requires the applicant to provide sidewalks along the property frontage onto Agua Mansa Road. Measure **AQ-4** requires future tenants of the proposed project to institute

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a ride sharing program that is open to all employees. Measure **AQ-5** requires that the applicant install a CNG filling station on the project site and requires that all trucks and equipment that operate exclusively on-site be powered by either electricity or natural gas.

- b) **Less Than Significant With Mitigation Incorporated.** The proposed project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The City of Colton does not yet have a Climate Action Plan or Greenhouse Gas Reduction Plan. Although the County of San Bernardino has adopted a Greenhouse Gas reduction Plan, the City did not collaborate with the preparation of the County’s plan and has no agreements with the County with regard to implementation of the County’s plan. Instead, the City relies on the expertise of the SCAQMD and utilizes the SCAQMD as guidance for the environmental review of plans and development proposals within its jurisdiction. Therefore, the SCAQMD’s GHG emission threshold is applicable to the proposed project.

The SCAQMD has adopted an industrial source GHG emission threshold of 10,000 MTCO<sub>2</sub>e per year, where SCAQMD is the lead agency. The SCAQMD provided this interim threshold in order to conform to the required GHG emissions reductions required by AB 32. This threshold was developed through the findings of a Working Group, which found that the 10,000 MTCO<sub>2</sub>e annual threshold would capture 90 percent of all new stationary source industrial projects and excludes small projects that will in aggregate contribute less than one percent of future 2050 statewide GHG emissions target of 85 MMTCO<sub>2</sub>e per year. In addition, these small projects are already subject to Best Available Control Technologies (BACT) for criteria pollutants and may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory.

According to the project GHG emissions calculations provided in Table 12, with implementation of Mitigation Measures **AQ-3**, **AQ-4**, and **AQ-5** (see Air Quality discussion in response 3.a), the proposed project would generate 8,180.12 metric tons of CO<sub>2</sub>e per year. The proposed project would be below the SCAQMD threshold of 10,000 MTCO<sub>2</sub>e per year. Therefore, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

**8. HAZARDS AND HAZARDOUS MATERIALS – Would the project:**

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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within one-quarter mile of an existing or proposed school?

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

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

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

*Information for the preparation of this section is from the following sources: Phase I Environmental Site Assessment, 42-acre Agua Mansa Project, 1350-1600 Agua Mansa Road, Colton, California 92324, prepared by SCS Engineers, April 2013 (Appendix F).*

### Setting

The project site is situated on approximately 42 acres, located on the south side of Agua Mansa Road, in the City of Colton. It is located in the Upper Santa Ana River Valley southwest of Slover Mountain at an elevation of approximately 875-880 feet above mean sea level. Site topography is generally flat with a slight regional slope to the southwest. The project site lies along the north bank of the Santa Ana River within a 100-year flood plain. The general character of the area is industrial in nature. The Agua Mansa Landfill is located northwest of the site and the Colton Sanitary Landfill is located southwest of the project site, across the Santa Ana River.

The project site has historically been used primarily for agricultural or industrial uses, including farming, livestock grazing, wastewater treatment, poultry raising, and animal sanctuary. The project site is currently used primarily as a paintball and airsoft game park and includes a number of individual playing fields with crude plywood buildings, large concrete pipes, trenches, and a variety of other gaming

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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apparatus. Other features on the site include an abandoned wastewater treatment plant (settling tank, sludge drying beds, etc.) located near the east end of the property. Toward the center of the site is a house used seasonally as a “haunted house,” a vehicle barn, and several other small buildings used for maintenance, storage, restrooms, etc. The western quarter of the site is generally unused and contains a vacant house and garage surrounded by heavily overgrown vegetation. With the exception of the area immediately around the abandoned trickling filter which was part of the wastewater treatment plant, the site is unpaved and is accessible from entry roads covered in gravel. Entrance to the project site is from a point along the east end of the site and approximately 300 feet from Dunn Ranch Road on the west end of the site. Surrounding properties include:

- North – Agua Mansa Road, across which are vacant undeveloped land and a portion of the California Portland Cement operation.
- East – Overgrown fallow fields.
- South and southeast – Santa Ana River.
- West and southwest – Water infiltration ponds associated with the Colton/San Bernardino Rapid Infiltration and Extraction Treatment Facility (RIX Plant) located at 1900 Agua Mansa Road.

*Airports*

There are seven (7) airports within 15 miles of the project site. One major airport, the LA/Ontario International Airport, is located approximately 13 miles west of the project site. The nearest airport to the site is the Flabob Airport, which is 5.5 miles southwest of the site in Riverside County. In addition, the San Bernardino Airport (former Norton Air Force Base) is located approximately miles northeast of the project site. The project site is not within the airport influence area of any of these airports, and it is not within any other airport influence areas.

*Wildland Fire Areas*

Exhibit 4.8-2 of the City's General Plan Update EIR (see Appendix I) shows that the project site is located near an area that is designated as a Very High Fire Hazard Severity Zone through the California Department of Forestry and Fire Protection (CALFIRE) Fire and Resource Assessment Program.

**Discussion**

- a) **Less than Significant Impact.** The Phase I Environmental Site Assessment (ESA) prepared for the project determined that no hazardous materials or evidence of the past use, storage, or disposal of hazardous materials were observed on the site. At the time of the site visit for the ESA, the site was heavily littered with paintballs; however, Material Safety Data Sheets (MSDS) indicate that paintballs are non-hazardous from a toxicological or environmental perspective. No recognized environmental conditions were observed on the site. The project does not include any uses which would routinely transport, use, or dispose hazardous materials. Therefore the project would have a less than significant impact.
- b) **Less than Significant Impact with Mitigation Incorporated.** One pole-mounted transformer was observed in the parking lot at the eastern end of the project site. Electrical power and the transmission/distribution system in the City of Colton are provided by the City’s Electric Utility and Southern California Edison has other transmission lines that run through the City to serve other cities in the area. Some transformers are known to contain PCB-contaminated dielectric fluids.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Without testing, it is impossible to ascertain whether this particular transformer contains PCBs. Additionally, there was no evidence of any leakage from the transformer. As the project site is developed it will be the responsibility of the Utility to remove the transformer and any fluid spilled during removal, but it will be the responsibility of the project developer to coordinate with the Utility to implement this.

The existence of past agricultural activities on the project site and in adjacent areas indicates a potential for pesticide and/or heavy metal (associated with dusting powders) contamination. It is not uncommon to find trace levels of pesticides in soils at former agricultural areas in southern California. However, these trace concentrations are rarely cause for environmental concern. Without specific evidence of pesticide storage or mismanagement on the project site, collection and analysis of soil samples for pesticides is unwarranted.

Until recently, farm underground tanks were not required to be registered with the County. As a result, there often is no record of such tanks in County files; however, no evidence of underground tanks was noted during the site inspection.

Because of the past use of the project site, there is a potential to encounter an old domestic septic tank/leach field system. If this equipment is found, it will be removed from the site prior to grading activities.

**Mitigation Measure**

**HAZ-1** Prior to issuance of an occupancy permit for the project, the project proponent shall coordinate with the City of Colton to evaluate the condition of the electrical transformer located on the east side of the project site and determine if the transformer should be removed or replaced.

c) **No Impact.** There are no schools within ¼-mile of the site therefore, the project would have no impact.

d) **Less than significant impact.** As part of the Phase I ESA, a database search for sites listed on various federal, state, tribal, and local databases in the area around the project site was obtained from Environmental Data Resources (EDR). Among the databases included in the EDR report are NPL (federal, tribal, and state-equivalent), proposed and delisted NPL, CORRACTS (RCRA facilities subject to corrective actions), hazardous waste sites identified for investigation or remediation (CERCLIS, State CERCLIS, VCP, Brownfields Calsites, etc.), LUST, sites with engineering controls, former CERCLIS (NFRAP), RCRA and state hazardous waste generators, ERNS, SWLF, USTs, and Toxic Pits. The project site was not found on any of these lists.

Two sites of potential concern were identified within 0.25 miles of the project site. The Agua Mansa Landfill located on the north side of Agua Mansa Road, approximately 0.15 miles west-northwest of the project site. This is a Class III disposal site that accepts primarily inert construction and demolition waste. The site is not permitted for hazardous waste or municipal solid waste. Because of the nature of the wastes disposed at the site, leachate and landfill gas generation are anticipated to be minimal. Consequently, the landfill is unlikely to impact the project site.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Colton Landfill, which accepts municipal solid waste generated within the City of Colton is located across the Santa Ana River, approximately 1,000 feet southeast of the project site. This landfill has an active landfill gas control/energy recovery facility, and Santa Ana River would be expected to act as a natural groundwater barrier. Consequently, the project site is unlikely to be impacted by any contaminated groundwater or methane generated by the Colton Landfill.

- e) **No Impact.** The project site is not within any airport influence areas of public airports in the regional vicinity. Additionally, the project site is not within 2 miles of any public airports and is not near any private airstrips. Therefore, the project would not result in safety hazards for people working in the area.
- f) **No Impact.** See response 8.e above.
- g) **No Impact.** The project site would be designed to accommodate emergency access and would not interfere with emergency plans. The site design includes two access points off of Agua Mansa Road, one on the west end of the site and one on the east end (Refer to Figure 6, Site Plan). The access point of the west end of the site will be open for public access. The driveway will split off and trucks will proceed to the scale on the right and the parking area will be on the left. Emergency vehicles will proceed through the parking area to a gate at the south end of the building where a Knox box will be installed. A 26' fire lane is proposed to go around the entire building. The access point on the east end is proposed for emergency access only and will be gated and include a Knox box as well.
- h) **Less than significant impact.** The site is located near a Very High Fire Hazard Severity Zone. The Santa Ana River acts as a buffer between this area and the project site. As discussed above, the project site would have adequate access for fire vehicles. Additionally, the project would be built with fire resistant materials to minimize fire risk.

9.	HYDROLOGY AND WATER QUALITY - Would the project:				
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?				
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structure that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Information for the preparation of this section is from the following sources: Preliminary Hydrology Study for Agua Mansa Logistics Center, Tentative Parcel Map 19471, August 2013 (Appendix G); and Geotechnical Investigation and Liquefaction Evaluation, Proposed Agua Mansa Logistics Center, SWC of Agua Mansa Road and West Cartier Lane, Colton, California for Howard Industrial Partners, prepared by Southern California Geotechnical, Inc, May 2013 (Appendix E).*

## Setting

The project site is located north of the Santa Ana River and east of the Rialto Channel, a major flood control channel, in the southerly end of the City of Colton. Past site uses include various agricultural uses (crops cattle, duck farm) with two single family dwellings, an abandoned waste water treatment facility, and several mobile home pads. Currently the site is used as a recreational paintball park, with several courses, and the single family dwellings remain (though occupancy is unknown). An estimated 20 percent of the site is currently paved in either an old asphalt material or aggregate base. Some building roofs and lined game fields are also present. For the purposes of the Preliminary Drainage

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Study prepared for the site, a detailed breakdown of the existing impervious surfaces was performed and the roads and areas covered with aggregate base were assumed to have 50 percent imperviousness. Based on these assumptions and area delineations it was concluded that 12 percent of the site is covered with impervious surfaces.

Elevations across the site vary from 882 feet above mean sea level (msl) in the northeast corner to 867 feet above msl in the southwest corner. The existing site general drainage pattern is to the southwest, with overland flows exiting the project site onto a vacant parcel owned by the San Bernardino County Flood Control District, located at the south west corner of the site. There are also off-site areas of approximately 8.2 acres north of Agua Mansa Road which impact the project site. The storm runoff generated from the off-site areas cross Agua Mansa Road at two existing sag locations and enter the site, then follow the existing site flow patterns towards the vacant parcel to the west where flows exit the site.

According to the latest Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) the majority of the project site falls within a Zone X (Shaded) designation under the FEMA Map 06071C8686H, dated August 28, 2008. Zone X (Shaded) represents areas of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. The zone is also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile.

A small area along the southerly project boundary falls within the Santa Ana River Floodplain with Zone AE designation. The floodplain limit crosses the proposed truck loading deck area of the proposed development.

*Water Quality Management Requirements*

Stormwater runoff from urban areas including project sites and adjacent roads carries urban pollutants that are commonly transported to water bodies including the Santa Ana River through municipal separate storm sewer systems (MS4) more commonly referred to as storm drains through which storm water and urban runoff are discharged into waters of the United States (Waters of the US) that are located within the Santa Ana Region. Owners and/or operators of storm water and urban runoff conveyance systems, including flood control facilities are the County of San Bernardino and local cities, including the City of Colton, in the County within the Santa Ana Regional Water Quality Control Board (RWQCB) region. These operators must obtain a NPDES permit and develop/implement a stormwater management program (SWMP). The County of San Bernardino updated its SWMP and the RWQCB adopted Waste Discharge Requirements (WDRs) for the County (permittee) and each of the cities within the County within the region (co-permittees) in January 2010 (Order No. R8-2010-0036, NPDES No. CAS 618036). This order renews waste discharge requirements for the discharge of urban storm water from areas of San Bernardino County within the Santa Ana Region to waters of the US. The NPDES permit is valid through the January 2015.

**Discussion**

- a) **Less Than Significant Impact.** Violations of water quality standards or waste discharge requirements, or degradation of water quality can result in potentially significant impacts to water

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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quality and result in environmental damage in the Santa Ana River. However, because the RWQCB has adopted strict regulations for the control and release of stormwater into the Santa Ana River, the applicant will be responsible for preparing a Stormwater Pollution Prevention Plan (SWPPP) that must be implemented throughout the 2-year construction period. The SWPPP must describe best management practices (BMPs) for the control and treatment of runoff from the project site for the following: 1) Soil Stabilization (erosion control); 2) Sediment Control; 3) Tracking Control; 4) Wind Erosion Control; 5) Construction Site Management; 6) Non-Stormwater control; and 7) Waste Management and Materials Pollution Control. A copy of the SWPPP prepared by a Qualified SWPPP Developer (QSD) and implemented by a Qualified SWPPP Practitioner (QSP) must be maintained and updated at the project site and available for review during the entirety of the construction period.

In addition, the Santa Ana RWQCB requires post-construction BMPs to be implemented for new development. Post-construction BMPs are proposed and submitted to the RWQCB for review and approval in the form of a Draft Water Quality Management Plan (WQMP). The City of Colton as a co-permittee, has also adopted WQMP Procedures that require the applicant to apply for an Initial Preliminary WQMP that must be maintained and updated by the subsequent owner or lessee (if applicable). The Preliminary WQMP must include the following: 1) Site Design Best Management Practices (BMPs); 2) Treatment Control BMPs; 3) Conceptual Grading Plan; 4) Preliminary Drainage Report; and 5) Preliminary Geotechnical Report. Once the City has approved the Preliminary WQMP, a Project WQMP is then required, to be composed of the following: 1) Source Control BMPs; 2) Maintenance BMPs; 3) Drainage Report with hydrology calculations, map, and hydraulic calculations for storm drain plans and Sizing Treatment Control BMPs; and 4) Geotechnical Report.

Existing requirements under the adopted WDRs for the County of San Bernardino and its co-permittees, and the additional oversight by the City of Colton through its adopted WQMP procedures, for the preparation and implementation of a construction SWPPP and a project specific WQMP, will ensure that the proposed project would not violate any water quality standards or waste discharge requirements.

**Mitigation Measures**

**HWQ-1** Construction BMPs outlined in the SWPPP and operational BMPs outlined in the project’s WQMP will ensure that pollutants associated with construction and operations will be controlled and no further mitigation is required.

b) **Less Than Significant Impact.** As described in Section 6 Geology and Soils, groundwater in the vicinity of the project is at shallow depths. However, the proposed project does not include the use of on-site groundwater from a well. Instead, the project will rely on water delivered to the site by the City of Colton’s Water Department for both construction water (mainly dust control) and operation. Water usage at typical high cube warehouse facilities is relatively low because the use does not include any residential or commercial water uses. Therefore, water usage will generally be limited to landscape irrigation, and restroom use. Also see Section 17, Utilities and Service Systems for a discussion of the site’s water usage. In addition, the project site is not used for groundwater recharge. Recharge basins are located in the vicinity generally north and northeast of the project site and these basins would not be affected by the proposed project.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) **Less Than Significant Impact.** The development of the proposed project would alter the drainage patterns across the project site. The existing site’s general drainage pattern is to the southwest, with overland flows exiting the project site onto a vacant parcel owned by the San Bernardino County Flood Control District, located at the south west corner of the site. Some of these flows enter the site from the northwest from Agua Mansa Road. The proposed drainage pattern will perpetuate the existing one, and the proposed on-site basins will take care of the increased runoff from development and maintain the site at pre-development levels. The proposed on-site storm drain system and drainage design will maintain these existing flows by the following methods (also see Figure 8, Conceptual Grading Plan and Figure 10, Off-site Detention Basins):

- The proposed site is delineated into two main subareas – northerly and southerly subareas. The generated runoff from the northerly area will be collected and conveyed to the west via an open swale along Agua Mansa Road. At the northwest side the flow will be directed into an underground storm drain which will run to the south and outlet into the proposed Detention/Water Quality Basin.
- The generated runoff from the southerly area will be collected and conveyed via a concrete curb and gutter which runs westerly along the south property boundary. The flows will be collected and directed to the detention/water quality basin via inlets and storm drain culverts.
- The existing off-site flow on the north side of Agua Mansa Road, and the flow generated within the road right-of-way, will be collected in catch basins at the two road sag locations and will be rerouted to the west via a proposed publicly owned and maintained storm drain on Agua Mansa Road. Then the storm drain is proposed to be directed to the south within the site along the westerly property boundary and outlet into the San Bernardino Flood Control vacant parcel. A drainage easement will be provided to the City of Colton by the County for maintenance.
- The proposed detention/water quality basin at the southwest corner of the site will treat the necessary water quality volume and will provide needed volumes for mitigation of the increased runoff during the postdeveloped conditions as evaluated in the Preliminary Hydrology Plan. The 1, 2, 5, 10 and 100-year storm events with 24-hour duration were routed through the basin. The routed outlet flow rates are lower than the existing conditions rates for each of the analyzed storm events. The results of the routing are presented in Table 13.
- There is additional underground storm volume storage proposed to extent the detention basin volume that will be located immediately north of the basin under the parking lot (see location in Figure 8). It consists of 10 perforated 48-inch CMP pipes within gravel pack with total length of 350 linear feet. A volume breakdown between the basin and the proposed underground storage is presented in Table 13.
- A concrete outlet structure is proposed to control the basin outlet flows. First row of 5 orifices with 6-inch diameter is proposed to be at 2.2 feet of depth (water quality depth).

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The top of the box will be at 3 feet of depth and will serve as a weir with 12 feet of length. An outlet pipe at the bottom of the outlet structure will convey the routed flows towards the outlet location.

The proposed project's drainage/water quality system must be designed to prevent site erosion and resulting siltation/sedimentation from leaving the site. The system must be designed to both control runoff leaving the site, and any pollutants or sediments that are generated on-site from leaving the site. Therefore this system is both a drainage control system and a water quality management system. The system will be maintained and inspected through measures adopted in the project's WQMP. Therefore, no additional mitigation measures are required.

**Table 13 Detention/WQMP Basin Output Summary**

Storm	Duration	Existing Conditions		Developed Conditions		Basin Volume (ac/ft) <sup>1</sup>	Routed Peak (CFS)	Basin Depth (feet) <sup>2</sup>
		Flood/Volume (ac/ft)	Peak Flow (CFS)	Flood/Volume (ac/ft)	Peak Flow (CFS)			
1-Year	24 hour	1.0	4.6	4.4	22.0	4.44	4.1	3.0
2-Year	24 hour	1.7	19.2	6.0	32.4	4.86	11.5	3.3
5-Year	24 hour	2.9	30.8	8.1	46.1	5.37	22.4	3.6
10-Year	24 hour	6.5	47.5	9.8	56.9	5.63	31.0	3.7
100-Year	24 hour	15.5	70.1	15.5	92.3	6.35	59.1	4.2

Source: Agua Mansa Preliminary Hydrology Study, August 2013.

1. Includes 3.03 ac.ft. Vbmp up to 2.2 feet of depth

2. Basin operational depth 4.2 feet - 1, 2, 5,10 and 100-yr storm event, 24-hour duration mitigated. Basin freeboard min 0.8'

- d) **Less Than Significant Impact.** See response to 9.c above.
- e) **Less Than Significant Impact.** See response to 9.c above.
- f) **Less Than Significant Impact.** See response to 9.c above.
- g) **No Impact.** The proposed project is an industrial use and no housing is proposed.
- h) **Less Than Significant Impact.** A small area along the southerly project boundary falls within the Santa Ana River Floodplain with Zone AE designation. The floodplain limit crosses the proposed truck loading deck area (surface parking area) of the proposed development. The project will be designed so that no habitable structures are placed in a 100-year flood zone. The finished floor of the building is proposed to be more than one foot above the potential one-foot of flooding within the flood hazard area. In addition, no habitable structure is proposed within the floodplain limits. The truck loading deck area is proposed to be graded in a manner that no flooding deeper than 18 inches will occur during Santa Ana River 100-year flood events. Therefore, the impact would be less than significant.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- i) **Less Than Significant Impact.** The proposed project would not expose people or structures to significant risk of flooding as a result of a dam failure. The Santa Ana River is an ephemeral river that flows intermittently during the year only during heavy rain event or in the spring with snow melt. The nearest dam on the Santa Ana River (Seven Oaks Dam) is located approximately 15 miles northeast of the project site.
- j) **No Impact.** The project site is not located in an area that is subject to seiche hazard (large wave of water generated in an enclosed or partially enclosed body of water such as a lake), tsunami hazard (large wave of water or rapidly rising tide generally associated with a seismic event that affects coastal areas), or mudflow hazard.

**10. LAND USE AND PLANNING - Would the project:**

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Information for the preparation of this section is from the following sources: City of Colton General Plan Update, 2013; and General Habitat Suitability Evaluation, ±43-acre Howard Industrial Partners Site, prepared by Ecological Sciences, Inc., June 17, 2013 (Appendix C). The General Plan and Specific Plan are available for review at the City of Colton Development Services Department counter or on the City's website: [www.ci.colton.ca.us/index.aspx?NID=313](http://www.ci.colton.ca.us/index.aspx?NID=313)

**Setting**

The project site is located on the south side of Agua Mansa Road in the Agua Mansa area of the City adjacent to the Santa Ana River that is sparsely developed with a mix of industrial uses including mining, landfill operations, and wastewater treatment. The project has an interim use as a recreation site (paintball).

**Discussion**

- a) **No Impact.** There is no established community associated with the project site and vicinity.
- b) **Less Than Significant Impact.** Development of the proposed project is consistent with the General Plan because the site is designated as an Industrial site, Heavy Industrial (M-2). Surrounding properties are designated for similar uses with the exception of the Santa Ana River area.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) **Less Than Significant Impact.** Neither the City of Colton nor the County of San Bernardino has adopted a habitat conservation plan or natural community conservation plan. However, the adjacent area to the south in the Santa Ana River is designated as critical habitat for the federally listed (threatened) Santa Ana sucker (*Catostomus santaanae*) which is considered a California species of concern by the State. The proposed project would have a less than significant impact on the Santa Ana River as discussed in detail in Section 4, Biological Resources, and again in Section 9, Hydrology and Water Quality.

11. MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Information for this section is from the City of Colton General Plan Update Program EIR, 2013 and Exhibit 4.11-1 Mineral Resources. The exhibit is included in Appendix I of the Initial Study.*

### Setting

The predominant mineral resource in the Colton area is aggregate derived from alluvial material associated with the Santa Ana River, Lytle Creek and Warm Creek. As shown in Exhibit 4.11-1 of the General Plan EIR, the southerly portion of the project site and adjacent sites in the area has been identified as having is deposits of Portland cement concrete (PCC) grade aggregate material as this portion of the site and adjacent sites are classified as Mineral Resources Zone 2 (MRZ-2). The designation means areas where geologic data indicates that significant PCC grade resources are present. This exhibit and other exhibits from the General Plan Program EIR are included in Appendix I.

### Discussion

- a) **Less Than Significant Impact.** The proposed project would result in the loss of the site for recovery of PCC grade material, however, by itself the approximately 20 acres designated MRZ-2 would be too small for an operator to economically use the site. The City has designated the project area as Heavy Industrial where aggregate mining and sales of material are allowed. Therefore, the loss of this approximately 20 acres would be a less than significant impact when the entire heavy Industrial area and other areas along the Santa Ana River flood plain and related Lytle Creek and Warm Creek areas are taken into consideration. Each of these washes contain aggregate material and there are a number of existing aggregate mine sites in these washes in the cities of Colton, Rialto and San Bernardino, as well as in the County of San Bernardino.
- b) **No Impact.** The City of Colton has not identified any locally important mineral resources and no other City planning documents identify any locally important mineral resources.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**12. NOISE - Would the project result in:**

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Information for this section is from the City's General Plan Program EIR (2013) and the City's Municipal Code Section 18.42 Performance Standards. The General Plan and Municipal Code are available for review at the City of Colton Development Services Department counter or on the City's website: [www.ci.colton.ca.us/index.aspx?NID=313](http://www.ci.colton.ca.us/index.aspx?NID=313)

**Setting**

The project site is designated for Heavy Industrial (M-1) uses. The surrounding properties to the north, east and west are also designated with similar uses, except for the property to the west, west of the Rialto Channel, which is designated for public use and is developed with the City of Colton/City of San Bernardino jointly operated Rapid Infiltration and Extraction (RIX) facility, that receives secondary treated water, and releases tertiary treated water into the Santa Ana River. Figure 2 in the Project Description is an aerial photograph showing land uses in the area. Land uses to the north and west include mining, vacant land and landfilling operations. To the east is vacant land and to the south are the Santa Ana River and the Colton Landfill. There are no residential land uses around the project site

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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that would be adversely affected by noise from the proposed project. The nearest residential use is approximately 1,950 feet (0.36 mile) east of the site.

*City of Colton Municipal Code*

The sections of the City of Colton Municipal Code that could be applicable to the proposed project with regard to noise and vibration are found in Section 18.42 Performance Standards as follows:

- **Section 18.42.040 – Noise:** The maximum sound level radiated by any use of facility, when measured at the boundary line of the property on which the sound is generated, shall not be obnoxious by reason of its intensity, pitch or dynamic characteristics as determined by the city, and shall not exceed 65 dBA.
- **18.42.050 – Vibration:** All activities shall be operated so as not to generate ground vibration by equipment other than motor vehicles, trains or by temporary construction or demolition, which is perceptible without instruments by the average person at or beyond any lot line of the lot containing the activities.

*County of San Bernardino Development Code*

In addition, the County of San Bernardino Development Code provides more direction for the evaluation of noise on the environment. Section 83.01.080 of the *County of San Bernardino 2007 Development Code* discusses the General Performance Standards for Noise. In particular, Table 83-2 Section 83.01.080(d) defines the noise standards for stationary noise sources and Table 83-3 in Section 83.01.080(d) defines the mobile source standards. Table 14 shows the stationary noise limits from County Development Code Table 83-2. Mobile noise limits were not included here because Table 83-3 of the County’s Noise Ordinance does not include noise standards for mobile sources adjacent to industrial uses.

Definitions

**Leq = Equivalent Energy Level.** The equivalent energy level is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period, typically one, eight or 24 hours.

**dB(A) = A-weighted Sound Pressure Level.** A weighting is the sound pressure level, in decibels, as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear.

**Ldn = Day-Night Noise Level.** The day-night noise level is the average equivalent A-weighted sound level during a 24-hour day obtained by adding 10 decibels to the hourly noise levels measured during the night (from 10:00 pm to 7:00 am). In this way Ldn takes into account the lower tolerance of people for noise during nighttime periods.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 14 - Noise Standards for Stationary Noise Sources**

Affected Land Uses (receiving noise)	7 AM to 10 PM Leq	10 PM to 7 AM Ldn
Residential	55 dBA	45 dBA
Professional Services	55 dBA	55 dBA
Other Commercial	60 dBA	60 dBA
Industrial	70 dBA	70 dBA

Source: Table 83-2 in County of San Bernardino Development Code.

The County’s Development Code exempts temporary construction noise between 7 AM and 7 PM except Sundays and Federal holidays are exempt from the noise limits. In addition, Section 83.01.090 (Vibration) of the County ordinance gives limits on the allowable vibration levels as follows:

- No ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the property line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths (0.2) inches per second measured at or beyond the property line.
- However, construction between 7:00 AM and 7:00 PM, except Sundays and Federal holidays, is exempt from the vibration standard.

In summary, the County of San Bernardino Development Code limits construction noise and vibration between 7 PM to 7 AM and on Sundays and Federal holidays.

**Discussion**

a) **Less Than Significant Impact.** As discussed in the setting section above, there are no residential land uses around the project site that would be adversely affected by noise from the proposed project. The nearest residential use is approximately 1,950 feet (0.36 mile) east of the site. In addition, there are not commercial or professional businesses in close proximity, nor a hospital, school or other sensitive receptor that may be adversely affected by noise associated with the construction and operation of the proposed project.

During construction activities operation of grading and excavation equipment and other heavy equipment will likely generate noise in excess of the City’s thresholds for noise of 65 dBA. However, as shown in Figure 2, Project Vicinity, the site is surrounded by vacant land or industrial uses such that people would not be exposed to high noise levels for extended period.

The future facility is proposed to be a 24-hour operation.

- b) **Less Than Significant Impact.** Like the noise standards described above, vibration standards are related to proximity of sensitive land uses (residential, institutional). Some ground vibration will occur during construction of the project due to the use of heavy equipment, particularly during grading. However, because there are no adjacent or nearby (within ¼ mile) sensitive land uses, impacts associated with ground vibration during construction would be less than significant.
- c) **Less Than Significant Impact.** See response to 12.a above.
- d) **Less Than Significant Impact.** See response to 12.a above.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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e) **No Impact.** The project is not located within an airport land use plan or within two miles of a public airport. The site is located approximately 13 miles east of the Ontario Airport, and 6 miles southwest of the San Bernardino Airport.

f) **No Impact.** The project site is not located near a private airstrip.

13. POPULATION AND HOUSING - Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Information for this section is from the City of Colton General Plan Housing Element and General Plan Program EIR, 2013, 2010 Census website <http://www.census.gov/2010census/popmap/>, accessed September 2013, and the State Department of Finance website <http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php>, accessed September 2013.

### Setting

According to the 2010 Census, Colton's population was 52,154 in 2010. The State Department of Finance estimates the City's 2013 population to be 52,956. This represents an approximate annual growth rate of 0.7%. The national and regional economic recession that began late in 2007 has significantly stymied local and regional jobs and housing growth.

The City had 16,268 housing units as of 2009. The City's Housing Element shows that the City has a surplus of housing in the City. The project site is located in the Agua Mansa Industrial Corridor. The project site is not zoned for residential use and is not a vacant or underutilized site that can be used for housing.

### Discussion

a) **Less than significant Impact.** The proposed logistics center would not induce substantial population growth in the area. No new homes are proposed as part of the project. The logistics center would employ up to 300 people and would hire employees from the local area, including the City of Colton, but also future employees from surrounding cities with similar demographics including Rialto, Fontana, Moreno Valley and San Bernardino. Because the City has a housing surplus, the proposed project would not negatively affect the jobs/housing balance in the City. The project does not include the extension of a road or infrastructure.

b) **No Impact.** The project site is in a predominantly industrial area and no housing is located on the site. The majority of the site is currently used as a paintball park. There are two abandoned houses

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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on the site but they are not occupied. Development of the proposed logistics center would not displace any existing housing.

- c) **No Impact.** There are two abandoned houses on the project site but they are not occupied. Development of the proposed logistics center would not displace any people.

**14. PUBLIC SERVICES**

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

i. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Information for this section was gathered from the following sources:

- Colton Fire Department website, <http://coltonfire.com/index.cfm?Section=1>, accessed September 2013
- Colton Police Department website, <http://www.coltonpd.org/>, accessed September 2013
- City of Colton General Plan Update EIR, January 2013
- Colton Community Services website, <http://www.ci.colton.ca.us/index.aspx?NID=256>, accessed September 2013
- Colton Joint Unified School District website, <http://www.colton.k12.ca.us/education/components/scrapbook/default.php?sectiondetailid=939&linkid=nav-menu-container-4-120808>, accessed September 2013

**Setting**

*Fire Protection*

The Colton Fire Department’s (CFD) service area includes the entire incorporated City of Colton and small unincorporated areas adjacent to the City. CFD’s territory is approximately 19 square miles and is currently divided into four service areas. Emergency medical service is provided by the Emergency Medical Services (EMS) division and American Medical Response (AMR) provides ambulance service to the City. The nearest station to the project site is Station 213 at 1100 S. La Cadena Ave, which is 1.25 miles northeast of the project site. Station 213 is staffed by a captain, engineer, and firefighter/paramedic and is the Heavy Rescue Unit headquarters. The facility is equipped with one fire engine.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Police Protection*

Police services within the City are provided by the Colton Police Department (CPD) which is staffed with 46 sworn officers and 24 non-sworn employees. CPD headquarters are located at the City Hall Campus, 650 North La Cadena Drive in Colton, between East D Street and East E Street, approximately 2.2 miles northwest of the project site.

*Schools*

The project site is located within the boundaries of the Colton Joint Unified School District. The nearest school to the project site is San Salvador Preschool at 471 Agua Mansa Road, approximately 1.15 miles northwest of the project site.

*Parks*

The City of Colton Community Services Department and the County of San Bernardino maintain parks, open space, trails, and community facilities for public use in Colton. The City of Colton Community Services Department maintains 25 parks and recreational facilities, including community centers, neighborhood parks, and shared school facilities. There is an additional 3.2 acres of Edison easements, used as open space along with two trail systems, one of which is a City bike path and the other is the Santa Ana River Trail, which is a regional public resource located to the southeast of the project site across the Santa Ana River.

*Library*

The Colton Public Library’s three facilities provide library services in the City of Colton. The Main Public Library is located at 656 Ninth Street, the Luque Branch Library is located at 294 East O Street, and the Carnegie Building is located at 380 North La Cadena Drive.

*Other Public Facilities*

Other public facilities would consist of public infrastructure such as roads, water and sewer service, storm drains etc. These facilities are evaluated in Section 17, Utilities and Service Systems below.

**Discussion**

- a.i) **Less Than Significant Impact.** The Insurance Services Office (ISO) provides rating and statistical information for the insurance industry in the United States. For planning purposes, the ISO recommends that developed portions of a community should be within 1.5 miles of a fire station equipped with an engine company and within 2.5 miles of a fire station with a ladder equipped engine company. The project site is located 1.25 miles from Station 213, which is equipped with an engine company. Additionally, the project site is located 2.3 miles from Station 211, which is equipped with a ladder engine company. The project site is within the distances recommended by ISO. The project will also implement fire safety features, such as a 26-foot fire lane around the entire building for ease of access to the building, and will be constructed with fire sprinklers. The project would also be required to pay development impact fees to help offset impacts to fire services. Therefore, the project would have a less than significant impact on fire services.
  
- a.ii) **Less Than Significant Impact.** The project would introduce a logistics center in the area which may operate 24 hours a day, and employ up to 300 employees which will be working in shifts during these hours. For purposes of this assessment, the shift count was assumed as follows: day

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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shift - 175 employees, swing (evening) shift - 75 employees and the graveyard (overnight) shift - 50 employees. The project is not expected to have a significant impact on police services since it would not substantially induce population growth in the City. For the purposes of this assessment, the assumption was made that employees are mobile and would live in the City of Colton, but also would live in any of the surrounding cities (Rialto, Riverside, San Bernardino, Fontana, Moreno Valley, etc.) all of which have similar demographics. In addition, the project site would be designed to accommodate emergency access and would not interfere with emergency plans. The project site is designed to have two access points off of Agua Mansa Road, one on the west end of the site and one on the east end (Refer to Figure 6, Site Plan). The access point of the west end of the site will be open for public access. The driveway will split off and trucks will proceed to the scale at the southwest corner of the site and the parking area will be on the left in front of the building. A scalehouse/guardhouse and scales will be at the southwest end of the building. The access point on the east end is proposed for emergency access only and will be gated and include a Knox box. The site will be fully enclosed with fencing parking lot lighting and security lighting. The project would also be required to pay development impact fees to help offset impacts to police services. Therefore, impacts on Police Services would be less than significant.

- a.iii) **Less Than Significant Impact.** Although the project itself would not generate school aged children (no residential use proposed), for planning purposes it is always assumed that a certain percentage of the new employees would reside within the local school district boundaries. Therefore, the project would be responsible for paying school fees for development of the site in the amount of \$0.51/sq. ft. for industrial developments.
- a.iv) **Less Than Significant Impact.** Although the project itself would not generate school aged children (no residential use proposed), for planning purposes it is always assumed that a certain percentage of the new employees would reside in the City of Colton. Some employees may already be residents, but some may be new arrivals. However, impacts to park and recreation facilities are generally considered within the context of residential development and development impacts fees and other fees such as Quimby fees for new park development are focused on residential development projects. Therefore, the project would not impact parks and recreational facilities.
- a.v) **Less Than Significant Impact.** The project would not impact library services since it would not generate substantial population growth in the City. The project would also be required to pay development impact fees for library services.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**15. RECREATION**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Information for this section is from the City of Colton General Plan Housing Element and General Plan Program EIR, 2013.*

**Setting**

The City of Colton Community Services Department and the County of San Bernardino maintain parks, open space, trails, and community facilities for public use in Colton. The City of Colton Community Services Department maintains 25 parks and recreational facilities, including community centers, neighborhood parks, and shared school facilities.

**Discussion**

- a) **Less Than Significant Impact.** The project would employ up to 300 people working three different shifts over a 24-hour period. The project would not substantially induce the amount of population in the area as these employees would be hired from the local workforce in the City of Colton as well as from surrounding cities such as Rialto, Fontana, Moreno Valley and San Bernardino. Therefore, the project is not expected to cause a significant impact to existing park and recreation facilities as families of the employees to be hired are likely using these facilities already.
- b) **No Impact.** The proposed project is not a residential project and does not include a recreational component. The project would not require the construction or expansion of recreational facilities.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**16. TRANSPORTATION/TRAFFIC - Would the project:**

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Information for this section is from the following: Agua Mansa Logistics Center Traffic Impact Analysis (revised), prepared by Kunzman Associates, September 2013 (Appendix H).*

**Setting**

The project site is located at 1350 to 1600 West Agua Mansa Road between Riverside Avenue and Rancho Avenue in the City of Colton. Regional access to the project site is provided by the I-10 Freeway. Local access is provided by various roadways in the vicinity of the site. Figure 10 shows the project site within the larger road network. The east-west roadways which will be most affected by the project include Slover Avenue, Santa Ana Avenue, Jurupa Avenue, Resource/Industrial Drive, and Agua Mansa Road. The north-south roadways which will be most affected by the project include Riverside Avenue and Rancho Avenue. The project will take access to Agua Mansa Road.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Existing and Forecast Traffic Conditions*

The analysis of the traffic impacts from the proposed development and the assessment of the required mitigation measures were based on an evaluation of the existing and forecast traffic conditions in the vicinity of the site with and without the project. The following analysis years were considered in the TIA:

- Existing Conditions (2013)
- Existing Plus Project Conditions
- Project Opening Year Conditions (2016)
- Horizon Year Conditions (2035)

*Definitions of Deficiencies*

The following definitions of deficiencies and significant impacts were developed in accordance with the City of Colton requirements in order to evaluate the proposed project.

The City’s definition of an intersection deficiency is when a peak hour intersection operates at a Level of Service (LOS) E or F. Therefore, the City’s threshold for a intersection operation is LOS D or better.

For freeway facilities, the San Bernardino Congestion Management Program (CMP) controls the definition of deficiency. The CMP definition of deficiency is based on maintaining a Level of Service standard of Level of Service E or better, except where an existing Level of Service F condition is identified in the CMP. A CMP deficiency is, therefore, defined as any freeway segment operating or projected to operate at Level of Service F, unless the segment is identified explicitly in the Congestion Management Program document. Table 15 provides the Level of Service and the delay ranges, in seconds per vehicle, for each level.

**Table 15 - Intersection Level of Service and Delay Ranges**

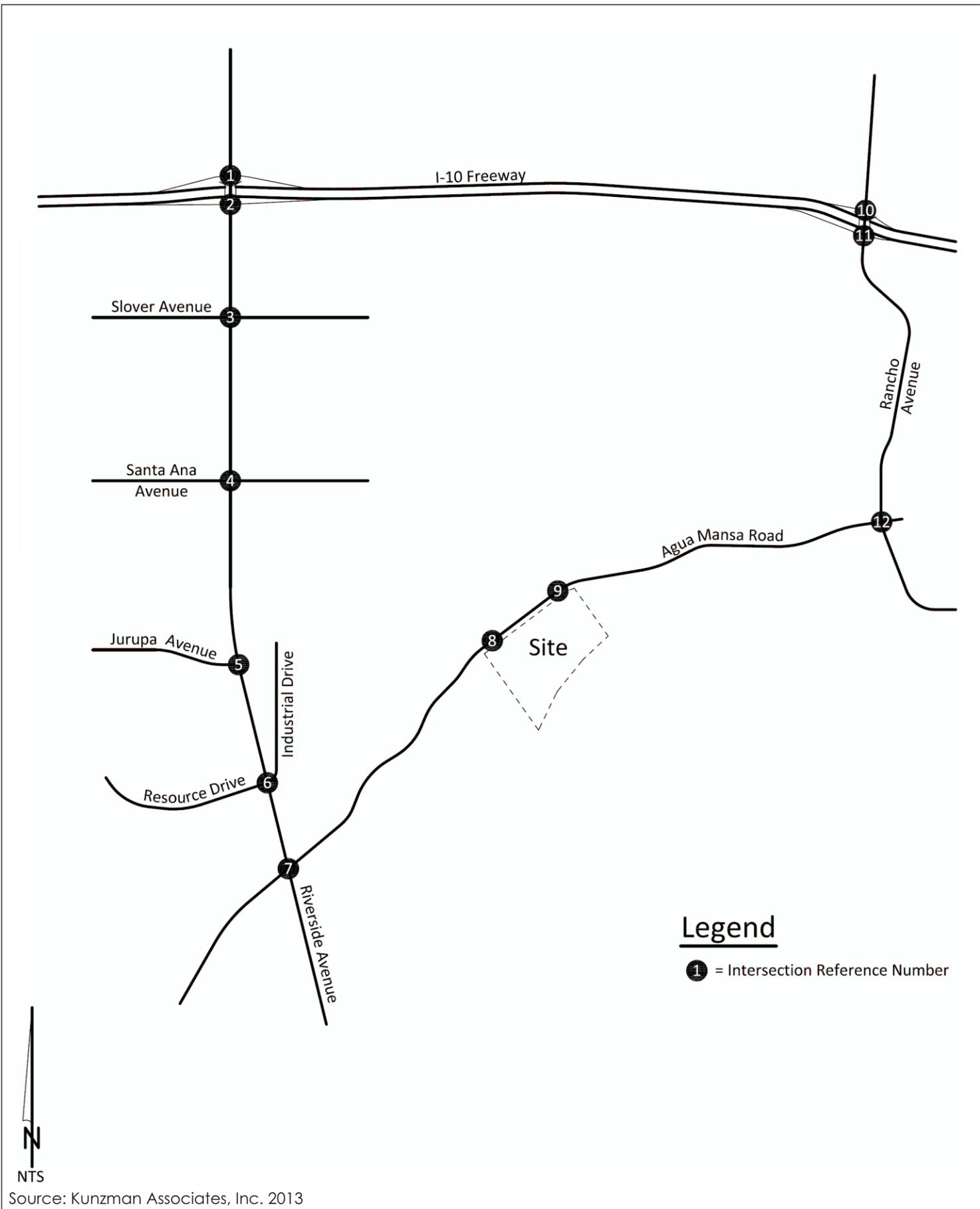
LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to < 35.0	> 15.0 to < 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: 2000 Highway Capacity Manual.

*Definition of Significant Impact*

The City of Colton defines a significant impact on road segments and intersections as a project:

- i) contributing measurable traffic to a roadway; and
- ii) substantially and adversely changing the Level of Service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, and where feasible improvements consistent with the City of Colton General Plan cannot be constructed.



Study Area Intersections  
 Agua Mansa Logistics Center Initial Study

Figure  
 11

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The City of Colton General Plan Circulation Element was adopted in accordance with CEQA requirements, and any roadway improvements within the City of Colton that are consistent with the Circulation Element are not considered a significant impact, so long as the project contributes its “fair share” funding for improvements.

*Existing Intersection Conditions (2013)*

Under existing conditions, all intersections in the project study area operate at LOS C or better except for the intersection of La Cadena Drive and Rancho Avenue which operates at LOS D during Evening Peak Hour, as shown in Table 16.

**Table 16 - Existing Intersection Delay and Level of Service**

Intersection	Traffic Control	Peak Hour Delay/LOS	
		Morning	Evening
Riverside Avenue (NS) at:			
I-10 Freeway WB Ramps (EW)	TS	14.4-B	15.3-B
I-10 Freeway EB Ramps (EW)	TS	15.4-B	17.6-B
Slover Avenue (EW)	TS	20.2-C	20.9-C
Santa Ana Avenue (EW)	TS	19.7-B	19.2-B
Jurupa Avenue (EW)	TS	13.0-B	13.3-B
Resource/Industrial Drive	TS	20.1-C	14.4-B
Agua Mansa Road (EW)	TS	30.4-C	30.4-C
Rancho Avenue (NS) at:			
I-10 Freeway WB Ramps (EW)	TS	15.9-B	14.7-B
I-10 Freeway EB Ramps (EW)	TS	14.9-B	22.4-C
Agua Mansa Road (EW)	TS	15.9-B	17.6-B
La Cadena Drive			
Rancho Avenue (EW)	CSS	12.5-B	26.3-D

Source: Agua Mansa Logistics Center TIA, Kunzman Associates September 2013.

Note: TS = Traffic Signal

*Existing Traffic Signal Warrant Analysis*

A traffic signal appears to currently be warranted at the following study area intersection for existing traffic conditions:

La Cadena Drive (NS) at:  
Rancho Avenue (EW)

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control (January 2012).

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Discussion**

**a) Less Than Significant with Mitigation Incorporated.**

*Construction Traffic*

Short-term construction activities include grading the project site and importing fill. The assumption made for trips associated with import of 130,000 cubic yards of fill from an off-site source location are as follows:

- Trucks with a load capacity of 24 cubic yards will be used to haul fill material.
- Approximately 5,417 inbound and 5,417 outbound truck hauling trips are anticipated.
- The applicant is working with the property owner directly north on Agua Mansa Road to purchase fill material. Therefore, haul trucks will only travel directly across Agua Mansa Road to the subject property.
- No study area intersections will be affected.

Other project construction activities would generate traffic from construction worker travel. Heavy construction equipment would be staged on-site and would not travel to and from the project site on a daily basis. Equipment needs associated with grading activities would include dozers, scrapers, compactors, water trucks, vibratory rollers, and other related heavy-duty equipment.

Generally, construction activity is anticipated to begin at 7:00 AM. In general, the majority of the construction workers are expected to arrive at the construction activity area during off-peak hours (i.e., arrive prior to 7:00 AM). It is anticipated that the majority of the construction workers would remain on-site throughout the day and would not leave the site for lunch via their vehicles.

The number of construction worker vehicles is estimated using the average ridership of 1.135 persons per vehicle per the SCAQMD CEQA Air Quality Handbook. Based on this assumption, the project is not projected to add 50 employee peak hour trips during the morning or evening peak hours, thus no off-site study area intersections are analyzed for short-term construction activities.

To minimize short term impacts associated with construction activities, the applicant will prepare a truck haul route program for the construction at the project site to minimize the impact caused by the hauling of fill material to the project. At a minimum the program will include:

- Days and hours of haul will be approved by the City to mitigate area and peak hour traffic conflicts.
- Limit any potential lane closures to off-peak travel periods. No truck queuing or staging on public streets.
- Schedule receipt of construction materials during non-peak travel periods, to the extent possible.
- Provide flag men at the project entry to Agua Mansa Road. Traffic control measures shall conform to the California Manual of Uniform Traffic Control Devices.
- Require the construction workers to park on the predetermined off-street parking area specified by the applicant.
- Coordinate deliveries to minimize loading and unloading time.
- Other measures as stipulated by the City of Colton Public Works Department.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Long Term Operation

The analysis of traffic impacts associated with the proposed 808,500 square foot high cube warehouse takes into consideration the following scenarios:

- Existing Conditions (2013)
- Existing Plus Project Conditions
- Project Opening Year Conditions (2016)
- Horizon Year (2035)

Project Traffic

Table 17 shows the trip generation rates and passenger car equivalents for the proposed project. These trips were then added to the existing traffic conditions on study area intersections to provide an analysis of Existing Plus Project Intersection Delay and Level of Service. This data is shown in Table 18.

**Table 17 - Project Trip Generation**

Descriptor		Type of Vehicle					Total
		Passenger Car	2 Axle Truck	3 Axle Truck	4+ Axle Truck	Total Trucks	
<b>Land Use:</b>	<b>High Cube Warehouse 808,500 sq ft</b>	<b>79.57%</b>	<b>3.46%</b>	<b>4.64%</b>	<b>12.33%</b>	<b>20.43%</b>	<b>100%</b>
<i>Traffic Generation Rates in trips per Thousand Square Feet</i>							
	Daily	1.337	0.058	0.078	0.207	0.343	1.68
	Morning Peak Hour	0.088	0.004	0.005	0.014	0.023	0.11
	Evening Peak Hour	0.096	0.004	0.006	0.015	0.025	0.12
<i>Traffic Generation in Vehicles</i>							
	Daily	1,081	47	63	167	277	1,358
	Morning Peak Hour	70	3	4	11	18	88
	Evening Peak Hour	77	3	5	12	20	97
<i>Passenger Car Equivalent's</i>							
	(PCE'S) Factor <sup>1</sup>	1.00	1.50	2.00	3.00		
<i>Traffic Generation in PCE's</i>							
	Daily	1,081	71	126	501	698	1,779
	Morning Peak Hour	70	5	8	33	46	116
	Evening Peak Hour	77	5	10	36	51	128

Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Category 152 and Truck Trip Generation Study, City of Fontana, August 2003

Notes: 1. Passenger Car Equivalent factors are recommended by SANBAG.

Existing Plus Project

The Existing Plus Project traffic operations analysis for Opening Year (2016) was completed for the morning and evening peak hour as shown in Table 18. For Existing Plus Project traffic conditions, the

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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study area intersections are projected to operate at an acceptable Levels of Service during the peak hours.

*Other Development Projects*

Table 19 shows a list of other proposed development projects and the daily and peak hour vehicle trips generated by the other development in the study area that were evaluated as part of the traffic study for the proposed project.

**Table 18 - Existing Plus Project Intersection Delay and LOS**

Intersection	Traffic Control	Peak Hour Delay/LOS	
		Morning	Evening
Riverside Avenue (NS) at:			
I-10 Freeway WB Ramps (EW)	TS	14.4-B	15.3-B
I-10 Freeway EB Ramps (EW)	TS	15.4-B	17.7-B
Slover Avenue (EW)	TS	20.3-C	21.0-C
Santa Ana Avenue (EW)	TS	19.7-B	19.2-B
Jurupa Avenue (EW)	TS	13.0-B	13.2-B
Resource/Industrial Drive	TS	20.2-C	14.4-B
Agua Mansa Road (EW)	TS	30.5-C	30.4-C
Rancho Avenue (NS) at:			
I-10 Freeway WB Ramps (EW)	TS	16.1-B	15.2-B
I-10 Freeway EB Ramps (EW)	TS	15.2-B	23.1-C
Agua Mansa Road (EW)	TS	16.3-B	19.2-B
La Cadena Drive			
Rancho Avenue ((EW)			
Without improvements	CSS	12.7-B	28.2-D
With Improvements	TS	12.1-B	23.6-C
<b>New Project Site Access Intersections</b>			
Project East Access (NS) at:			
Agua Mansa Road (EW)	TS	4.9-A	6.7-A
Project West Access (NS) at:			
Agua Mansa Road (EW)	CSS	0.0-A	0.0-A

Source: Agua Mansa Logistics Center TIA, Kunzman Associates September 2013.

Note: TS = Traffic Signal, CSS = Cross Street Stop

The City's list was reviewed and updated to eliminate projects that are currently developed. The remaining projects were then added to Opening Year (2016) traffic volumes and are included in the Table 20 and Table 21.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Opening Year(2016) With and Without the Project*

For Opening Year (2016) the intersection delay and level of service analysis was conducted for two scenarios, With- and Without the proposed project trips. Table 20 shows the Peak Hour Delay and LOS at study area intersections. For the With Project scenario, the project driveways that will provide ingress/egress from Agua Mansa Road are included. Both scenarios include the other development projects listed in Table 19.

For Opening Year, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours Without the Project traffic conditions. However, for Opening Year (2016) with Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours except for the following intersection:

La Cadena Drive (NS) at:  
Rancho Avenue (EW)

As shown in Table 20, this intersection would operate at LOS E during evening peak hours without improvements.

**Table 19 - Other Development Projects in the Study Area**

Project Name	Land Use	Size		Peak Hour Trips		Total Daily Trips
				AM	PM	
Crane	Light Industrial	20,000	sf	19	20	145
Riverside Avenue Warehouse Project	High Cube	300,773	sf	176	182	1,927
Agua Mansa Commerce Center	High Cube	1,066,782	sf	145	139	2,076
Agua Mansa Cold Storage Facility	High Cube	687,071	sf	92	88	1,312
	Industrial Park	75,848	sf	117	118	963
	High Cube	266,932	sf	40	42	579
	Cross Dock	157,049	sf	125	77	2,101
PPD #1966	Concrete Batch Plant	47,000	sf	52	50	1,122
	Office	800	sf	2	2	9
El Rivino	High Cube	269,000	Sf	36	35	514
	Light Industrial	80,000	sf	98	105	748
Oakmont El Rivino	High Cube	3,659,000	sf	2,128	2,223	23,448
Pellisier Ranch	Single Family-detached	1,649	du	1,236	1,665	15,781
	Single Family-attached	1,320	du	580	686	7,735
	Business Park	122.7	ac	2,314	2,066	18,379
	Elementary School	1,100	St	462	0	1,419
	Community Park	25.4	ac	2	2	40
Dexus	Truck Maint. Facility	34.36	ac	348	338	2,385
	Office	17,917	sf	27	26	197
	High Cube	600,046	sf	69	78	1,117
<b>Total</b>				<b>6,954</b>	<b>6,854</b>	<b>72,677</b>

Source: City of Colton Development List, 2013

Notes: sf = square feet, ac = acres, du = dwelling units, st = students.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 20 - Opening Year (2016) Without and With Project Intersection Delay and LOS**

Intersection	Traffic Control	Peak Hour Delay/LOS Without Project		Peak Hour Delay/LOS With Project	
		Morning	Evening	Morning	Evening
Riverside Avenue (NS) at:					
I-10 Freeway WB Ramps (EW)	TS	17.1-B	17.0-B	17.1-B	17.0-B
I-10 Freeway EB Ramps (EW)	TS	17.6-B	25.6-C	17.6-B	25.9-C
Slover Avenue (EW)	TS	25.0-C	30.7-C	25.1-C	30.9-C
Santa Ana Avenue (EW)	TS	20.8-C	21.0-C	20.9-C	21.1-C
Jurupa Avenue (EW)	TS	18.4-B	17.0-B	18.5-B	17.1-B
Resource/Industrial Drive	TS	22.6-C	16.5-B	22.8-C	16.6-B
Agua Mansa Road (EW)	TS	41.9-D	38.8-D	41.9-D	38.9-D
Rancho Avenue (NS) at:					
I-10 Freeway WB Ramps (EW)	TS	17.2-B	15.3-B	17.6-B	15.9-B
I-10 Freeway EB Ramps (EW)	TS	14.9-B	24.6-C	15.3-B	25.9-C
Agua Mansa Road (EW)	TS	16.6-B	19.6-B	17.0-B	21.5-C
La Cadena Drive					
Rancho Avenue ((EW)					
Without improvements	CSS	14.7-B	40.5-E	14.9-B	44.6-E
With Improvements	TS	12.4-B	28.1-C	12.5-B	29.3-C
<b>New Project Site Access Intersections</b>					
Project East Access (NS) at:					
Agua Mansa Road (EW)	TS	N/A	N/A	4.7-A	6.6-A
Project West Access (NS) at:					
Agua Mansa Road (EW)	CSS	N/A	N/A	0.0-A	0.0-A

Source: Agua Mansa Logistics Center TIA, Kunzman Associates September 2013.

Note: TS = Traffic Signal, CSS = Cross Street Stop

*Horizon Year (2035) With and Without the Project*

For the Horizon Year (2035) the intersection delay and level of service analysis was also conducted for two scenarios, With- and Without the proposed project trips. Table 21 shows the Peak Hour Delay and LOS at study area intersections for both scenarios. For Year 2035 Without Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours. For Year 2035 With Project traffic conditions but without improvements, the study area intersections are also projected to operate at an acceptable Levels of Service during the peak hours except for the following intersection:

La Cadena Drive (NS) at:  
Rancho Avenue (EW)

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 21 - Horizon Year (2035) Without and With Project Intersection Delay and LOS**

Intersection	Traffic Control	Peak Hour Delay/LOS Without Project		Peak Hour Delay/LOS With Project	
		Morning	Evening	Morning	Evening
Riverside Avenue (NS) at:					
I-10 Freeway WB Ramps (EW)	TS	14.4-B	15.1-B	14.4-B	15.1-B
I-10 Freeway EB Ramps (EW)	TS	16.4-B	29.4-C	16.4-B	29.3-C
Slover Avenue (EW)	TS	18.6-B	18.2-B	18.8-B	18.3-B
Santa Ana Avenue (EW)	TS	15.1-B	15.3-B	15.1-B	15.4-B
Jurupa Avenue (EW)	TS	9.7-A	14.4-B	9.7-A	14.4-B
Resource/Industrial Drive	TS	19.4-B	12.5-B	19.8-C	12.6-B
Agua Mansa Road (EW)	TS	39.3-D	51.9-D	39.5-D	52.37-D
Rancho Avenue (NS) at:					
I-10 Freeway WB Ramps (EW)	TS	18.5-B	15.0-B	19.0-B	15.7-B
I-10 Freeway EB Ramps (EW)	TS	15.9-B	29.7-C	16.3-B	30.9-C
Agua Mansa Road (EW)	TS	19.4-B	31.5-C	20.2-B	35.2-C
La Cadena Drive					
Rancho Avenue ((EW)					
Without improvements	CSS	99.9-F	99.9-F	99.9-F	99.9-F
With Improvements	TS	22.7-C	40.1-D	23.1-C	42.2-D
<b>New Project Site Access Intersections</b>					
Project East Access (NS) at:					
Agua Mansa Road (EW)	TS	N/A	N/A	1.7-A	3.5-A
Project West Access (NS) at:					
Agua Mansa Road (EW)	CSS	N/A	N/A	0.0-A	0.0-A

Source: Agua Mansa Logistics Center TIA, Kunzman Associates September 2013.

Note: TS = Traffic Signal, CSS = Cross Street Stop

**Traffic Signal Warrants**

The unsignalized intersections were evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the *Manual of Uniform Traffic Control Devices 2003 California Supplement*, dated January 21, 2010.

A traffic signal is currently warranted at the following study area intersection for existing traffic conditions Without Project traffic conditions:

La Cadena Drive (NS) at:  
Rancho Avenue (EW)

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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A traffic signal is projected to be warranted at the following study area intersection for Year 2035 With Project traffic conditions:

Project West Access (NS) at:  
 Agua Mansa Road (EW)

**Mitigation Measures**

The TIA showed that the study area intersections in the future both for Opening Year (2016) and the Horizon Year (2035) would operate at acceptable levels of service with the proposed project except for the intersection of La Cadena Drive and Rancho Avenue which is currently controlled by stop signs. In addition, a traffic signal is warranted at Agua Mansa Road and the future project access.

Mitigation measures have been identified through coordination with City Staff to ensure that project related impacts to the road network would be less than significant. The applicant will be required to make improvements to Agua Mansa Road as follows:

- TIA-1** The project proponent shall construct Agua Mansa Road from the west project boundary to the east project boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.
- TIA-2** During construction, and prior to issuance of an occupancy permit, the project proponent shall install a traffic signal at the project’s west access at Agua Mansa Road to the satisfaction of the City Engineer.
- TIA-3** Sight distance at each project access shall be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading, landscaping, and street improvement plans to ensure that sight distance is not compromised by proposed improvements.

In addition, the following mitigation measure is required for the intersection of La Cadena Drive and Rancho Avenue:

- TIA-4** The project proponent shall pay the fair share contribution to the intersection improvements at La Cadena Drive and Rancho Avenue which may include signaling the currently stop-controlled intersection as well as other improvements such as constructing dedicated turn lanes to be determined in consultation with the City Engineer.

- b) **Less Than Significant Impact With Mitigation Incorporated.** See response to 16.a above.
- c) **No Impact.** The project site is located approximately 13 miles east of the Ontario International airport and approximately 6 miles southwest of the San Bernardino airport (former Norton Air Force Base) and is not located within an Airport Land Use Plan area.
- d) **Less Than Significant Impact With Mitigation Incorporated.** See response to 16.a above with regard to improvements to Agua Mansa Road and the installation of a traffic signal at the project’s

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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west access as well as the project’s fair share contribution to intersection improvements at the intersection of La Cadena Drive and Rancho Avenue.

- e) **Less Than Significant Impact.** The on-site circulation has been designed so that all vehicles enter the site, enter through the west access gate, circulate around the site and exit through the same access gate. Emergency access and circulation around the site are shown on the project site plan (Figure 5) A 26-foot wide fire lane will be developed around the site with ingress/egress through both the west and east gates. In order to clearly show this fire lane, it is delineated in red on Figure 5.
- f) **Less Than Significant Impact With Mitigation Incorporated.** The project proponent will implement mitigation measure AQ-4 which requires that future tenants of the proposed project to institute a ride sharing program that is open to all employees. This is in line with the recently adopted General Plan Update which included a number of policies for alternative transportation options. Specifically, Policy M-3.8 reads as follows:

**Policy M-3.8:** Require new developments of more than 100 employees (per building or per tenant/company) to develop Transportation Demand Management (TDM) programs to minimize automobile trips and to encourage use of transit, ridesharing, bicycling, and walking.

Related to this policy are other policies listed below would assist with the implementation of the project’s TDM program

*Policies on Bicycling*

**Policy M-1.3:** Require all new nonresidential, mixed-use, and large-scale residential development projects, through the development review process, to include public transit, bicycle, and pedestrian facilities.

**Policy M-2.8:** Add bicycle amenities and facilities to new projects and at existing activity centers.

**Policy M-2.9:** Condition discretionary projects to require bicycle amenities such as bike racks and secure storage areas.

*Policies on Transit*

**Policy M-2.3:** Require that private development projects provide transit amenities, including bus stops that meet Omnitrans’ bus stop design guidelines.

**Mitigation Measures**

Implementation of Mitigation Measure AQ-4 (see Section 3 – Air Quality) which requires that future tenants of the proposed project to institute a ride sharing program that is open to all employees. Implementation of this measure through the adoption of General Plan policies outlined above would ensure that impacts would be less than significant.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**17. UTILITIES AND SERVICE SYSTEMS - Would the project:**

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The information in this section was gathered from the following sources:

- City of Colton Water and Wastewater Department website, <http://www.ci.colton.ca.us/index.aspx?NID=638>, accessed September 2013
- City of Colton General Plan Update Draft EIR, January 2013
- City of Colton Refuse and Recycling website, <http://www.ci.colton.ca.us/index.aspx?NID=465>, accessed September 2013.

**Setting/Discussion**

a) **Less than Significant Impact.** *Wastewater Services* - The City of Colton owns and operates a secondary wastewater treatment plant located at 1201 S. Rancho Ave, in the City of Colton, east of the project site. The Colton water reclamation facility (CWRP) accepts domestic, commercial, and industrial wastewater generated within the cities of Colton, Grand Terrace, and some unincorporated areas of San Bernardino County. The total population discharging to the CWRP is

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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estimated at 65,867 with average daily flows of 5.6 million gallons per day (MGD). The facility treats an average daily flow of 5.6 million gallons per day (MGD). The CWRP is designed to treat a maximum of 10.4 MGD. After treatment, the wastewater is directed west to the Rapid Infiltration-Extraction (RIX) Facility that is jointly owned by the cities of Colton and San Bernardino where the wastewater undergoes additional (tertiary) treatment before being discharged to the Santa Ana River. The discharge is permitted by the State under conditions in the Waste Discharge Requirements set forth in Order No. R8-2006-0052 (NPDES Permit No. CA8000304).

Under extreme “wet weather” conditions the CWRP is permitted to discharge secondary treated wastewater directly to the Santa Ana River by the State under conditions specified in Order No. R8-2005-0075 (NPDES Permit No. CA0105236). The City’s Wastewater Department is also responsible for operating and maintaining over 100 miles of sewer collection system pipelines and the lift stations that pump waste water to the Water Reclamation Facility for treatment.

The City of Colton 2009 Sewer System Management Plan describes measures to provide effective management, operation, and maintenance of sanitary sewer systems based on the 1997 Wastewater System Master Plan that evaluated the capability of the City’s wastewater collection system and pumping system to provide service through the year 2015. These plans are base on existing and future land uses in the City as outlined in the General Plan. The project site and vicinity are designated for industrial uses and as such, these projections included buildout of industrial uses. As discussed below in Water Services, using a water use rate of 1,500 gallons per day per acre, the proposed project would use approximately 63,000 gallons per day. Assuming that up to 25 percent of that water usage is for landscape irrigation (15,750 gallons), the wastewater generation rate with the maximum number of employees of 300, the project could generate approximately 47,250 gallons per day. This represents approximately 0.008 percent of the total average daily flows to the CWRP. Therefore, the project’s impact on the City’s wastewater treatment system would be less than significant.

- b) **Less Than Significant Impact.** *Water Services* - The site is currently served by the City's Water Department. The City is situated on one of the largest potable aquifers in the State of California; 100 percent of the City's water comes from deep water wells. The City’s existing potable water system facilities consist of 15 wells, 5 main booster pumping plants, 9 water storage reservoirs, 2 pressure reducing facilities, and over 120 miles of water transmission and distribution pipelines.

The proposed 808,500 square foot high cube warehouse is not a typical industrial use in that by definition, it will be used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. Therefore, water usage would be limited to landscape irrigation, restrooms and an employee kitchen. Using a generation rate of 1,500 gallons per day per acre (typical light industrial use with no manufacturing), the proposed project would require 63,000 gallons per day.

According to the San Bernardino Valley Regional Urban Water Management Plan, Colton Water District delivered 10,402 acre-feet in 2009 to residential, commercial, and other uses. Total water use in the Water District’s service area in 2015 is estimated to be approximately 12,840 acre feet and 11,555 acre feet, with an assumption of 10 percent savings with the implementation of water conservation measures. The project’s 63,000 gallons per day represents approximately 70 acre feet

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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per year or approximately 0.005 percent of the projected service area needs. Therefore, the project’s impact on the City’s wastewater treatment system would be less than significant. The project proponent has indicated that the building will be a LEED certified building so it is likely that the amount of water usage will be less with the installation of drip irrigation systems, waterwise landscaping, and water efficient restroom and kitchen fixtures.

- c) **Less Than Significant Impact.** *Stormwater Services* - See discussion in Section 9, Hydrology and Water Quality.
- d) **Less Than Significant Impact.** *Sufficient Water Supply* – See response to 17.b above.
- e) **Less Than Significant Impact.** *Sufficient Wastewater Capacity* – See response to 17.a above.
- f) **Less Than Significant Impact.** *Landfill Capacity* - Solid waste collection and disposal within the City are provided by Colton Disposal, a division of Republic Services. In addition to providing The proposed project will be developed with an on-site storm drain system including a detention/water quality basin to treat and release stormwater that ensures that no increase in runoff from the site occurs. Residential, commercial, and trash hauling and recycling services are provided. Curbside residential services include pickup of non-recyclable, recyclable, and yard wastes. Commercial customers may be provided with a three cubic yard (CY) container or more to handle operational wastes. Colton Disposal also offers 15 CY and 30 CY containers for larger disposal needs, such as those associated with construction projects. Compactors and balers are also available for businesses using large quantities of cardboard, such as supermarkets and large retailers. Commercial solid waste is sorted by Colton Disposal at its processing facility where recyclables are removed from the waste stream prior to being transported to a landfill. In addition, Colton Disposal operates a public disposal center at 2059 E. Steel Road in Colton.

These efforts by the Colton Disposal are in response to the State’s source reduction and recycling requirements as mandated in the Integrated Waste Management Act of 1989 (AB 939) mandated that 50 percent of all solid waste be diverted from landfills by 2000. Most jurisdictions, including the City of Colton have met that requirement. Now the State is considering a 75 percent diversion rate by 2020. Projects such as the Agua Mansa Logistics Center will likely generate waste paper and cardboard associated with breaking up large shipments into smaller components for reshipment to retailers or other users. Therefore, the proposed project would be subject to the City’s recycling requirements and the project’s impact on solid waste and landfill capacity would be less than significant.

- g) **Less Than Significant Impact.** *Compliance with Solid Waste Regulations* – See response to 17.f above.

ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**18. MANDATORY FINDINGS OF SIGNIFICANCE:**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) Less Than Significant With Mitigation Incorporated.**

*Biological Resources*

The project has the potential to impact nesting birds that are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) and CDFG Code sections 3503, 3503.5, and 3800 which prohibits take, possession, or destruction of birds, their nests or eggs. Although no nesting birds were incidentally observed during the field survey conducted on the subject site in April 2013, if it were later determined that active nests of any of special-status or native species would be lost or indirectly impacted as a result of grading or construction activities, it could result in adverse impacts and would be in conflict with these regulations. Therefore, mitigation measures are required to ensure that no nesting birds are harmed during development of the project site. Mitigation measures are outlined below.

*Western burrowing owl (BUOW).* No direct observations or BUOW sign (feathers, pellets, fecal material, prey remains, etc.) were recorded during the field survey. However, several California ground squirrel burrows potentially suitable to accommodate BUOW were recorded on site. None of the potential burrows inspected during the survey effort were determined to be currently occupied or recently used by BUOW based on the lack of owl observations and absence of sign around burrow entrances. However, although the site has been exposed to long-standing disturbances, the BUOW (low-moderate occurrence potential outside areas routinely exposed to paintball activities) often occur in less than optimal and/or disturbed conditions. While this species

is not protected by State or federal endangered species acts, burrowing owls (and other native avian species) are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) and CDFG Code sections 3503, 3503.5, and 3800 which prohibits take, possession, or destruction of birds, their nests or eggs (in particular raptor species such as BUOW). If it were later determined that active nests of BUOW (or other native species) would be lost as a result of site-preparation, it could result in CEQA significant adverse impacts and would be in conflict with these regulations.

The following mitigation measures shall be implemented prior to any site disturbance activities:

*Nesting birds -*

**BIO-1** If construction activities (e.g., tree removal, clearing and grubbing, grading) are to be conducted during the nesting season, a nesting bird survey shall be conducted prior to and site disturbing activities to determine if active nests are present in the construction zone or within an appropriate buffer area as part of project approval. For example, a 500-foot buffer to reduce potential indirect impacts may be required from the Santa Ana River (or other riparian habitat) where least Bell's vireo may be actively nesting. Often the most effective manner in which to establish these buffer areas is to have a biological monitor present during demolition and grubbing. Development activities performed outside of the avian breeding season (generally September 1 to January 31) usually eliminates the need to conduct pre-activity nesting surveys for most native species known from the site vicinity, and ensure that there were no constraints to construction relative to the MBTA/CDFG code. Compliance with the MBTA/CDFG codes would be necessary prior to development; however no special permit or approval is typically required in most instances.

*Burrowing owls -*

**BIO-2** If site preparation activities occur within potential BUOW habitat, a pre-construction burrowing owl/Initial Take Avoidance Survey conducted no less than 14 days prior to initiating ground disturbance activities using the recommended methods described in the 2012 CDFW Staff Report on Burrowing Owl Mitigation is required by CDFW to determine if active nests of species protected by the MBTA and/or CDFW codes are present in the construction zone for CEQA compliance and to subsequently evaluate appropriate measures that may reduce potential adverse project-related impacts.

**BIO-3** If evidence of burrowing owl occupation is found on the project site implementation of avoidance and minimization measures would be triggered on the site where project activities would occur. The project biologist shall prepare a program that meets the requirements of the CDFW Staff Report and shall include but not be limited to the following elements:

- i. The development of avoidance and minimization approaches would be informed by monitoring the burrowing owls. Burrowing owls may re-colonize a site after only a few days. Time lapses (i.e. construction delays) between project activities would trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance (CDFG 2012).
- ii. Avoidance of areas where eggs or fledglings are discovered in any owl burrow or native nest, these resources cannot be disturbed (pursuant to CDFW guidelines) until

the young have hatched and fledged (matured to a stage that they can leave the nest on their own).

- iii. Take of active nests should always be avoided. If owls must be moved away from the disturbance area, *passive* relocation techniques (where applicable outside of the breeding season before breeding behavior is exhibited and after the burrow is confirmed empty by site surveillance) should be used rather than trapping (2012 CDFG Staff Report). If burrow exclusion and/or burrow closure is implemented, BUOWs should not be excluded from burrows unless or until: (1) a Burrowing Owl Exclusion Plan is developed and approved by the applicable local CDFG office; and (2) permanent loss of occupied burrow(s) and habitat is mitigated in accordance with the Mitigating Impacts (CDFG 2012).

### *Cultural Resources*

Sites located on the project site were determined to not sites qualify as historic resources and therefore the proposed project would not adversely impact them. However, the site of the former Agua Mansa village and the Agua Mansa ditch are important local historical resources and the portions of the project site overlapping these recorded sites are considered to be sensitive for subsurface archaeological remains that may be of historic significance. The following mitigation measures are recommended to reduce impacts to archaeological resources to less than significant.

**CR-1** Due to the heightened sensitivity for possible subsurface deposits of historic-period cultural remains, earth-moving operations within the boundaries of the Agua Mansa village site and along the course of the Agua Mansa Ditch shall be monitored by a qualified archaeologist. This measure shall appear as notes on any plans that call for site disturbance including but not limited to the grading plan, and any utility plans that would require excavation in the sensitive area.

**CR-2** Prior to commencement of any site disturbing activities such as importing and stockpiling soil, clearing and grubbing, or grading the may occur in the area around the alignment of the Agua Mansa Ditch, trenching across the alignment of the Agua Mansa Ditch should be implemented to ascertain the presence or absence of subsurface remains of the Ditch. Note: this would not preclude site disturbing activities from occurring in other areas of the project site that are not sensitive for archaeological resources.

### *Paleontological Resources*

Appendix I of the Initial Study includes a series of exhibits from the recently certified General Plan EIR (2013). As shown on the City's General Plan EIR Exhibit 4.6-2, the project site is located in an area made up of recent wash deposits (Qw3) and young axial-channel deposits (Qya3). The City's General Plan EIR states that these geologic units have a high potential for containing paleontological resources. The project proponent proposes to grade the entire site and to overexcavate to a depth of five feet below the surface in some areas. In addition, trenching for utilities would also occur in various locations around the site. An underground storm water storage system and storm water basin will also be constructed below ground surface in the southern corner of the site. The project is not likely to encounter paleontological resources over the majority of the site; however, the likelihood to encounter resources during construction of the storm water components and utility trenching of the project site is higher. For this reason and due to the sensitivity of the geologic units found at the site, mitigation measures will be implemented to reduce impacts to less than significant levels.

**CR-3** A qualified paleontologist shall conduct a review of the project site grading plans and submit a monitoring program to the satisfaction of the Development Services Director, that will outline the measures to be implemented in case any fossils are exposed during grading. Monitors shall be equipped to salvage fossils, if encountered, as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall also be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens, if they are encountered. Should significant paleontological resources be discovered, paleontological recovery, identification, and curation shall be implemented.

It is unlikely that human remains will be found during construction activities. However, in the event human remains are encountered, the project developer is required to comply with State of California Public Resources Health and Safety Code Section 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site.

**CR-4** As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code shall be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for the treatment and disposition of the remains.

Given required compliance with state regulations that detail the appropriate actions necessary in the event human remains are encountered, impacts associated with the project would be less than significant with implementation of measure **CR-4**.

- b) **Less Than Significant Impacts.** The proposed project was evaluated for its cumulative contribution to impacts on the environment for all of the environmental issues outlined in the checklist and the project was found to not contribute to the cumulatively considerable impact.
- c) **Less Than Significant With Mitigation Incorporated.** The findings of the environmental checklist were that the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly that could not be mitigated to less than significant levels. The following mitigation measures, in addition to those outlined in Section 18.a above would ensure that the project’s potential impacts would be reduced to less than significant levels.

#### *Aesthetics*

To ensure that light and glare impacts do not adversely affect drivers on Agua Mansa Road or other adjacent properties the following mitigation measure shall be implemented:

**AES-1** Prior to issuance of building permits, the project proponent shall conduct a lighting study that will show that light spillover from proposed parking lot and wall lighting will not leave the property to the satisfaction of the Development Services Director. In addition, the

project proponent shall provide evidence on construction drawings, that the glass panels to be used in the office areas of the building will be non-glare.

#### *Air Quality*

Construction-related criteria pollutant emissions for each phase would be less than significant with the implementation of SCAQMD Rule 403 for the application of best available dust control measures (mitigation measures **AQ-1** and **AQ-2**).

**AQ-1** The project applicant shall require that the demolition, site preparation, and grading contractors comply with SCAQMD Rule 403 minimum requirements for controlling fugitive dust.

**AQ-2** The project applicant shall require that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

Operational-related impacts would be less than significant with implementation of the following mitigation measures.

**AQ-3** The project applicant shall provide a sidewalk along the property frontage onto Agua Mansa Road.

**AQ-4** The project applicant shall require that any future tenants institute a ride sharing program that is open to all employees and shall consist of a kiosk or board that details information on ride sharing and identifies an employee in charge of the ride sharing program, who is responsible for coordinating employees interested in participating in the program.

**AQ-5** The project applicant shall install a compressed natural gas (CNG) filling station on-site (slow fill or fast fill) and shall require all equipment that is operated exclusively on-site such as yard trucks and forklifts to be powered by CNG or electricity. In addition, the project applicant shall provide information to future tenants about the economic and environmental benefits of using vehicles that operate on CNG.

#### *Geology and Soils*

The Geotechnical Investigation prepared for the proposed project included a number of recommendations for grading and construction to mitigate impacts associated with liquefaction. These are incorporated into mitigation measure **GEO-1** so that all relevant recommendations appear as notes on all grading and construction plans/drawings to be implemented by the appropriate contractors to the satisfaction of the City Engineer.

**GEO-1** All grading plans, utility plans, construction and landscape plans shall include the relevant recommendations as set forth in the Geotechnical Investigation prepared for the project entitled "Geotechnical Investigation and Liquefaction Evaluation, Proposed Agua Mansa Logistics Center, SWC of Agua Mansa Road and West Cartier Lane, Colton, California for Howard Industrial Partners", prepared by Southern California Geotechnical, Inc, May 2013, unless a subsequent geotechnical evaluation supersedes this report.

### *Greenhouse Gas Emissions*

Mitigation Measures **AQ-3**, **AQ-4**, and **AQ-5** have been included in the mobile source GHG emissions calculations. Measure **AQ-3** requires the applicant to provide sidewalks along the property frontage onto Agua Mansa Road. Measure **AQ-4** requires future tenants of the proposed project to institute a ride sharing program that is open to all employees. Measure **AQ-5** requires that the applicant install a CNG filling station on the project site and requires that all trucks and equipment that operate exclusively on-site be powered by either electricity or natural gas.

### *Hazards and Hazardous Materials*

One pole-mounted transformer was observed in the parking lot at the eastern end of the project site. Some transformers are known to contain PCB-contaminated dielectric fluids. Without testing, it is impossible to ascertain whether this particular transformer contains PCBs. Additionally, there was no evidence of any leakage from the transformer. As the project site is developed it will be the responsibility of the Utility to remove the transformer and any fluid spilled during removal, but it will be the responsibility of the project developer to coordinate with the Utility to implement this.

**HAZ-1** Prior to issuance of an occupancy permit for the project, the project proponent shall coordinate with the City of Colton to evaluate the condition of the electrical transformer located on the east side of the project site and determine if the transformer should be removed or replaced.

### *Hydrology and Water Quality*

Existing requirements under the adopted WDRs for the County of San Bernardino and its permittees, and the additional oversight by the City of Colton through its adopted WQMP procedures, for the preparation and implementation of a construction SWPPP and a project specific WQMP, will ensure that the proposed project would not violate any water quality standards or waste discharge requirements.

**HWQ-1** Construction BMPs outlined in the SWPPP and operational BMPs outlined in the project's WQMP will ensure that pollutants associated with construction and operations will be controlled and no further mitigation is required.

### *Traffic and Circulation*

The TIA showed that the study area intersections in the future both for Opening Year (2016) and the Horizon Year (2035) would operate at acceptable levels of service with the proposed project. Mitigation measures have been identified to ensure that project related impacts to road network would be less than significant. The applicant will be required to make improvements to Agua Mansa Road as follows:

**TIA-1** The project proponent shall construct Agua Mansa Road from the west project boundary to the east project boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

**TIA-2** During construction, and prior to issuance of an occupancy permit, the project proponent shall install a traffic signal at the project's west access at Agua Mansa Road to the satisfaction of the City Engineer.

- TIA-3** Sight distance at each project access shall be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading, landscaping, and street improvement plans to ensure that sight distance is not compromised by proposed improvements.
- TIA-4** The project proponent shall pay the fair share contribution to the intersection improvements at La Cadena Drive and Rancho Avenue which may include signaling the currently stop-controlled intersection as well as other improvements such as

## Chapter 4 List of Preparers

### **City of Colton**

Mark Tomich, Development Services Director

Mario Suarez, Senior Planner

Dan Coleman, Contract Planner

Reggie Torres, Senior Engineer

### **The Altum Group**

Nancy M. Ferguson, Environmental Planning Manager

Cheri Flores, Assistant Project Manager

### **RBF**

Tom McGill, PhD, Senior Biologist

Review of Habitat Assessment

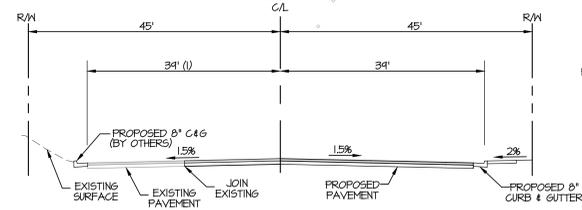
### **Mestre Greve**

Fred Greve, P.E., Senior Engineer

Review of Air Quality, GHG and Health Risk Assessment

**Attachment 5**  
**Plans and Renderings**

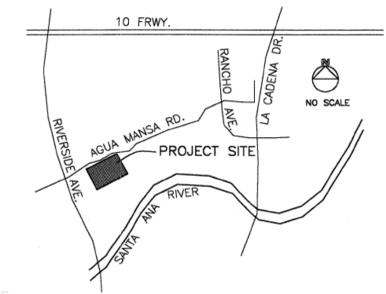
TYPICAL STREET SECTION



TYPICAL SECTION AGUA MANASA ROAD

MAJOR ARTERIAL  
N.T.S.

VICINITY MAP



KEYNOTES

1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE FACILITY. BUILDING TO BE DESIGNED FOR MIN. 90 MPH WINDS WITH 104 MPH GUSTS.
2. PAINTED CONCRETE TILT-UP MAINTENANCE BUILDING.
3. SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL INTERIOR PERIMETERS.
4. TYPICAL STANDARD PARKING STALL MIN. 9' X 20' (OR 18' + 2' OVERHANG) - STRIPE PER STANDARDS.
5. GUARD SHACK STRUCTURE PAINTED TO MATCH MAIN BUILDING.
6. ACCESSIBLE BUILDING ENTRY WITH ADJACENT BICYCLE RACKS.
7. PAVED TRUCK YARD.
8. DOCK HIGH TRUCK DOOR. SEE ELEVATIONS FOR ADDITIONAL INFO.
9. GRADE LEVEL RAMP DOOR. SEE ELEVATIONS FOR ADDITIONAL INFO.
10. 3' X 7' METAL EXIT DOOR.
11. ON SITE ACCESSIBLE SIDEWALK AND CURB RAMPS.
12. NEW CURB CUT PER STANDARDS WITH DECORATIVE CONCRETE PAVING AS SHOWN. DECORATIVE PAVING TO EXTEND 30' BEHIND R.O.W.
13. 8'-0" HIGH CHAIN LINK FENCE ALONG INTERIOR PROPERTY LINES. 6'-0" STEEL TUBULAR FENCE WITHIN 100' OF THE STREET FRONTAGE (SEE KEYNOTE #16).
14. NEW 10'-0" HIGH PAINTED CONCRETE TILT-UP SCREEN WALL ALONG STREET FRONTAGE.
15. ROLLING / SWINGING TUBULAR STEEL SECURITY GATE WITH KNOX BOX FOR FIRE DEPARTMENT ACCESS.
16. 8'-0" BLACK HIGH TUBULAR STEEL FENCE WHERE NOTED.
17. APPROX. SITE LIGHT STANDARD LOCATION. APPROX. 25 FT. HIGH POLE ON 4" HIGH CONCRETE BASE. POLES AND FIXTURES ARE WHITE. LED LIGHT SOURCE.
18. OUTDOOR LUNCH / BREAK PATIO FOR FACILITY EMPLOYEES. SHADE TREES AND SHADING STRUCTURE TO BE PROVIDED. SEE LANDSCAPE DRAWINGS.
19. 25' X 50' EASEMENT FOR ELECTRICAL SERVICE SUB-STATION. SEE CIVIL DRAWINGS.
20. CONCRETE RETAINING WALL - HEIGHT AS NOTED PER CIVIL DWNGS.

PROJECT DESCRIPTION

A DISTRIBUTION WAREHOUSE FACILITY CONSISTING OF A WAREHOUSE, MAINTENANCE FACILITY AND GUARD BOOTH TOTALING 186,690 SF ON 40.87 ACRES.

**OWNER / DEVELOPER:**  
LBA REALTY LLC  
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IRVINE, CA 92612  
PHONE: 949-955-9340  
E-MAIL: MICHAELDEARMEY@LBAREALTY.COM  
CONTACT: MICHAEL DEARMEY

**ARCHITECT:**  
RGA, OFFICE OF ARCHITECTURAL DESIGN  
15231 ALTON PARKWAY, SUITE 200  
IRVINE, CA 92618  
PHONE: 949-341-0920  
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CONTACT: DENNIS RODY

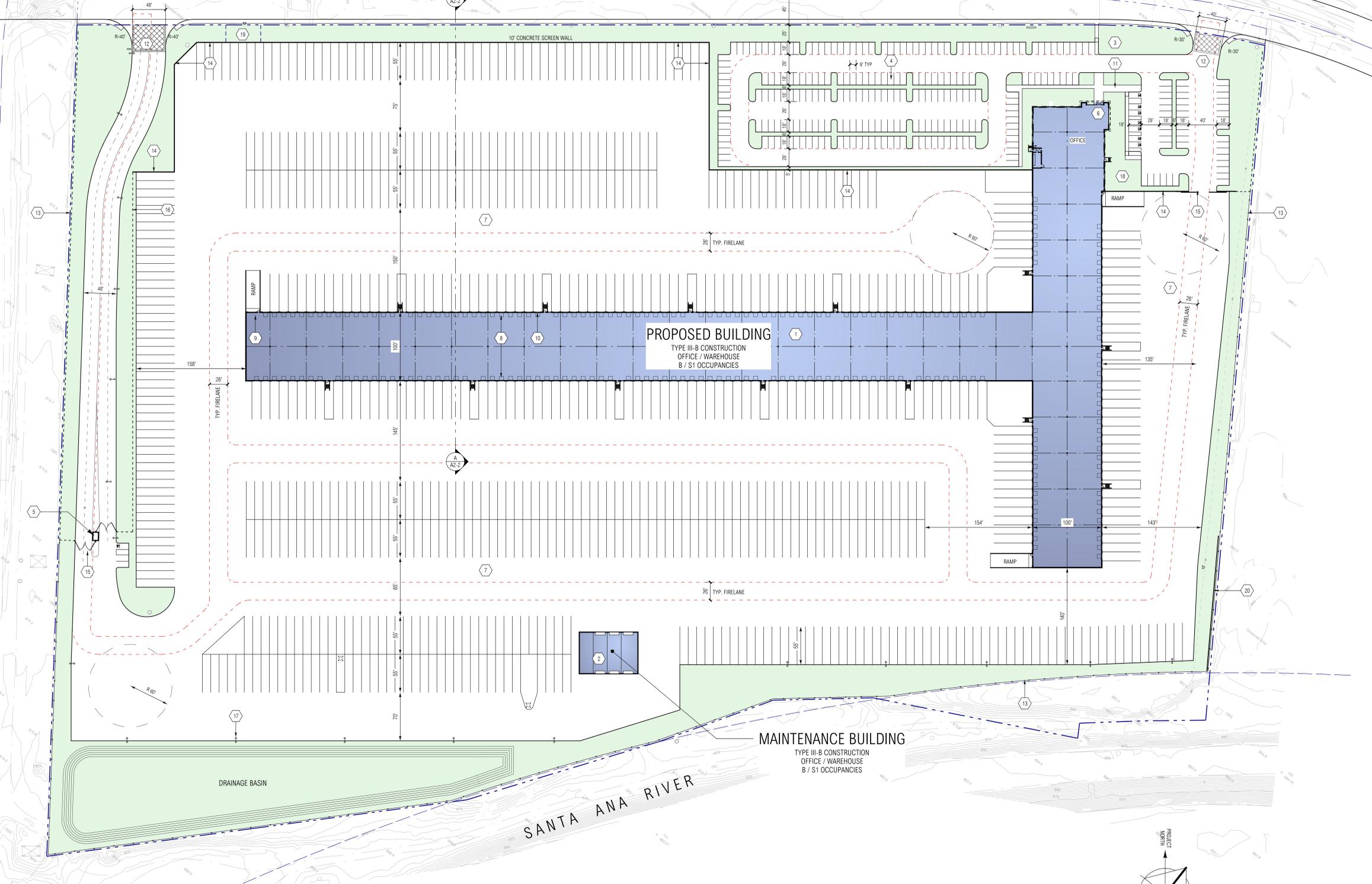
**CIVIL ENGINEER:**  
MICHAEL BAKER INTERNATIONAL  
40810 COUNTY CENTER DRIVE, SUITE 100  
TEMECULA, CA 92591  
PHONE: 951-675-8042  
E-MAIL: FRANCISCO.MARTINEZ@MBAKERINTL.COM  
CONTACT: FRANCISCO MARTINEZ

PROJECT DATA

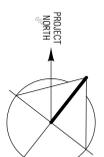
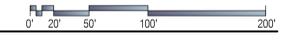
<b>SITE AREA:</b>	
GROSS	1,858,705 SF / 42.67 AC
NET (EXCLUDES STREET DEDICATION)	1,780,424 SF / 40.87 AC
<b>BUILDING AREA:</b>	
MAIN BLDG GROUND FLOOR	180,336 SF
MAIN BLDG MEZZANINE	0 SF
MAINTENANCE BLDG GROUND FLOOR	5,040 SF
MAINTENANCE BLDG MEZZANINE	1,200 SF
GUARD HOUSE	150 SF
TOTAL	186,726 SF
<b>COVERAGE:</b>	
	10.48 %
<b>PARKING REQUIRED:</b>	
8,000 SF OFFICE (1/300)	27 STALLS
0-10K SF WAREHOUSE (1/1000)	10 STALLS
10K SF + WAREHOUSE (1/2000)	85 STALLS
TOTAL REQUIRED	122 STALLS
<b>PARKING PROVIDED:</b>	
	282 STALLS
<b>LANDSCAPE PROVIDED (INCLUDES BASINS):</b>	
	287,540 SF / 15.03 %
<b>DOCK HIGH DOOR POSITIONS:</b>	
	209 DOCKS
<b>TRAILER PARKING POSITIONS 12' X 55':</b>	
	533 TRAILERS

AGUA MANASA ROAD

EXISTING CHANNEL



SITE PLAN  
SCALE: 1" = 60'-0"



**RG A**  
Office of Architectural Design  
15231 Alton Parkway, Suite 100  
Irvine, CA 92618  
T 949-341-0920  
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

**AGUA MANSA LOGISTICS CENTER**  
1600 W AGUA MANASA ROAD  
COLTON, CALIFORNIA

**HOWARD INDUSTRIAL PARTNERS**  
155 NORTH RIVERVIEW DRIVE  
ANAHEIM, CA 92808  
714-769-9155  
TIM HOWARD

**LBA REALTY**

LBA REALTY LLC  
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IRVINE, CA 92612  
CONTACT: MICHAEL DEARMEY  
949-955-9340

CD	BID	PC	DD	SD	MARK	DATE	DESCRIPTION
				10/27/2015			SCHEMATIC DESIGN

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CAD FILE NAME:	14022-04-A1-1
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CHKD BY:	DR
COPYRIGHT	RG A, OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE	OVERALL SITE PLAN

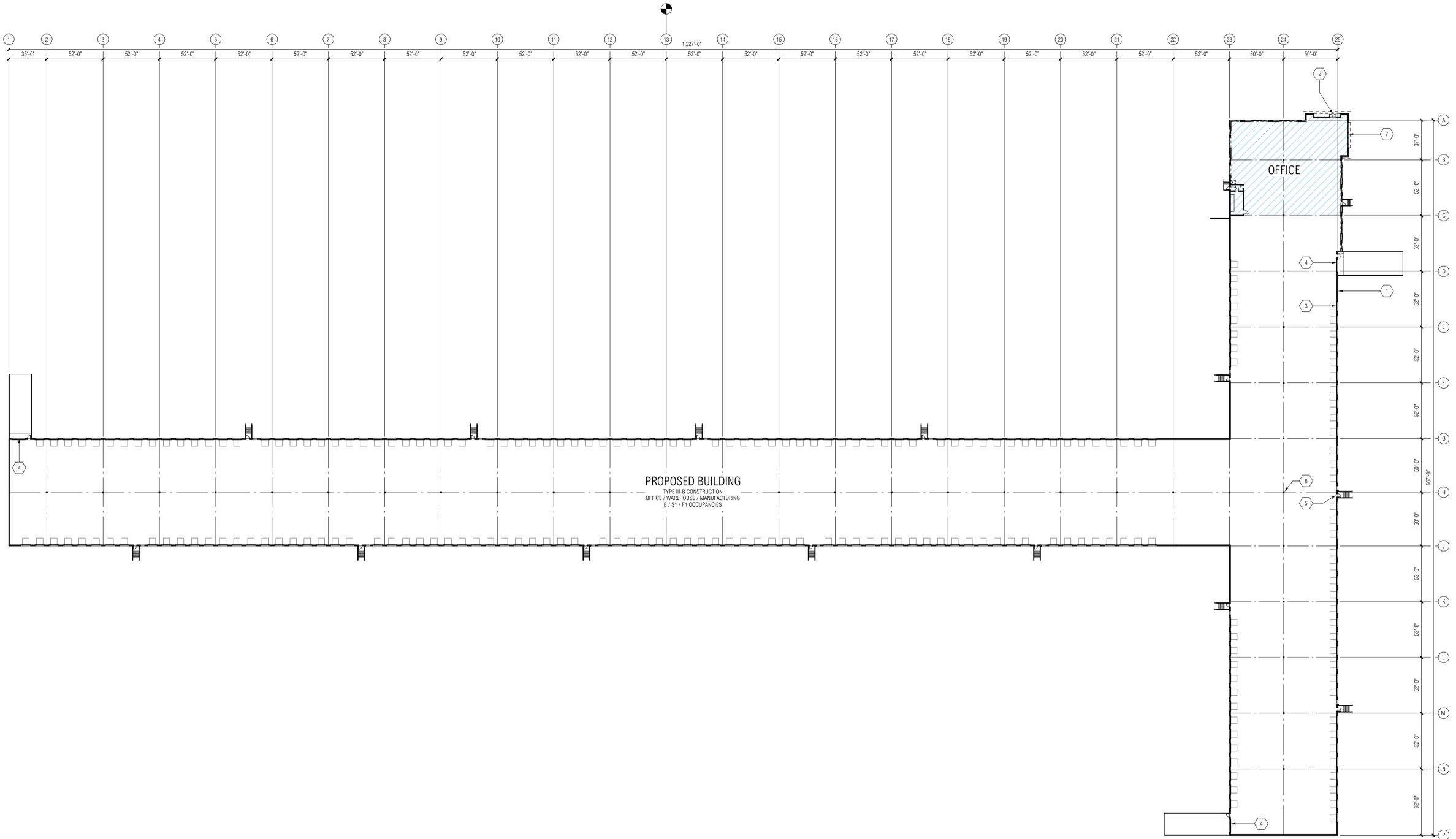
**AGUA MANSA  
LOGISTICS CENTER**

1600 W AGUA MANSA ROAD  
COLTON, CALIFORNIA

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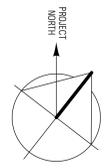
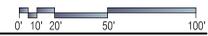


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**FLOOR PLAN**

SCALE: 1" = 40'-0"



**KEYNOTES**

- 1. PAINTED CONCRETE TILT-UP EXTERIOR WALL STRUCTURE.
- 2. PRIMARY ENTRANCE.
- 3. PAINTED DOCK HIGH METAL TRUCK DOORS.
- 4. PAINTED GRADE LEVEL METAL TRUCK DOORS.
- 5. PAINTED 3' X 7' METAL ACCESS MAN DOORS.
- 6. STRUCTURAL BUILDING COLUMN.
- 7. STOREFRONT GLAZING SET IN CLEAR ANODIZED ALUMINUM 2" X 4 1/4" MIN. OFF-SET GLAZING SYSTEM.

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PC		
BID		
CD		

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RG	OWNER PROJECT NO:	00000.00
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RG	CHKD BY:	DR
RG	COPYRIGHT	RG, OFFICE OF ARCHITECTURAL DESIGN
RG	SHEET TITLE	FLOOR PLAN

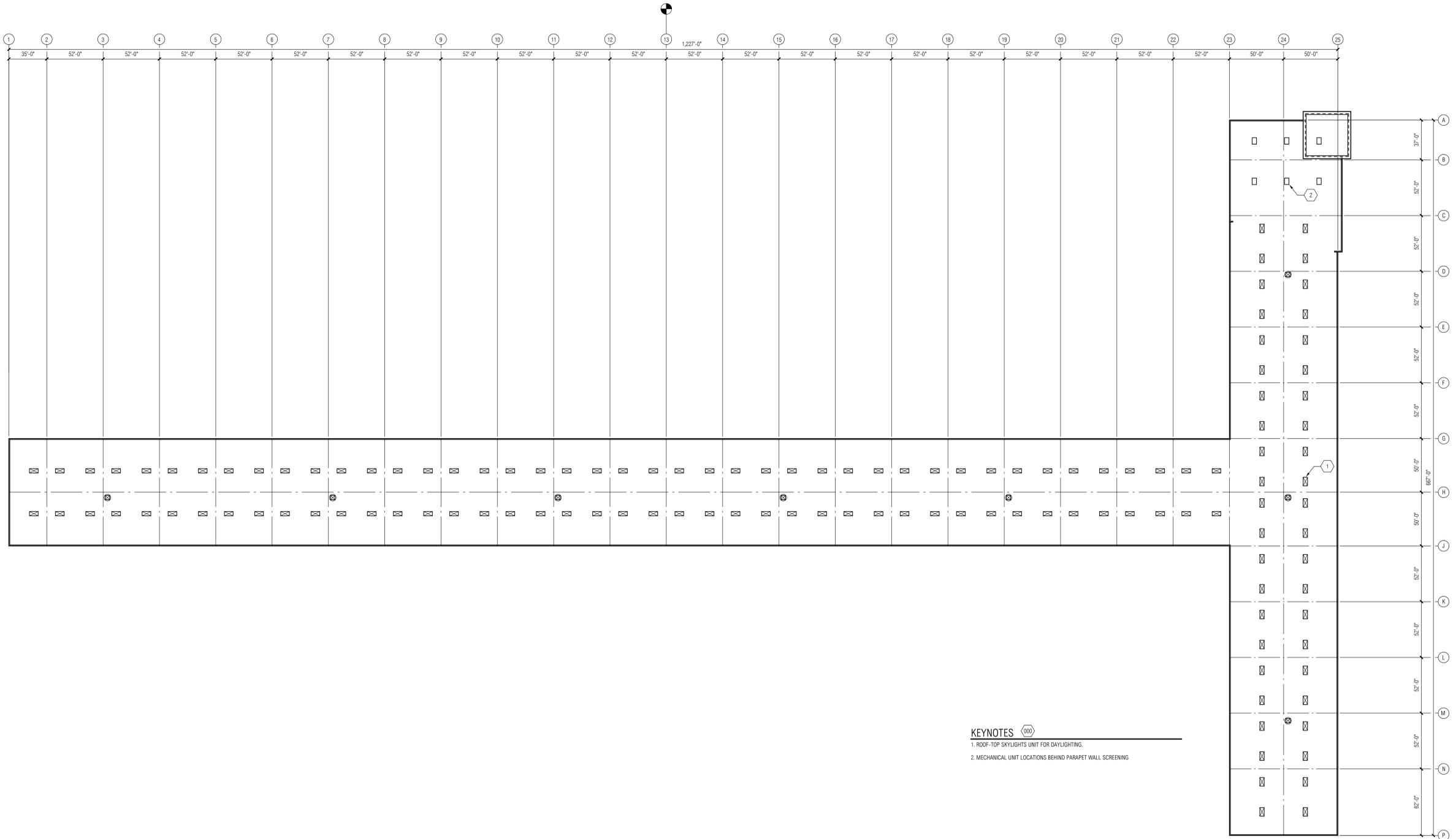
**AGUA MANSA  
LOGISTICS CENTER**

1600 W AGUA MANSA ROAD  
COLTON, CALIFORNIA

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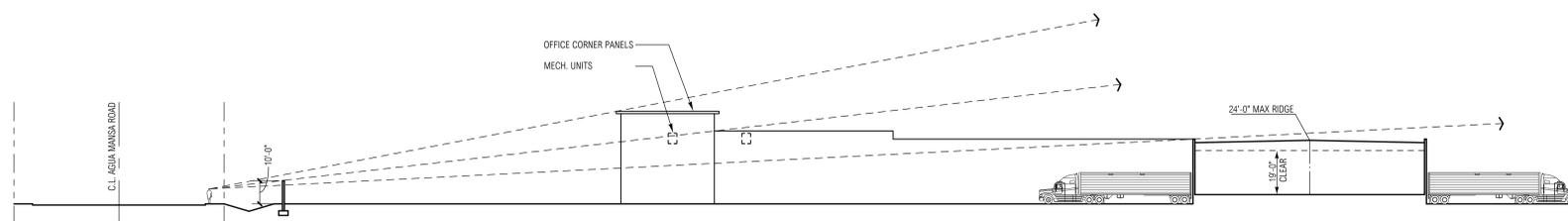
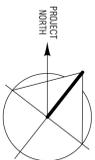


**KEYNOTES** (100)

1. ROOF-TOP SKYLIGHTS UNIT FOR DAYLIGHTING.
2. MECHANICAL UNIT LOCATIONS BEHIND PARAPET WALL SCREENING

**ROOF PLAN**

SCALE: 1" = 40'-0"



**SITE / ROOF SECTION**

SCALE: 1" = 30'-0"

A

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BID		
PC		
DD		
SD	10/07/2015	SCHEMATIC DESIGN

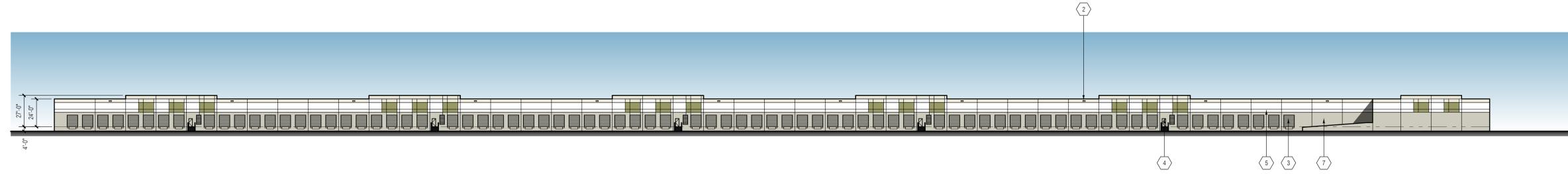
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CHKD BY:	DR
COPYRIGHT	RG A, OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE	ROOF PLAN

## AGUA MANSA LOGISTICS CENTER

1600 W AGUA MANSA ROAD  
COLTON, CALIFORNIA

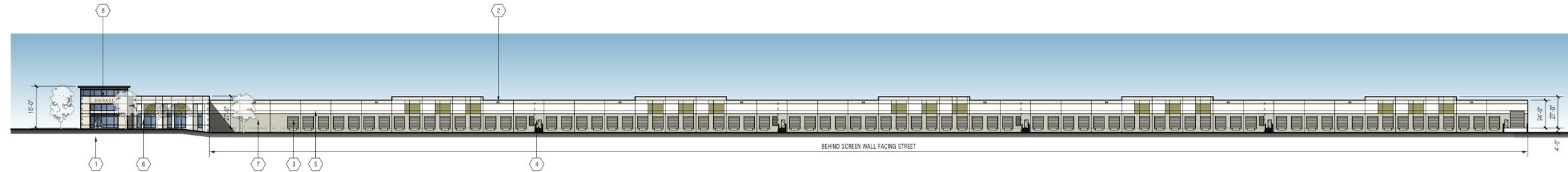


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**SOUTH ELEVATION**

SCALE: 1" = 40'-0"



**NORTH ELEVATION**

SCALE: 1" = 40'-0"



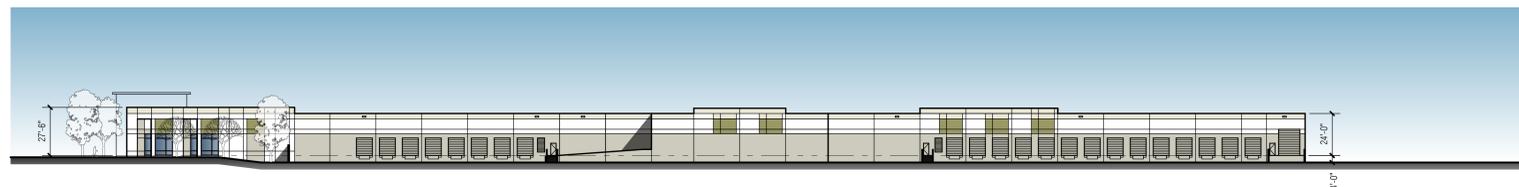
**EAST ELEVATION**

SCALE: 1" = 40'-0"



**MAINTENANCE BUILDING ELEVATIONS**

SCALE: 1" = 40'-0"



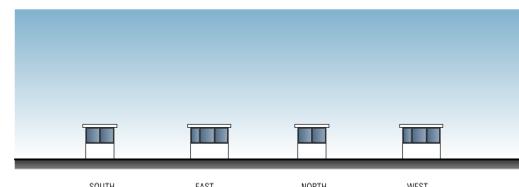
**WEST ELEVATION**

SCALE: 1" = 40'-0"



**TYP. SCREENWALL & GATE ELEVATION**

SCALE: 1" = 20'-0"



**GUARD BOOTH ELEVATIONS**

SCALE: 1" = 20'-0"

**KEYNOTES**

1. PRIMARY ENTRANCE.
2. WALL MOUNTED L.E.D. LIGHT FIXTURE WITH WHITE FIXTURE HOUSING.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2' WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION (TWO LOCATIONS).
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT YARD ENTRANCES. SEE SITE PLAN.
10. TYP. PAINTED CONCRETE SCREENWALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.

**FINISH SCHEDULE**

- 1. FIELD COLOR - ICI TREASURED MOMENT A1849
- 2. ACCENT COLOR - ICI FOSSIL GREY A1836
- 3. ACCENT COLOR - ICI LAS CAUX CAVE A1859
- 4. ACCENT COLOR - ICI COURTYARD STONE A1874
- 5. GLAZING - SEE KEYNOTE 5 - PPG SOLARCOOL PACIFICA REFLECTIVE #2.

MARK	DATE	DESCRIPTION
CD		
BID		
PC		
DD		
SD	10/07/2015	SCHEMATIC DESIGN

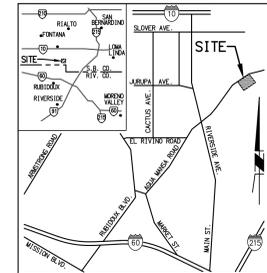
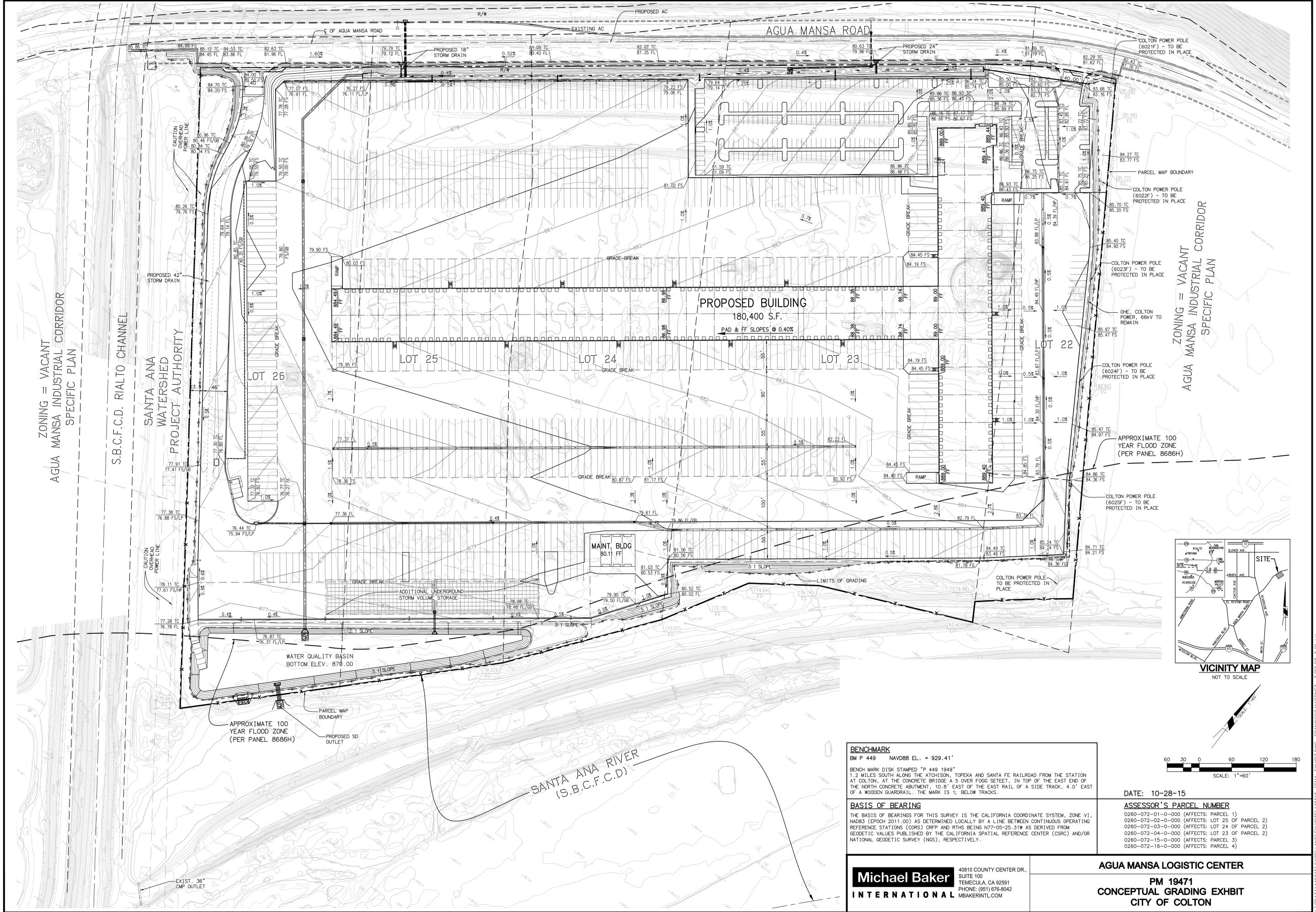
RG A PROJECT NO:	14022.04
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	14022-04-A3-1-P
DRAWN BY:	CF
CHKD BY:	DR
COPYRIGHT	RG A, OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE	ELEVATIONS

ZONING = VACANT  
AGUA MANSA INDUSTRIAL CORRIDOR  
SPECIFIC PLAN

S.B.C.F.C.D. RIALTO CHANNEL

SANTA ANA  
WATERSHED  
PROJECT AUTHORITY

ZONING = VACANT  
AGUA MANSA INDUSTRIAL CORRIDOR  
SPECIFIC PLAN

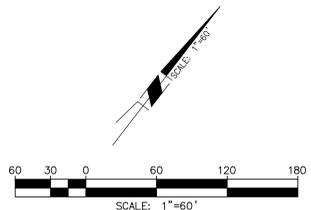


**BENCHMARK**  
BM P 449 NAVD88 EL. = 929.41'  
BENCH MARK DISK STAMPED "P 449 1949"  
1.2 MILES SOUTH ALONG THE ATCHISON, TOPEKA AND SANTA FE RAILROAD FROM THE STATION AT COLTON, AT THE CONCRETE BRIDGE A 5 OVER FOGG SETEET, IN TOP OF THE EAST END OF THE NORTH CONCRETE ABUTMENT, 10.8' EAST OF THE EAST RAIL OF A SIDE TRACK, 4.0' EAST OF A WOODEN GUARDRAIL. THE MARK IS 1; BELOW TRACKS.

**BASIS OF BEARING**  
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE V1, NAD83 (EPOCH 2011.00) AS DETERMINED LOCALLY BY A LINE BETWEEN CONTINUOUS OPERATING REFERENCE STATIONS (CORS) GRFP AND RTHS BEING N77-05-25.31W AS DERIVED FROM GEODETIC VALUES PUBLISHED BY THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC) AND/OR NATIONAL GEODETIC SURVEY (NGS), RESPECTIVELY.

DATE: 10-28-15

**ASSESSOR'S PARCEL NUMBER**  
0260-072-01-0-000 (AFFECTS: PARCEL 1)  
0260-072-02-0-000 (AFFECTS: LOT 25 OF PARCEL 2)  
0260-072-03-0-000 (AFFECTS: LOT 24 OF PARCEL 2)  
0260-072-04-0-000 (AFFECTS: LOT 23 OF PARCEL 2)  
0260-072-15-0-000 (AFFECTS: PARCEL 3)  
0260-072-16-0-000 (AFFECTS: PARCEL 4)



**Michael Baker INTERNATIONAL**  
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MBAKERINTL.COM

**AGUA MANSA LOGISTIC CENTER**  
PM 19471  
CONCEPTUAL GRADING EXHIBIT  
CITY OF COLTON









# Planning Commission Staff Report

City of Colton  
Development Services Department

**MEETING DATE:** February 23, 2016

**FILE INDEX NUMBER(S):** DAP-001-269

**REQUEST:** **DAP-001-269. Modification of Architectural and Site Plan Review (File Index No. DAP-001-105)** to allow a proposed 200,000 square foot industrial fulfillment center including cross dock facilities and maintenance building as an alternative to a previously approved 808,500 square foot industrial distribution warehouse on property that is 42.67 gross acres located within the M-2 (Heavy Industrial) Zone.

**APPLICANT:** Howard Industrial Partners

**PROPERTY OWNER:** LBA Realty LLC

**ACTIONS:**

APPLICATION FILED: 11/02/2015

RESUBMITTAL: 07/29/2013 and 9/11/2013

ADMINISTRATIVE REVIEW COMMITTEE:

HISTORIC PRESERVATION COMMISSION:N/A

**PLANNING COMMISSION MEETING:** 02/23/2016; **ACTION:** \_\_\_\_\_.

**ENVIRONMENTAL DETERMINATION:** Under CEQA Guidelines § 15164, a lead agency may prepare an addendum to a previously approved MND if only minor technical changes or additions are necessary and none of the conditions described in CEQA Guidelines Section 15162 have occurred indicates that a supplemental or subsequent MND is not required. An Addendum to the MND has been prepared and findings certifying the proposed Addendum to approved MND will be considered by the Planning Commission

**PROPERTY INFORMATION:**

1. Location: 1600 Aqua Mansa Road  
APN: 0260-072-01, 02, 03, 04, 15 and 16
2. Lot Size(s): 42.67 gross acres
3. Existing Land Use: Vacant – Grading of 196,110 cubic yards of earth movement in process.
4. General Plan Land Use Designation: Heavy Industrial/Specific Plan
5. Zoning: M-2 (Heavy Industrial)
6. Surrounding Properties:

	Existing Land Use	Zoning	General Plan Land Use Designation
North	Vacant	Heavy Industrial	Heavy Industrial
South	Vacant/Santa Ana River	Open Space Resources	Open Space Resources
East	Vacant	Heavy Industrial	Heavy Industrial
West	Flood Control Channel/Vacant	Public Institution	Public Institution

7. Past Planning Actions:

- 12-12-2014 DAP-001-186 – Planning Commission approved a **One-Year Time Extension Request** for approved Architectural and site Plan Review (File Index No. DAP-001-105) for the construction of an 808,500 square foot warehouse building on 40.49 acres of land and Tentative Parcel Map 19471 for consolidation of 6 legal parcels into one legal parcel (File Index No. DAP-001-104) located within the M-2 (Heavy Industrial) Zone and located at 1600 Agua Mansa Road.
- 11-26-2013 DAP-001-004 and 005 - The Planning Commission approved Resolution No. R-21-13 Architectural and Site Plan Review to allow construction of an 808,500 square foot industrial distribution warehouse and Resolution No. R-22-13 for a Tentative Parcel Map to combine six lots into one legal parcel on 42.67 gross acres of land within the M-2 (Heavy Industrial) Zone. A Mitigated Negative Declaration was prepared for the project.
- 10-9-2013 HPO-000-019 - On October 9, 2013, the Historic Preservation Commission approved a Major Historic Certificate of Appropriateness for the development of the 808,500 square foot warehouse distribution building on 40.49 acres of land within the Agua Mansa Historic District.
- 10-16-2013 PRE-000-006 -Design Review Committee reviewed a Pre-Application of the proposed 808,500 square foot industrial “high cube” warehouse distribution building and provided comments to the applicant.
- 11-2-2004 DAP-000-281 – City Council Approved Ordinance 0-30-04 Approving Specific Plan Amendment from Agriculture/Open Space/Equestrian to Medium Industrial for the following parcels: APN 0260-072-02, 03, 04, 25 and 16.
- 09-14-2004 DAP-000-281 - The Planning Commission approved a Conditional Use Permit for wood processing, mulching and rock crushing operation and approval of an Architectural & Site Plan Review for 3 permanent buildings, subject to City Council approval of Specific Plan Amendment.

8. Current Building Permits Status:

- 07-30-2015 Building Permit, B00-031-200, was issued for a temporary construction trailer for proposed industrial building.
- 07-13-2015 Grading Permit, PW0-000-073, was issued by the Public Works Department to allow 196,110 cubic yards of earth movement.
- 03-24-2015 Building Permit Plan Check Review, B00-030-800, for 400 square foot pump house in plan check. Project is on hold until review of the alternative industrial warehouse project is completed by the Planning Commission.
- 03-24-2015 Building Permit Plan Check Review, B00-030-799, to construct an 808,500 square foot industrial warehouse building is partially approved with corrections from Building Division and Fire Department. Project is on hold until review of alternative industrial warehouse project is completed by the Planning Commission.

**BACKGROUND:**

The project site consists of six parcels located at 1350 to 1600 Agua Mansa Road. Access to the project site is from Agua Mansa Road via two unpaved roads: (1) along the east property boundary; and (2) approximately 300 feet from the west property boundary (Dunn Ranch Road).

On November 26, 2013, the Planning Commission approved Resolution No. R-21-13 approving Architectural and Site Plan Review to allow construction of an 808,500 square foot industrial distribution warehouse and Resolution No. R-22-13 for a Tentative Parcel Map to combine six lots into one legal parcel. In addition, the Planning Commission adopted the Final Mitigated Negative Declaration (MND) prepared for the project (See Attachments 1 and 2. Subsequent to the adoption of the MND, the owner of the property is opting for a second industrial building option and an application was submitted to the City for a Modification of Architectural and Site Plan Review due to proposed revisions to previous site plan and proposed industrial distribution warehouse building.

The City of Colton has prepared an Addendum to the previously adopted MND pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) in response to an application for Modification of Architectural & Site Plan Review (File No. DAP-001-005) to allow reduction of 808,500 square foot industrial warehouse distribution building, including ancillary office space to a 200,000 square foot Industrial Fulfillment Center including cross dock facilities.

**PROPERTY DESCRIPTION:**

The subject site is located on the south side of Agua Mansa Road, approximately midway between Riverside Avenue and Rancho Avenue. The project site consists of six parcels located at 1350 to 1600 Agua Mansa Road. Access to the project site is from Agua Mansa Road via two unpaved roads: (1) along the east property boundary; and (2) approximately 300 feet from the west property boundary (Dunn Ranch Road). The attached Initial Study documents several existing structures on the property. All existing site structures, except for utilities poles, will be demolished to make way for the new building. According to the applicant's contractor, grading of the property is approximately 70% complete in preparation for either an 808,500 square foot industrial distribution warehouse or a 200,000 square foot industrial warehouse.

**PROJECT DESCRIPTION:**

The project includes an option to build 8,000 square foot of office, 180,336 square foot of warehouse space, 5,040 square feet of maintenance space, 1,200 square feet of maintenance building mezzanine space and a 150 square foot guard house totaling 200,000 square feet of building area. The building is intended to be used as an Industrial Fulfillment Center including cross dock facilities. The proposed 200,000 square foot industrial building is a “fulfillment center” commonly used by internet-based businesses that store merchandise in “high—cube” warehouses and “fulfill” or package internet orders for delivery for pick-up by delivery services such as UPS and Fed Ex. The delivery of merchandise to the warehouse is made primarily by larger trucks and the pick-up/local delivery is performed by smaller trucks. Although the building is intended to be used as a warehouse/distribution facility, an end user has not been identified at this time; as such, specific details about the future operation of the facility are not currently available. The revised site plan includes 282 standard and handicap parking spaces, 533 trailer spaces, and 209 dock doors. The requested project approvals include a Modification of Architectural/Site Plan Review.

**ACCESS:**

The access is similar to the previously approved industrial project, in that the project will have access to Agua Mansa Road via a 40-foot wide new driveway located at the west end of site that will be signalized and a 40 foot wide new driveway located at the east end of site. Interior drive aisles will be a minimum width of 26 feet wide to provide adequate emergency access as required by the Fire Department. Existing street improvements are limited to street pavement for one lane of travel each direction. Agua Mansa Road will be improved along the entire frontage to its ultimate half-width plus 12 feet (one lane), including curb, gutter and sidewalk improvements. All required right-of-way dedication will be provided upon recordation of the proposed parcel map.

**ARCHITECTURAL DESIGN:**

The proposed design will be a painted concrete tilt-up building. The exterior design of the building is contemporary style, concrete exterior material with a color scheme similar to the recent large industrial warehouse buildings in Colton. The office portion of the warehouse includes exterior vertical columns, and reflective glazing within aluminum storefront framing. The overall building mass is softened through the use of varied roof parapet heights, color accents, and reveals. The primary building color is white with gray accent bands similar to the previously approved industrial building. The modification of the site design includes view of the 8,000 square foot office entrance from Agua Mansa Road instead of a view of a property perimeter wall (See Attachment 5).

**WALL/FENCE DESIGN:**

The site, including west parking lot, is surrounded by a chain link fence that will be removed. The proposed fencing plan would install a new 10 foot high concrete tilt-up screen wall along Agua Mansa Road with a 25 foot setback from the public right-of-way. An 8 foot high black tubular steel fence is proposed around the remainder of the site perimeter. A minor change from the previous industrial distribution warehouse project is a more attractive building view from the street by moving the fence along the sides of the office main entrance exposing the office building entrance to Agua Mansa Road. The gates into the interior of the property will be a black tubular steel.

**LANDSCAPE DESIGN:**

Landscaping at the site consists mostly of a 25-foot wide planting along Agua Mansa Road; however, the landscape area will increase up to 130 feet in depth at the main office portion. Enhanced concrete paving will be added at the site entrances. The tree palette includes 48 inch Blue Palo Verde, 36 inch Chinese Flame and African Sumac, and 24 inch Italian Cypress, Carrotwood, London Plane, California Sycamore, and Afghan Pine. The landscaping will be designed to significantly reduce the required water consumption of the site as compared to traditional landscape designs, consistent with the City's Water Efficient Landscape Ordinance. Landscaped areas are to be located around the perimeter of the site but concentrated along the street frontage on Agua Mansa Road, with hydroseeded ground cover mix in the proposed detention basin and easements along site perimeter. Since some of the perimeter lies within Colton utility easements, the final design will be subject to approval by the Electric and Water/Wastewater Utilities. This is the same landscaping design as proposed with the previously approved industrial distribution warehouse project but instead of providing 14.59% proposed by previous industrial project, the applicant is providing 15% as required by the landscaping requirements of the Zoning Code.

**COMPLIANCE WITH DEVELOPMENT STANDARDS:**

<b>Standard for Medium Industrial</b>	<b>AMICSP Requirement</b>	<b>Proposed Project</b>	<b>Compliance</b>
Lot Area	15,000 sf minimum	42.67 acres	Yes
Lot Width & Depth	100 ft minimum	Approximately 1,295 feet by 1,258 feet	Yes
Lot Coverage /FAR	.5 Floor Area Ratio	.11%	Yes
Street landscape setback	25 ft minimum along public street as measured from curb face	25 feet	Yes
Setback, front	25 ft minimum	106+feet	Yes
Setback, side	15 ft minimum	170 – 200+ feet	Yes
Setback, rear	20 ft minimum	100-140+ feet	Yes
Building Height	50 ft maximum	36 ft	Yes
Parking Office - 1:250 sf Warehouse - 1:1000 sf (up to 10k sf); 1:2000 sf (over 10k sf)	Office: 32 Warehouse:95 Total: 127	Total: 282 per alternate site plan, plus 533 truck trailer parking spaces	Yes
Fencing	No minimum or maximum per Specific Plan (8 ft maximum per CMC 18.38.040).	10 ft high concrete screen wall along front yards, 8 ft high wrought iron fence within 100 feet of front yard 8 ft high metal fence for perimeter site, 8 ft high metal fence around detention basin	Yes
Accessory Maintenance	At rear of property	100 plus feet from rear P/L	Yes
Loading (SP p4-25)	Not visible from public ROW	Screen wall and specimen-size planting	Conditioned
Trash areas (SP p4-25)	Enclosed masonry with visually solid gates	No information	Conditioned
Loading areas (CMC 18.36.050)	Adequate loading	209 docks 533 trailer parking spaces	Yes
Mechanical equipment (CMC 18.24.150)	Ground-mounted: masonry walls to screen from public view.	No information	Conditioned
Landscape Design (SP p4-36)	Berms, undulating, low walls	Insufficient information	Conditioned
Landscaping (CMC 18.26.130)	15% of lot area	15%	Conditioned
Trees (CMC 18.26.130)	157 trees, based on one tree per 3 parking spaces for the 533+ parking spaces	Insufficient information	Conditioned
Tree sizes (CMC 18.26.130)	25% 36-inch box: 133 trees 25% 24-inch box: 133 trees	Insufficient information	Conditioned

SP: Specific Plan; CMC: Colton Municipal Code

### **ANALYSIS:**

The proposed alternative industrial warehouse fulfillment center complies with the City's Development Standards of the Zoning Code. The areas which are not detailed in the site plan are typically provided on building plans during the Building Plan Check Review process, such as landscaping/irrigation and trash enclosures. This proposal contains minor differences from the previously approved project which includes a larger building to house a warehouse "high cube" distribution building.

Because this alternative development pad is smaller in size, the overall requirements are easily met with some aesthetic improvements from the previous approval such as bringing the building forward and opening it to the street, creating a more street friendly frontage. The majority of the building height is less than 37 feet and behind a ten foot perimeter wall. The landscaping proposal for the project provides a softer view from the street with 25 foot distance from the perimeter wall and the back of sidewalk.

The parking and access provided for the project are adequate and placed appropriately to serve the proposed industrial warehouse and office building.

Because the project is located in the Agua Mansa Historic District staff has included a condition, which the applicant has agreed to, related to the installation of a plaque or monument with landscape feature or other feature. The condition states that the *"The owner/applicant shall design and install a memorial for the Historic Agua Mansa District (i.e. plaque, monument with landscape feature or other feature) in relation to the proposed project not to exceed 200 square feet area on-site or off-site location agreed upon by the owner/applicant and Development Services Department and shall be installed prior to final occupancy, all subject to review and approval by the Development Services Director. The cost of design and installation shall not exceed \$10,000 and shall be paid for by the owner/applicant prior to issuance of City Building Permits for construction of the industrial warehouse building."*

An additional condition of approval relates to the selection of constructing one of the two alternative industrial project designs. Condition of approval number 11 states, *"The applicant may construct the alternative 200,000 square foot industrial warehouse building or the 808,500 square foot industrial distribution building. However, once applicant decides on which industrial building to construct, the other industrial building design will become null and void including previous Architectural Site Plan Approvals. All CEQA documentation with continue to be in effect regardless what building is selected for construction."* The parcel map approval, under Planning Commission Resolution No. R-22-13 shall also continue to be active.

### **ARCHITECTURA AND SITE PLAN REVIEW FINDINGS:**

Certain findings, stated in CMC Section 18.58.030, are required to be made in the affirmative for the approval of an Architectural and Site Plan Review.

1. The project is consistent with the goals and objectives of the City of Colton General Plan. Specifically, the project is consistent with the purpose of the "Heavy Industrial" designation in the Land Use Element of the General Plan, which states *"Heavy Industrial uses may include heavy manufacturing, distribution, assembly, resource mining, storage, and similar activities not normally compatible near residential development due to environmental nuisances such as noise and air pollution. Within established areas, Heavy Industrial uses should be buffered from residential neighborhoods by Light Industrial or Business Park development wherever possible."* The proposed project remains consistent with General Plan Policy LU-11, "Achieve and

*maintain a strong and highly competitive industrial base that provides attractive, high-quality developments and varied employment opportunities.*” The project site is not located adjacent to any residential properties or zones.

1. The project will provide for adequate on-site vehicular parking, and vehicular and pedestrian circulation which will not create safety hazards onto adjacent public right-of-way based on the provision of adequate driveway widths and queuing for trucks as well as passenger-size vehicles, a traffic signal at the project entrance, and the site’s location on a major street that will be improved to City of Colton standards along the entire frontage of subject site in sufficient width and capacity to accommodate projected traffic generation; analyzed by the trip generation assessment and comparison report prepared for the proposed 200,000 square foot industrial warehouse fulfillment center. The end result showed that *“a reduction in project trips including 859 fewer trips on a daily basis, 54 fewer trips during the a.m. peak hour and 55 fewer trips during the p.m. peak hour than the currently approved logistics center.”*
2. The bulk, location and height of the proposed building will not be detrimental or injurious to other development in the neighborhood and will not result in the loss of or damage to unique natural or topographic features of the site that are important to the environmental quality of life for the citizens of Colton, and the development is feasible in a manner that will avoid such detrimental or injurious results or such loss or damage. The proposed building abuts properties with either existing industrial uses or are planned for industrial development similar to the proposed warehouse use. Therefore, no negative impacts to the neighborhood are anticipated.

The bulk of this alternative industrial warehouse design is appropriate and compatible with the M-2 Zone. As designed, the building will not create negative visual impacts due to several design elements including breaks in the massing provided by vertical bands, reveals, and roof variation and office elements at the corners of the street facades;

3. The project provides on-site landscaping that provides adequate protection to neighboring properties from detrimental features of the proposed development. These protections include adequate landscaping along the perimeter of the site abutting other properties as well as along the street, including plant screens along a portion of the street frontage adjacent to an outdoor fenced area for truck/trailer storage and access to loading docks;
4. The project provides exterior lighting that is adequate for human safety and will not diminish the value and/or usability of adjacent property since proposed on-site lighting will conform to standards and conditions requiring minimum amount of illumination necessary for safety and security while also not resulting in glare onto adjacent property and streets;
5. The exterior design of the buildings and structures will not be injurious or detrimental to the environmental or historic features of the immediate neighborhood in which the proposed development is located and will not cause irreparable damage to property in the neighborhood, to the city and to its citizens since the proposed building will provide a contemporary architectural style consistent with similar industrial buildings in the neighborhood; and
6. The proposed development will not impose an undue burden upon off-site public services, including sewer, water and streets and there are provisions in the capital improvement program and/or existing or planned capacities.

**ENVIRONMENTAL REVIEW:**

Based on the findings contained in that Addendum (See Attachment 4), City staff determined that, with the imposition of mitigation measures, the Project will not result in a greater environmental impact than analyzed in the previous MND. Overall, the Project will have less than a significant effect on the environment with the implementation of the mitigation measures adopted by the previous Final MND.

Pursuant to the California Environmental Quality Act (“CEQA”), CEQA Guidelines § 15164, a lead agency may prepare an addendum to a previously approved MND if only minor technical changes or additions are necessary and none of the conditions described in CEQA Guidelines Section 15162 have occurred. An Addendum to the MND has been prepared and findings certifying the proposed Addendum to approved MND will be considered by the Planning Commission.

**RECOMMENDATION:**

Staff recommends that the Planning Commission approve the **Modification Architectural and Site Plan Review**, and adopt the CEQA Addendum prepared for this project and the related Mitigation Monitoring Program, through adoption of the attached Resolution entitled:

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A MODIFICATION OF ARCHITECTURAL AND SITE PLAN REVIEW (FILE INDEX NO. DAP-001-105) TO ALLOW A PROPOSED 200,000 SQUARE FOOT INDUSTRIAL FULFILLMENT CENTER INCLUDING CROSS DOCK FACILITIES AS AN ALTERNATIVE TO A PREVIOUSLY APPROVED 808,500 SQUARE FOOT INDUSTRIAL DISTRIBUTION WAREHOUSE ON PROPERTY THAT IS 42.67 GROSS ACRES LOCATED WITHIN THE M-2 (HEAVY INDUSTRIAL) ZONE. (File Index No. DAP-001-269)**

  
Prepared by:  
Mario Suarez, AICP, Senior Planner

  
Approved by:  
Mark Tomich, AICP, Director

**Attachments:**

1. R-21-13 and R-22-13
2. P.C. Staff Report for 808,500 square foot industrial distribution warehouse building
3. 11-26-2013 P.C. Minutes
4. Draft P.C. Resolution No. R-2-16 with attachments: Exhibit A Addendum Exhibit-B MND, and Exhibit-C MMRP
5. Plans and Colored Rendering

# **Attachment 1**

**Planning Commission R-21-13 & R-22-13**

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**RESOLUTION NO. R-21-13**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING AN ARCHITECTURAL & SITE PLAN REVIEW FOR A NEW 808,500 SQUARE FOOT WAREHOUSE DISTRIBUTION BUILDING, INCLUDING ANCILLARY OFFICE SPACE, ON PROPERTY LOCATED AT 1600 AGUA MANSA ROAD WITHIN THE AGUA MANSA INDUSTRIAL CORRIDOR SPECIFIC PLAN. (FILE INDEX NO: DAP-001-105).**

**WHEREAS**, an application (File Index No. DAP 001-105) was filed with the City of Colton by Howard Industrial Partners (hereinafter "Applicant") for an Architectural & Site Plan Review for a new 808,500 square foot industrial warehouse distribution building, including ancillary office space, (hereinafter "Project") on a +/- 40.49-acre site consisting of six parcels located at 1350 to 1600 Agua Mansa Road; Assessor's Parcel Numbers: 0260-072-01, 02, 03, 04, 15 and 16 (hereinafter "Subject Site") with a General Plan land use designation of Heavy Industrial (HI) and Agua Mansa Industrial Corridor Specific Plan (hereinafter "Specific Plan") and

**WHEREAS**, on November 26, 2013, the Planning Commission of the City of Colton held a duly noticed meeting at which time all persons wishing to testify in connection with the application were heard and the Application was fully examined; and

**WHEREAS**, pursuant to the California Environmental Quality Act ("CEQA"), an Initial Study was prepared of the potential environmental effects of the project. Based on the findings contained in that Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF COLTON:**

**SECTION 1.** Based on the entire record before the Planning Commission and all written and oral evidence presented, including the staff report, the Planning Commission makes the following findings in accordance with the Colton Municipal Code:

1. The project is consistent with the goals and objectives of the City of Colton General Plan. Specifically, the project is consistent with the purpose of the "Heavy Industrial" designation in the Land Use Element of the General Plan, which states *"The purpose of this designation is to provide for intensive industrial activities foreseen in the region and promoted by long-term growth strategies, such as the Agua Mansa Industrial Corridor and Enterprise Zone. The nature of industrial activities under this designation will include ... distribution, ... storage and similar activities not normally compatible in close proximity residential activities."* In addition, the project is consistent with the Land Use Element Principles for industrial areas, including Principle C1: "Industrial uses need to be located in

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*areas compatible with surrounding uses...*

2. The project is consistent with the goals, objectives, and strategies of the Agua Mansa Industrial Corridor Specific Plan. Specifically, the project is consistent with Environmental Issue 1, which states *"To maximize the productive use of the study area for heavy industrial development while at the same time minimizing adverse impacts on the environment by avoiding placement of heavy industrial uses at sensitive locations"*; Special and Design Issue 1, which states *"To promote the maximization of employment generation in the Agua Mansa Corridor, particularly employment targeted to low and moderate income individuals"*; and Special and Design Issue 4, which states *"The fact that the project is bounded at most peripheries by either the Santa Ana River or major transportation arteries provides tangible boundaries identifying the limits of the project and affords protection for industrial development;"*
3. The project conforms to the standards of the Agua Mansa Industrial Corridor Specific Plan and, where applicable, the Colton Municipal Code;
4. The project will provide for adequate on-site vehicular parking, and vehicular and pedestrian circulation which will not create safety hazards onto adjacent public right-of-way based on the provision of adequate driveway widths and queuing for trucks as well as passenger-size vehicles, a traffic signal at the project entrance, and the site's location on a major street that will be improved to City of Colton standards along the entire frontage of subject site in sufficient width and capacity to accommodate projected traffic generation;
5. The bulk, location and height of the proposed building will not be detrimental or injurious to other development in the neighborhood and will not result in the loss of or damage to unique natural or topographic features of the site that are important to the environmental quality of life for the citizens of Colton, and the development is feasible in a manner that will avoid such detrimental or injurious results or such loss or damage. The proposed building is proposed to abut properties with either existing industrial uses or slated for industrial development similar to the proposed warehouse use so negative impacts to the neighborhood are anticipated. The large bulk of the building will not create negative visual impacts due to several design elements including breaks in the massing provided by vertical bands, reveals, and roof variation and office elements at the corners of the street facades;
6. The project provides on-site landscaping that provides adequate protection to neighboring properties from detrimental features of the proposed development that could be avoided by adequate landscaping since landscaping will be provided along the perimeter of the site abutting other properties as well as along the street, including plant screens along a portion of the street frontage adjacent to a outdoor fenced area for truck/trailer storage and access to loading docks;
7. The project provides exterior lighting that is adequate for human safety and will not diminish the value and/or usability of adjacent property since proposed on-site

1 lighting will conform to standards and conditions requiring minimum amount of  
2 illumination necessary for safety and security while also not resulting in glare onto  
adjacent property and streets;

3 8. The exterior design of the buildings and structures will not be injurious or  
4 detrimental to the environmental or historic features of the immediate  
5 neighborhood in which the proposed development is located and will not cause  
6 irreparable damage to property in the neighborhood, to the city and to its citizens  
since the proposed building will provide a contemporary architectural style  
consistent with similar industrial buildings in the neighborhood;

7 9. The proposed development will not impose an undue burden upon off-site public  
8 services, including sewer, water and streets and there are provisions in the capital  
9 works program and/or other programs of the city to correct the specific burden,  
based on mitigation measures required by the proposed Mitigated Negative  
10 Declaration.

11 **SECTION 2.** The Planning Commission has reviewed the Mitigated Negative  
12 Declaration and all comments received regarding the Mitigated Negative Declaration  
and, based on the whole record before it, finds: (i) that the Mitigated Negative  
13 Declaration was prepared in compliance with CEQA; and (ii) that, based on the  
14 imposition of mitigation measures, there is no substantial evidence that the project will  
15 have a significant effect on the environment. The Planning Commission further finds that  
16 the Mitigated Negative Declaration reflects the independent judgment and analysis of the  
17 Planning Commission. The Planning Commission has also reviewed and considered the  
18 Mitigation Monitoring Program for the project that has been prepared pursuant to the  
requirements of Public Resources Code Section 21081.6 and finds that such Program is  
designed to ensure compliance with the mitigation measures during project  
implementation. Based on these findings, the Planning Commission hereby adopts the  
Mitigated Negative Declaration and the related Mitigation Monitoring Program.

19 **SECTION 3.** Based upon the findings set forth in Sections 1 and 2 of this  
20 Resolution, the Planning Commission hereby approves an Architectural & Site Plan  
21 Review, for a new 808,500-square foot industrial building for warehouse tenant(s)  
22 including ancillary office space at the subject site, subject to the attached conditions of  
approval (Exhibit "A"), the attached environmental mitigation measures (Exhibit "B"), and  
the attached mitigation monitoring program (Exhibit "C").

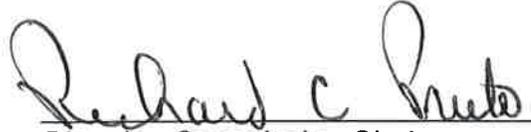
23 **SECTION 4.** This action by the Planning Commission shall be final unless an  
24 appeal of the action is filed with the City Clerk's office in writing, pursuant to Section  
18.58.100 of the Colton Municipal Code.

25 **SECTION 5.** This land use entitlement shall become null and void if not exercised  
26 within one (1) year of this approval and the applicant has not been granted an extension  
27 of time by the Planning Commission, pursuant to Section 18.58.070 of the Colton  
28 Municipal Code.

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**SECTION 6.** The Secretary shall certify the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 26<sup>th</sup> day of November, 2013.

  
\_\_\_\_\_  
Planning Commission Chairperson  
Richard Prieto

ATTEST:

  
\_\_\_\_\_  
Planning Commission Secretary  
Mark R. Tomich, AICP

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Colton at a meeting held on November 26, 2013, by the following vote of the Planning Commission:

- AYES: Prieto, Perez, Archuleta, De La Rosa, Delgado, Woods
- NOES:
- ABSENT:
- ABSTAIN: Rameriz

  
\_\_\_\_\_  
Planning Commission Secretary  
Mark R. Tomich, AICP

**EXHIBIT A”**  
**CONDITIONS OF APPROVAL**

THE APPLICANT SHALL COMPLY WITH ALL CONDITIONS AS SET FORTH IN THE  
CONDITIONS OF APPROVAL.

**HOLD HARMLESS**

1. The Applicant shall defend, indemnify, and hold harmless the City of Colton and its officers, employees, and agents from and against any claim, action, or proceeding against the City of Colton, its officers, employees, or agents to attacks, set aside, void, or annul any approval or condition of approval of the City of Colton concerning this project, including but not limited to any approval or condition of approval of the city council, planning commission, or development services director. The City shall promptly notify the Applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officers, employees, and agents in the defense of the matter.

**PLANNING DIVISION (909)370-5079**

1. The Applicant shall meet and comply with all requirements of all reviewing agencies and shall comply with all applicable local, state, and federal rules, laws, and regulations.
2. All conditions are final unless appealed to the City Council within 10 days of the issuance of the conditions in accordance with the provisions of Chapter 18.58.100 of the Colton Zoning Code. This approval is not considered final until the Applicant signs the attached acknowledgement of conditions of approval, and submits the executed form to the Development Services Department.
3. This approval is granted contingent upon approval of a Zone Change to change zoning to M-2 Heavy Industrial, and an amendment to M-2 development standards to change the maximum building height limit from 45 feet to 50 feet.
4. This approval is for an Architectural & Site Plan Review for a new 808,500-square foot industrial building for warehouse tenant(s) with ancillary office space, as shown on plans stamped approved and dated November 21, 2013 by the Development Services Department. This approval shall expire if building permits are not issued or approved use has not been commenced within one (1) year from the date of approval.
5. Any plans submitted for building plan check and construction plans for this project shall contain an exact reproduction of the signed Resolution of Approval (full size) on one or more of its sheets. The sheet(s) are for information only to all parties involved in the construction/grading activities and are not required to be wet sealed/stamped by a licensed Engineer/Architect.
6. All exterior building colors shall match the color and material board on file with the Planning Division. Any revision to the approved building colors shall be submitted to the Planning Division for review and approval.

- 1 7. The site shall be developed and maintained in accordance with the approved plans which  
2 include site plans, architectural elevations, exterior materials and colors, landscaping and  
3 grading on file in the City, the conditions contained herein, the Zoning Code and the Agua  
4 Mansa Specific Plan.
- 5 8. Any requests for modifications, including any deviation from the approved plans and/or  
6 conditions of approval, shall be submitted to the Development Services Director for review,  
7 prior to implementation of the modification. Significant deviations from the approved plans  
8 or conditions of approval shall be subject to review and approval by the Planning  
9 Commission. The applicant requesting the modification shall supply information deemed  
10 necessary by the Director and/or Planning Commission to make a determination.
- 11 9. The Applicant shall comply with all environmental mitigation measures adopted with this  
12 Resolution and attached thereto as Exhibit “B.”
- 13 10. All site, grading, landscape, irrigation and street improvement plans shall be coordinated for  
14 consistency prior to issuance of any permits.
- 15 11. Prior to implementation of any physical modifications to the site (including walls or fences),  
16 the applicant shall contact the Development Services Department to determine if permits are  
17 required.
- 18 12. Prior to the issuance of grading permit, the applicant shall obtain approval from the  
19 Development Services Director of revised plans with the following information:
  - 20 a. A detailed landscape and irrigation shall be prepared by a licensed landscape architect  
21 and submitted for Development Services Department review and approval prior to  
22 issuance of any permits. The landscape and irrigation plan shall demonstrate  
23 compliance with CMC 18.24.130 and with the principles of water efficient  
24 landscaping (Water Conservation in Landscaping Act of 2006 – AB1881).
  - 25 b. The proposed Toyon species is more of a shrub than a tree. Use this plant species for  
26 shrub planting for the site. Replace this shrub species with another tree species such as  
27 Palo Verde (*Cercidium*, *Parkinsonia Aculeata*) or other evergreen tree.
  - 28 c. Provide enhanced design to the landscape area outside of the office building entry. It  
shall include such enhancement as enriched textured pavement for pedestrian  
walkway, increased number of specimen size trees, a mix of evergreen and flowering  
deciduous trees, bicycle racks, seating benches and industrial material patio structure.
  - d. Provide additional tree planter square (4 feet square) for providing shade to the rows  
of parking spaces west of the building.
  - e. Use evergreen and canopy shape tree species for parking lot area instead of the  
proposed *Chitalpa tashkentensis*, which is a deciduous flowering tree.
  - f. Provide additional trees at 30 feet on center along the east building face, and  
additional trees and shrubs to the planter area southeast of the building.
  - g. Provide additional trees within the landscaped areas at the east property boundary.
  - h. Provide outdoor lunch patio area with shade structure(s) for employees. Outdoor  
active sports to serve the employees are highly encouraged. Examples include but are  
not limited to basketball court, volleyball court, par course fitness trail, etc.

- 1 i. Provide additional trees plantings at the top of the slopes for the three basins and for  
2 the areas adjacent to the basins.
- 3 j. Provide up to 15% of landscape area for the site.
- 4 k. Shrub planting shall be a minimum of 4 feet on center for the landscaped area around  
5 the office entries and 5 feet on center for other landscaped areas.
- 6 l. Berms along the street planters shall have meandering and undulating shapes and have  
7 a minimum height of three feet at the crest of the crowns.
- 8 m. Twenty-five percent of the trees shall be 24-inch box size, another twenty-five percent  
9 of 36-inch box size and the remainder may be a minimum of 15-gallon size.
- 10 n. The Applicant shall show all proposed transformers on the landscape plan. All  
11 transformers shall be screened with landscape treatment such as trelliswork block  
12 walls with climbing vines or City approved substitute.
- 13 o. No trees shall be planted within electric utility easements. Easement location shall be  
14 clearly shown on construction landscape plan.
- 15 p. A uniform hardscape and street furniture design including seating benches, trash  
16 receptacles, free standing potted plants, bike racks, light bollards, etc., shall be utilized  
17 and be compatible with the architectural style. Detailed design shall be submitted for  
18 review and approval.
- 19 13. Prior to issuance of grading or building permits, provide a precise lighting plan including a  
20 photometric diagram, site plan, elevations, and fixture information showing the location,  
21 height, and design of wall-mounted and building-mounted lighting, and method of  
22 shielding.
- 23 14. Prior to the submittal of applications for building permits for tenant occupancy, start of  
24 business operations and/or issuance of a certificate of occupancy and/or issuance of a  
25 business license, future occupants shall obtain a business occupancy permit (BOP) from the  
26 Development Services Department.
- 27 15. All signs shall conform to the City of Colton Sign Ordinance (Chapter 18.50 of the Colton  
28 Municipal Code). Prior to the installation of any signs, the Applicant shall obtain proper  
permits from the Development Services Department. The development Services Director  
shall review and shall have sole responsibility to approve or deny said signs.
16. The Applicant and/or Property Owner shall, at all times, operate and maintain the property  
so as not to constitute a nuisance in the community.
17. The site operation shall be limited to warehouse uses with ancillary office uses. A change of  
use to manufacturing or other uses allowed within the M-2 zone will require Minor  
Architectural & Site Plan Review for review of parking compliance.
18. All heating and air conditioning equipment, including ducts, meters, plumbing lines and  
tanks, shall be architecturally screened from public view with the use of masonry wall when  
mounted at grade or with the use of parapet wall when roof mounted. Plumbing vent pipes,  
all heater flues and all roof penetrations shall be gathered and concealed from view in the  
same manner, and painted to match roof color. The Applicant shall supply a section drawing  
indicating the parapet height and all proposed roof equipment. In the event additional

1 screening is necessary, it shall be approved by the Planning Division and installed prior to  
2 final inspection and occupancy.

- 3 19. Trash enclosure(s) shall be provided with a sufficient capacity to contain all refuse  
4 generated by the Use. All outside trash and garbage collection areas shall be enclosed or  
5 screened with a six-foot high decorative wall with view-obstructive gates and shall be  
6 located as to allow for convenient pickup and disposal. The design of the trash enclosures  
7 shall follow the guidelines of City specification on trash enclosures.
- 8 20. Electrical and other service facilities shall be located within an interior electrical room or  
9 approved comparable location. All electrical service facilities shall be totally screened from  
10 public view and as approved by the Planning Division.
- 11 21. The Applicant shall underground all new utilities, and utility drops, and shall underground  
12 all existing overhead utilities to the closest power pole off-site.
- 13 22. Businesses that dispose of 4 cubic yards per week of solid waste shall comply with the  
14 state's mandatory commercial recycling law, AB 341, to reduce greenhouse gas emissions  
15 by increasing the waste diverted from landfills.
- 16 23. The building permits for this project must be issued within one-year from the date of  
17 approval or the approval will become invalid. A time extension may be granted under the  
18 provision set forth in Chapter 18.12.070 of the Colton Zoning Code.

19 **CODE ENFORCEMENT/POLICE DEPARTMENT (909) 370-5114**

- 20 1. Landscaping: Property manager or tenant will maintain all approved landscaping in good  
21 condition, including but not limited to adequate irrigation, mowing of grass, and replacing  
22 dead trees and shrubs. Above ground landscaping controls or backflow valves will be  
23 secured in a locked metal cage to prevent theft or vandalism.
- 24 2. Loitering: Loitering is prohibited on or about the premises. No exterior fixtures or  
25 furnishings at or adjacent to the location that encourage loitering and nuisance behavior. No  
26 exterior pay telephones.
- 27 3. Litter/Graffiti: The exterior of the business and areas adjacent to the business over which  
28 they have control, including all signs and accessory buildings and structures, shall be  
maintained free of litter and graffiti at all times. The owner or operator shall provide for  
daily removal of trash, litter and debris from the premises and on all abutting sidewalks and  
parking lots within twenty (20) feet of the premises. Graffiti shall be removed within forty-  
eight (48) hours with a color-matching paint. The expectation for graffiti cover up is an  
appearance that the graffiti never existed.
4. The applicant shall grant "right of access" by the city or agent to remove graffiti.
5. Exterior Lighting: All lightning will be maintained in good working order. All lighting  
shall be shown on the required plot plans. Lighting shall be designed and installed in such a

1 manner that provides adequate lamination to all parking spaces, stalls, walkways, corridors,  
2 and stairways, insuring there are no dim, dark, or shadowed areas (other than shadows  
3 naturally cast beneath the actual vehicles.) Lighting level will be a minimum footcandles as  
4 required by ordinance. The placement of the lighting fixtures shall be such that the angle of  
5 projected light does not interfere or hinder the vision of police officers or security personnel  
6 patrolling the areas. All lighting will be properly shielded so as to not trespass or disturb  
7 neighboring residences, adjacent businesses, or persons while driving vehicles upon the  
8 roadway. In the event a lighting fixture becomes inoperable, property management will have  
9 the lighting repaired within 72 hours.

- 7 6. General Parking: Parking lot shall be maintained in accordance with Title 18 of the Colton  
8 Municipal Code, zoning ordinance requirements for paving and striping. Parking shall  
9 include the required amount of Disabled parking to ADA specifications and dimensions.  
10 All parking lot entrances will be posted in compliance with Vehicle Code 22658 which  
11 minimally includes: A substantive statement prohibiting public parking, states vehicles will  
12 be towed at owner's expense, references Vehicle Code 22658, and must be a minimum of  
13 17"X 22" with a minimum of 1" letters. In addition, the sign will indicate the name of the  
14 private towing company and phone number above the police department name and phone.
- 12 7. Disabled Parking: All disabled parking spaces will comply with Americans with Disabilities  
13 Act (ADA) requirements and Vehicle Code 22511.8. In addition, disabled parking will be  
14 clearly indicated by all three indicia: 1) blue wheel stop and/or curb, 2) blue sign with white  
15 wheelchair symbol at head of space, and 3) blue field with wheelchair symbol and blue  
16 striping painted on the ground. All parking lot entrances will be posted in accordance with  
17 Vehicle Code 22511.8(d).
- 16 8. Storage: Parking and trash areas will not be used for storage of hazardous materials,  
17 including but not limited to tires, waste oil, and inoperable or unregistered vehicles.  
18 Property manager or tenant shall promptly abate hazardous materials or inoperable  
19 vehicles. General exterior storage areas will be screened from public view.
- 19 9. Signage: Applicant will fully comply with Colton Municipal Code 18.50 Sign Ordinance as  
20 amended. Temporary promotional signs require a permit and must be authorized by  
21 Development Services prior to display. Refer to code for additional signage permitting and  
22 requirements.
- 21 10. Advertisements: Handbills or advertisements may be distributed in public places person-to-  
22 person but will not be placed or left upon unoccupied vehicles or otherwise left unattended  
23 in public places.
- 24 11. Special Events: Per Colton Municipal Code Section 5.44, applicant shall not conduct,  
25 operate, maintain, organize, advertise, or sell or furnish tickets for a special event or permit  
26 the subject property to be used for any special event without first obtaining a special event  
27 permit. Special events include, but are not limited to, sales events where merchandise,  
28 goods, or vehicles are displayed for sale on the property, political functions, fundraising  
events by non-profit entities, and events featuring motivational or educational speakers.  
The Special Event Committee may expressly grant a minor variance of conditions specific  
to individual special events.

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12. Surveillance Monitoring: Should permittee install a video surveillance monitoring system, the video system shall be capable of recording a clear view of all areas of the subject property including, but not limited to, parking lots, walkways, corridors, all sides of buildings, the perimeter landscape and grass areas. Recordings shall be retained for a minimum of 30 days. Copies of recordings will be provided to the Colton Police Department upon request.
  13. After hours Contact Information: Permittee will ensure after hours contact person information is kept current and on file with the Colton Police Department dispatch center. Ideally there should be several responsible persons available to respond in case of emergency; each should be a key holder with knowledge of alarm reset codes, available to respond within 20-30 minutes, and of sufficient authority to facilitate a board up or other emergency repair measures.
  14. Right of Access: Permittee shall grant “right of access” to the City of Colton and its employees or agents for the purposes of monitoring compliance with these Conditional Use Permit conditions, patrolling, investigating crimes, and enforcing laws and ordinances on the subject property. Permittee shall grant “right of access” to the City of Colton and its employees or agents to remove graffiti and to determine if the applicant is in compliance with these conditions.

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**BUILDING & SAFETY DIVISION (909 370-5079)**

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1. The Site shall be developed in compliance with all current model codes. All plans shall be designed in compliance with the latest editions of the California Building Codes (CBC) as adopted by the City of Colton.
  2. Site development and grading shall be designed to provide access to all entrances and exterior ground floor exits and access to normal paths of travel, and where necessary to provide access, Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warnings, signage, gates, lifts and walking surface material. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site. California Building Code (CBC) 11A and 11B.
    - a. City of Colton enforces the State of California provisions of the California Building Code disabled access requirements. The Federal ADA standards differ in some cases from the California State requirements. It is the building owners’ responsibility to be aware of those differences and comply accordingly.
    - b. Disabled access parking shall be located on the shortest accessible route. Relocate parking spaces accordingly.
  3. Commercial buildings on the site shall be accessible per California Building Code (CBC) 11B.

- 1 4. Separate submittals and permits are required for all accessory structures such as but not  
2 limited to, parking lot light standards, retaining walls, screen walls and fences, trash  
3 enclosures, patios, block walls and storage buildings.
- 4 5. Pursuant to California Business and Profession Code Section 6737, this project is required  
5 to be designed by a California licensed architect or engineer, based on change of use and  
6 potential exiting and fire safety improvements.

6 **FIRE DEPARTMENT (909) 370-5100**

- 7 1. The development shall conform with all the requirements of the City of Colton's Municipal  
8 Code requiring on-site fire protection prior to construction.
- 9 2. Access roadways shall be provided in accordance with the City's Municipal Code.
- 10 3. A water supply system shall be installed, capable of providing the required fire flow for the  
11 proposed type of construction. Minimum fire flow for this project shall be 4,000 g.p.m.
- 12 4. On-site fire hydrants shall be required for this project, and installed prior to construction.  
13 Detailed drawings with supporting calculations shall be submitted to the Fire  
14 Department/Fire Safety Division for review, approval, and permit issuance prior to  
15 installation.
- 16 5. An engineered automatic fire sprinkler system is required for this project. Detailed  
17 drawings and calculations shall be submitted to the fire department for review, approval and  
18 permit issuance, and prior to installation.
- 19 6. Premise identification shall be provided in accordance with the City's' Security Ordinance  
20 #0-13-89, Section XIV (residential), Section XV (commercial).
- 21 7. Where access to or within a structure is restricted due to secured openings, a "Knox" rapid  
22 entry key system will be required. The key box or switch shall be located in an accessible  
23 location, as determined by the Fire Department.
- 24 8. If temporary fencing is used to enclose the construction site, at least two (2) means of  
25 unobstructed access must be installed, and maintained in locations as to give maximum  
26 access to all parts of the site, and in accordance with the Fire Departments' requirements.
- 27 9. A Fire Department Permit will be required for your operations in accordance with Section  
28 105 of the International Fire Code. The fire permit shall be obtained from the Fire Safety  
Division of the Fire Department.
10. Portable fire extinguishers shall be required for this project. Size, type, and locations shall  
be determined by the fire department's field inspector.

- 1 11. The proposed facility's use and/or operations shall be designed and maintained in  
2 accordance with the 2006/2007 editions of the International Fire and Building  
Codes/California Fire and Building Codes (Title 24).
- 3 12. A fire alarm system designed; installed and maintained in accordance with National Fire  
4 Protection Association's Standard #72 (N.F.P.A. 72) shall be provided. Detailed drawings  
5 with supporting calculations shall be submitted to the fire department for review, approval  
and permit issuance, and prior to the installation.
- 6 13. Deferred plan submittals and separate permits are required on the following:  
7 a. Automatic fire suppression/sprinkler systems  
8 b. Fire alarms  
9 c. Onsite fire mains and fire hydrants  
10 d. High pile combustible storage
- 11 14. The Applicant shall comply with all Fire Department requirements as noted during the  
12 business occupancy process (B.O.P.).

**PUBLIC WORKS DEPARTMENT (909) 370-5065**

**A. PROJECT DESCRIPTION**

- 13 1. DAP 001-105 Architectural & Site Plan Review for the development of an 808,500  
14 square foot warehouse distribution building on 40.49 acres of land.
- 15 2. DAP 001-104 Tentative Parcel Map 19471 for consolidation of 6 legal parcels into  
one legal parcel.
- 16 3. HPO 000-019 Major Historic Certificate of Appropriateness for the development of  
the 808,500 square foot warehouse distribution building on 40.49 acres of land.

**B. STREET IMPROVEMENTS**

- 17 1. Submit (3) sets of street improvement plans for the off-site improvements (including  
18 signing and striping), prepared by a licensed civil engineer. The scale of this plan  
19 shall be no less than 1" = 40'.
- 20 2. An automatic sprinkler system shall be installed within any landscaped open space  
21 areas, including between the sidewalk and the tract at the right-of-way line.
- 22 3. The developer shall have all parkway and unpaved areas within the public right-of-  
23 way fronting the project shall be landscaped and maintained, and an automatic  
24 sprinkler system installed along the Agua Mansa Road.
- 25 4. Construct street improvements consisting of curb, gutter, sidewalk, A.C. pavement,  
26 driveway approaches, handicap access ramps, streetlights, street trees, street signs,  
27 and roadway striping, etc., as per the approved Street Improvement Plans and City of  
28 Colton Standard Specifications.

- 1           5. The Developer shall construct facilities to mitigate traffic impacts as identified by the  
2           traffic impact study.
- 3           6. All parkway and unpaved areas within the public right-of-way fronting the project  
4           shall be landscaped and maintained, and an automatic sprinkler system installed.
- 5           7. Dedicate ½ width of the ultimate right-of-way and construct street improvements to  
6           widen Agua Mansa Road to half width plus one lane (for turn pocket)
- 7           8. Prior to the issuance of any grading permits, the applicant shall provide adequate  
8           sight distance at all street intersections, in a manner meeting the approval of the City  
9           Engineer. The applicant shall make all necessary revisions to the plan to meet the  
10          sight distance requirement such as removing slopes or other encroachments from the  
11          limited use area in a manner meeting the approval of the City Engineer.
- 12          9. Prior to the issuance of the Certificate of Occupancy, the applicant shall design and  
13          construct a traffic signal at the intersection of La Cadena Drive and Rancho Avenue,  
14          in a manner meeting the approval of the City Engineer.
- 15          10. Prior to the issuance of the Certificate of Occupancy, the applicant shall design and  
16          construct street improvements at the intersection of Agua Mansa Road and Rancho  
17          Avenue to facilitate truck turning movement, in a manner meeting the approval of the  
18          City Engineer.
- 19          11. Past experience has indicated that projects such as this tend to damage the existing  
20          street improvements with the heavy equipment and truck traffic that is necessary  
21          during construction and operation. The applicant shall repave the existing street along  
22          Rancho Avenue at I-10 freeway in a manner meeting the approval of the City  
23          Engineer. The intersection of Rancho Ave. and I-10 eastbound on and off ramps shall  
24          be re-stripe to facilitate safe truck turning movement.
- 25          12. The proposed project shall contribute a fair-share towards the cost of constructing the  
26          Agua Mansa Road Bridge crossing at Rialto Channel, which would provide two  
27          additional lanes. The fair share contribution percentage shall be based on the project's  
28          contribution to peak hour vehicle trips.

**C. DRAINAGE**

- 1           1. The property's street and lot grading shall be designed in a manner that perpetuates the  
2           existing natural drainage patterns with respect to tributary drainage area, outlet points  
3           and outlet conditions; otherwise, a drainage easement shall be obtained from the  
4           affected property owners for the release of concentrated or diverted storm flows. A  
5           copy of the recorded drainage easement shall be submitted to the City of Colton for  
6           review prior to the recordation of the final map.
- 7           2. The Storm Drain Plan for the proposed development shall be accompanied by  
8           hydrology and hydraulic analysis prepared by a licensed engineer and shall be  
9           designed per the San Bernardino County Hydrology Manual employing the rational

1 method. The project may only discharge downstream an amount of storm run-off  
2 equivalent to the historic flow discharged prior to project development. The storm  
3 drain design shall incorporate the drainage from the existing tracts along boundary of  
4 the proposed project. The detention/retention basin and open space areas shall be  
5 landscaped and maintained by the Developer.

- 6 3. Submit to the City Engineer's Office the Drainage and Erosion Control plans for  
7 review and approval. These plans to be prepared by a Civil Engineer register in the  
8 State of California. Provide plan and profile for all storm drainage work.
- 9 4. Submit drainage/hydrology study calculations and a hydraulic analysis for both  
10 developed and undeveloped conditions to the City of Colton for review and approval.  
11 All of the drainage from each individual lot shall drain into the public right-of-way  
12 and not impact surrounding properties, or a drainage easement acceptance letter from  
13 the adjacent landowner must be obtained.
- 14 5. Owner/Developer shall notify adjacent property owners about the impact of the  
15 proposed development on drainage configuration of existing adjacent properties. Such  
16 notification shall be pre-approved by the City Engineer. These drainage issues shall  
17 be resolved prior to issuance of a grading permit.
- 18 6. The 10 year storm flow shall be contained within the curb and the 100 year storm flow  
19 shall be contained within the street right-of-way. When either of these criteria is  
20 exceeded, additional drainage facilities shall be installed.
- 21 7. File a Notice of Intent and obtain an NPDES Construction Activity General Permit  
22 from the State Regional Water Quality Control Board and submit a copy of each to the  
23 Public Works Department. Ensure that Best Management Practices (BMPs) are  
24 followed, per NPDES requirements to reduce storm water runoff during, construction  
25 and thereafter. Temporary erosion control measures shall be implemented immediately  
26 following rough grading to prevent deposition of debris into the downstream  
27 properties or drainage facilities. Submit a Storm Water Pollution Prevention Plan  
28 (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all  
construction pollutants from contacting storm water and with the intent of keeping all  
products of erosion from moving off site into receiving waters for review.

#### 20 **D. GRADING**

- 21 1. Submit to the City Public Works Department a separate grading plan of a scale of  
22 1" = 20' prepared by a civil engineer registered in the State of California. The grading  
23 plan shall include a topographic contour map of the site and 15 feet beyond the  
24 property lines, with a one-foot contour interval. This contour map shall be prepared  
25 within the last 12 months prior to a grading permit approval. The final grading plan  
26 shall be a 4 mil mylar, which the City Engineer will sign and retain at the City  
27 Engineer Office for record.
- 28 2. A note shall be placed on the plans that states "All block walls and fencing shall be  
shown on the grading plan for reference only and shall be separately permitted by the  
City Building Department.

- 1           3. Place City Standards grading and drainage notes, including NPDES requirements on  
2           the grading plan.
- 3           4. A pad certification prepared by a licensed Civil Engineer registered in the State of  
4           California shall be submitted prior to issuance of building permits.
- 5           5. Prior to final project acceptance, applicant to submit an as built of grading plans. No  
6           final will be authorized until as-builds are submitted to Public Works Department.
- 7           6. Owner/Developer shall notify adjacent property owners about the impact of the  
8           proposed development on the drainage configuration of existing adjacent properties.  
9           Such notification shall be pre-approved by the City Engineer. These drainage issues  
10          shall be resolved prior to the issuance of a grading permit.
- 11          7. Provide the Public Works Department with a separate Erosion Control plan of a scale  
12          of 1" = 20'.
- 13          8. The applicant shall submit a Water Quality Management Plan (WQMP) specifically  
14          identifying Best Management Practices (BMPs) that will be used onsite to reduce the  
15          pollutants into the storm drain system prior to issuance of grading permit. Forms are  
16          available at the City of Colton Public Works Department.
- 17          9. All parking lots shall be surfaced with A.C. to a minimum thickness of 4 inches over a  
18          minimum aggregate base of 6 inches or surfaced with P.C.C. with a minimum  
19          thickness of 6 inches over 3 inch aggregate base. These thicknesses may be waived  
20          upon submittal of an R value and pavement thickness testing and analysis submitted  
21          by a registered geologist or geotechnical engineer.

17       **E. WATER AND WASTEWATER REQUIREMENTS**

- 18           1. The development shall meet all the requirements as set forth by the water/wastewater  
19           department for water, sewer and pre-treatment facilities.
- 20           2. All construction shall conform to the current edition of the specifications for public  
21           works construction (green book), and the current standards and specifications of the  
22           City of Colton Water / Wastewater Department.
- 23           3. Colton municipal code 13.08.235 and 13.08.253, requires the installation of a grease  
24           interceptor for commercial or industrial generators of grease (restaurants, cafes,  
25           cafeterias, auto body shops, etc). Clearly show the connection to grease interceptor on  
26           plans if applicable.
- 27           4. All wastewater capacity fees must be paid prior to obtaining the certificate of  
28           occupancy. Additional capacity fees may apply if the actual discharge exceeds the  
            estimated flow established during initial approval. Service will be terminated if the  
            fees are not paid.

- 1           5. All connection fees and charges shall be levied at rate scheduled by City Council at  
2           the time of payment by developer.
- 3           6. The applicant shall design and install the required water main along Agua Mansa Road  
4           from the Project site to the existing main at Rancho Avenue.
- 5           7. The applicant shall design and install sewer lateral and lift station pump to connect to  
6           the existing 8” diameter sewer force main along Agua Mansa Road.

6           **F. PROJECT DEVELOPMENT:**

- 7           1. No final inspection will be performed until all Public Works Department  
8           requirements pertaining thereto are in compliance.
- 9           2. Submit Parcel Map prepared by a Professional Land Surveyor, registered in  
10          the State of California, joining all effected properties.

10          **G. STUDIES & REPORTS**

- 11          1. Submit a soils report prepared by a registered geologist or soils engineer. This report  
12          should be based on soil samples taken from the site and should analyze the existing  
13          geotechnical conditions of the site to determine if the existing soil is adequate for the  
14          development and safe from hazardous or deleterious materials. The report should also  
15          satisfactorily address the compaction and soil stability characteristics of the site. The  
16          number of soil borings performed on the site shall be strategically located throughout  
17          the site.
- 18          2. Submit a Traffic Analysis for review and approval by the City. Traffic Study shall  
19          identify all traffic related impacts and mitigations from the project.
- 20          3. The applicant shall submit a Water Quality Management Plan (WQMP) (if applies)  
21          specifically identifying Best Management Practices (BMPs) that will be used onsite to  
22          reduce the pollutants into the storm drain system prior to issuance of grading permit.  
23          Forms are available at the City of Colton Public Works Department.
- 24          4. Submit drainage/hydrology study calculations and a hydraulic analysis for both  
25          developed and undeveloped conditions to the City of Colton for review and approval.  
26          All of the drainage from each individual lot shall drain into the public right-of-way  
27          and not impact surrounding properties, or a drainage easement acceptance letter from  
28          the adjacent landowner must be obtained.

24          **H. FEES**

- 25          1. A Plan Check fee for all improvement plans and studies for the proposed  
26          development shall be paid prior to plan checking proceedings in accordance with the  
27          fee schedule in effect at the time the fees are paid.
- 28          2. Public Works Inspection fee shall be paid prior to the final map going to the City  
29          Council for approval in accordance with the fee schedule in effect at the time the fees

1 are paid. Public Works permits are required prior to construction within the public  
2 right of way.

3 3. Sewer Connection fees shall be paid prior to the issuance of building permits, in  
4 accordance with the fee schedule in effect at the time the fees are paid.

5 4. Pay Plan Check Fees and Permit Fees for the review of the site grading and drainage  
6 plan. Submit a detailed cost estimate to determine the plan checking fee.

7 5. Pay Plan Check Fee for the review of the site Hydrology Calc. Review

8 6. The applicant/sub divider shall pay the development impact fees and infrastructure  
9 fees in effect at the time that building permits are obtained for approved structures.  
10 Applicants/sub dividers shall be required to submit detailed plans showing approved  
11 Land Uses and the square footage of each structure proposed.

12 7. The applicant shall pay storm drain development fees.

13 8. Pay plan check fee for the plan checking of street improvement plans. Submit a  
14 detailed cost estimate to determine the plan checking fee.

15 9. Pay plan check fee for the plan checking of the Water Quality Management Plan.

16 10. Pay Plan check Fee for the review of the Traffic Analysis.

17 **I. IMPROVEMENT PLANS AND FINAL MAP**

18 1. Improvement Plans for the proposed project shall be prepared as a separate set of  
19 drawings for each of the following categories:

- 20 a) Rough Grading/ Precise Grading and Plot Plan
- 21 b) Street and Storm Drain Plan
- 22 c) Striping Plan
- 23 d) Landscaping Plan
- 24 e) Water and Sewer Utility Plan
- 25 f) Parcel Map

26 2. A licensed traffic engineer shall prepare and submit a preliminary traffic analysis to  
27 the City of Colton.

28 3. The Developer shall repair any areas of existing improvements that become damaged  
during any phase of construction of the project, as determined by the Office of the  
City Engineer. The contractor working in the right-of-way must submit proof of a  
Class "A" Contractor License, City of Colton Business License, and liability  
insurance. The City Engineer shall determine if any existing streets are damaged to  
the extent that a full 1 ½" A.C. overlay is required.

4. Submit a copy of the Title Report to the Public Works Department.

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5. All plans, including grading plans shall be drawn on 24" x 36" 4 mil Mylar.
  6. Original drawings shall be revised to reflect As-Built conditions by the Design Engineer prior to final acceptance of the work by the City. Water service lines, water meters, sewer laterals and electric, irrigation lines, etc., within the street right-of-way and 5' outside of the street right-of-way shall be shown on the As-Built Water/Sewer Plans. Construction plans for gas, telephone, electric and cable TV etc., shall be submitted to the City for records.
  7. A small index map shall be included on the title sheet of each set of plans, showing the overall layout of the public improvements.
  8. A map of the proposed development drawn to scale 1" = 200', showing the outline of streets and street names, shall be submitted to the City to update the City wall atlas map.
  9. An original mylar of the final map (after it is recorded) shall be provided to the City for the City's map files.
  10. The street name signs and traffic control devices shall be relocated or installed as required per the approved plans and City of Colton Standard Specifications.
  11. Contact all affected agencies, (Army Corps of Engineers, California Department of Fish & Game, Regional Water Quality Control Board, and San Bernardino County Flood Control & Water Conservation District, etc.), and obtain the necessary approvals with regards to the proposed development, which. Submit copies of correspondence with the agencies to the Public Works Department.
  12. Submit improvement plans to all affected utilities, including the Gas Company, Cable Companies, Verizon California, etc., prior to issuance of the Building Permit and transmit correspondence to the Public Works Department.

**J. CONSTRUCTION & MAINTENANCE OF PUBLIC IMPROVEMENTS**

1. All required water lines and fire hydrants shall be installed and made operable before any building permits for framing are issued. This may be done in phases if the construction work is in progress for emergency vehicles.
2. Vehicular access shall be maintained at all times to all parts of the proposed project, where construction work is in progress, for emergency vehicles.
3. All precautions shall be taken to prevent washouts, undermining and subsurface ponding, caused by rain or runoff to all surface structures (curbs, gutters, sidewalks, paving, etc.). The Public Works Department may order repair, removal and replacement, extra compaction tests, load tests, etc. or any combination thereof for any such structure that was damaged or appears to have been damaged. All of the additional work, testing, etc., shall be at the expense of the developer.

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2 4. All required public improvements for the project shall be completed, tested and  
3 approved by the Public Works Department prior to the issuance of any Certificate of  
Occupancy for such tract.

4 5. Prior to any street construction or relocation, when there are monuments in the project  
5 area which control the location of subdivisions, streets or highways, or provide survey  
6 control, the developer shall locate and reference the monuments and shall reset them  
after construction as required by Section 8771 of the Business and Professions Code,  
7 in a manner meeting the approval of the City Engineer.

8 **ELECTRICAL UTILITY DEPARTMENT (909) 370-5104**

9 1. General Conditions and Requirements:

10 The project developer/applicant shall comply with all customer service policies of the City  
11 of Colton Electric Utility Department. The developer shall provide the Electric Utility with  
12 all information necessary to determine the project's electric service requirements; and if  
13 necessary and at their own expense, install all conduit and vault systems associated with  
underground primary/service line extensions and street-lighting as per the Electric Utility's  
approved design. The developer shall pay all charges associated with the Electric Utility's  
cost to construct underground and overhead line extensions and street-lighting.

14 2. Conditions and requirements specific to the project:

15 A. The project developer/applicant shall be responsible for a proportionate share of the cost  
16 of the new Agua Mansa Substation to provide adequate capacity to serve the project.

17 B. The project developer/applicant shall be responsible for all costs associated with the line  
18 extension from the new substation to the projects point of service. A primary metered  
19 service will be required for a service connection over 4 Mwatt. An underground primary  
vault/conduit system is required along the entire project frontage on the south side of  
20 Agua Mansa Road.

21 C. The project developer/applicant shall be responsible for all costs associated with the  
22 installation of street lighting along the south side of Agua Mansa Road. A primary  
metered service will be required for a service connection over 4 Mwatt. An underground  
23 primary vault/conduit system is required along the entire project frontage on the south side  
of Agua Mansa Road.

24 D. The project developer/applicant shall be responsible for all costs associated with the  
25 relocation of the existing overhead line on the south side of Agua Mansa Road.

26 E. The existing overhead line along the project's east property line is to remain and the  
27 developer/applicant shall provide access and line clearances per Colton Electric Utility  
Requirements.  
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F. The project developer/applicant shall give Colton Electric Utility a 20' easement along the south east corner of property line from Agua Mansa Road going south approximately 1,025 feet continuing to the west for approximately 1,600 feet for a future transmission line and for maintenance and access. Colton Electric will be responsible for CEQA documentation, if needed for the transmission line, within the easement area. This can be included on the parcel map.

1 **EXHIBIT “B” - ENVIRONMENTAL MITIGATION MEASURES**

2 THE APPLICANT SHALL COMPLY WITH ALL MITIGATION MEASURES AS SET  
3 FORTH BELOW:

4 **AESTHETICS**

5 **AES-1** Prior to issuance of building permits, the project proponent shall conduct a lighting  
6 study that will show that light spillover from proposed parking lot and wall lighting  
7 will not leave the property to the satisfaction of the Development Services Director.  
In addition, the project proponent shall provide evidence on construction drawings,  
that the glass panels to be used in the office areas of the building will be non-glare.

8 **AIR QUALITY**

9 **AQ-1** The project applicant shall require that the demolition, site preparation, and grading  
10 contractors comply with SCAQMD Rule 403 minimum requirements for  
controlling fugitive dust.

11 **AQ-2** The project applicant shall require that the site preparation and grading contractors  
limit the daily disturbed area to 5 acres or less.

12 **AQ-3** The project applicant shall provide a sidewalk along the property frontage onto  
13 Agua Mansa Road.

14 **AQ-4** The project applicant shall require that any future tenants institute a ride sharing  
15 program that is open to all employees and shall consist of a kiosk or board that  
16 details information on ride sharing and identifies an employee in charge of the ride  
sharing program, who is responsible for coordinating employees interested in  
participating in the program.

17 **AQ-5** The project applicant shall install a compressed natural gas (CNG) filling station  
18 on- site (slow fill or fast fill) and shall require all equipment that is operated  
19 exclusively on- site such as yard trucks and forklifts to be powered by CNG or  
electricity. In addition, the project applicant shall provide information to future  
tenants about the economic and environmental benefits of using vehicles that  
operate on CNG.

20 **AQ-6** The project applicant shall require that all future tenants to provide proof to the City  
21 within one year of occupancy that a minimum of 20 percent of the truck fleet  
22 registered at the proposed warehouse be powered by natural gas or another  
alternative fuel with similar or better emission rates.

23 **BIOLOGY**

24 *Nesting birds -*

25 **BIO-1** If construction activities (e.g., tree removal, clearing and grubbing, grading) are to be  
26 conducted during the nesting season, a nesting bird survey shall be conducted prior to  
27 and site disturbing activities to determine if active nests are present in the construction  
28 zone or within an appropriate buffer area as part of project approval. For example, a  
500-foot buffer to reduce potential indirect impacts may be required from the Santa  
Ana River (or other riparian habitat) where least Bell’s vireo may be actively nesting.  
Often the most effective manner in which to establish these buffer areas is to have a  
biological monitor present during demolition and grubbing. Development activities

1 performed outside of the avian breeding season (generally September 1 to January 31)  
2 usually eliminates the need to conduct pre-activity nesting surveys for most native  
3 species known from the site vicinity, and ensure that there were no constraints to  
4 construction relative to the MBTA/CDFG code. Compliance with the MBTA/CDFG  
5 codes would be necessary prior to development; however no special permit or  
6 approval is typically required in most instances.

*Burrowing owls -*

5 **BIO-2** If site preparation activities occur within potential BUOW habitat, a pre-construction  
6 burrowing owl/Initial Take Avoidance Survey conducted no less than 14 days prior to  
7 initiating ground disturbance activities using the recommended methods described in  
8 the 2012 CDFW Staff Report on Burrowing Owl Mitigation is required by CDFW to  
9 determine if active nests of species protected by the MBTA and/or CDFW codes are  
10 present in the construction zone for CEQA compliance and to subsequently evaluate  
11 appropriate measures that may reduce potential adverse project-related impacts.

9 **BIO-3** If evidence of burrowing owl occupation is found on the project site implementation  
10 of avoidance and minimization measures would be triggered on the site where project  
11 activities would occur. The project biologist shall prepare a program that meets the  
12 requirements of the CDFW Staff Report and shall include but not be limited to the  
13 following elements:

- 12 i. The development of avoidance and minimization approaches would be informed  
13 by monitoring the burrowing owls. Burrowing owls may re-colonize a site after  
14 only a few days. Time lapses (i.e. construction delays) between project activities  
15 would trigger subsequent take avoidance surveys including but not limited to a  
16 final survey conducted within 24 hours prior to ground disturbance (CDFG  
17 2012).
- 15 ii. Avoidance of areas where eggs or fledglings are discovered in any owl burrow  
16 or native nest, these resources cannot be disturbed (pursuant to CDFW  
17 guidelines) until the young have hatched and fledged (matured to a stage that  
18 they can leave the nest on their own).
- 17 iii. Take of active nests should always be avoided. If owls must be moved away  
18 from the disturbance area, *passive* relocation techniques (where applicable  
19 outside of the breeding season before breeding behavior is exhibited and after the  
20 burrow is confirmed empty by site surveillance) should be used rather than  
21 trapping (2012 CDFG Staff Report). If burrow exclusion and/or burrow closure  
22 is implemented, BUOWs should not be excluded from burrows unless or until:  
(1) a Burrowing Owl Exclusion Plan is developed and approved by the  
applicable local CDFG office; and (2) permanent loss of occupied burrow(s) and  
habitat is mitigated in accordance with the Mitigating Impacts (CDFG 2012).

23 **CULTURAL RESOURCES**

24 **CR-1** Due to the heightened sensitivity for possible subsurface deposits of historic-  
25 period cultural remains, earth-moving operations within the boundaries of the  
26 Agua Mansa village site and along the course of the Agua Mansa Ditch shall be  
monitored by a qualified archaeologist. This measure shall appear as notes on any  
plans that call for site disturbance including but not limited to the grading plan,  
and any utility plans that would require excavation in the sensitive area.

27 **CR-2** Prior to commencement of any site disturbing activities such as importing and  
28 stockpiling soil, clearing and grubbing, or grading the may occur in the area around

1 the alignment of the Agua Mansa Ditch, trenching across the alignment of the Agua  
2 Mansa Ditch should be implemented to ascertain the presence or absence of  
3 subsurface remains of the Ditch. Note: this would not preclude site disturbing  
4 activities from occurring in other areas of the project site that are not sensitive for  
5 archaeological resources.

6 **CR-3** A qualified paleontologist shall conduct a review of the project site grading plans  
7 and submit a monitoring program to the satisfaction of the Development Services  
8 Director, that will outline the measures to be implemented in case any fossils are  
9 exposed during grading. Monitors shall be equipped to salvage fossils, if  
10 encountered, as they are unearthed, to avoid construction delays, and to remove  
11 samples of sediments that are likely to contain the remains of small fossil  
12 invertebrates and vertebrates. Monitors shall also be empowered to temporarily  
13 halt or divert equipment to allow removal of abundant or large specimens, if they  
14 are encountered. Should significant paleontological resources be discovered,  
15 paleontological recovery, identification, and curation shall be implemented.

16 **CR-4** As required by state law, the requirements and procedures set forth in Section  
17 5097.98 of the California Public Resources Code shall be implemented, including  
18 notification of the County Coroner, notification of the Native American Heritage  
19 Commission, and consultation with the individual identified by the Native American  
20 Heritage Commission to be the “most likely descendant.” If human remains are  
21 found during excavation, excavation must stop in the vicinity of the find and any  
22 area that is reasonably suspected to overlie adjacent remains until the County  
23 Coroner has been contacted, the remains investigated, and appropriate  
24 recommendations made for the treatment and disposition of the remains.

## 25 **GEOLOGY AND SOILS**

26 **GEO-1** All grading plans, utility plans, construction and landscape plans shall  
27 include the relevant recommendations as set forth in the Geotechnical  
28 Investigation prepared for the project entitled “Geotechnical Investigation and  
Liquefaction Evaluation, Proposed Agua Mansa Logistics Center, SWC of Agua  
Mansa Road and West Cartier Lane, Colton, California for Howard Industrial  
Partners”, prepared by Southern California Geotechnical, Inc, May 2013, unless a  
subsequent geotechnical evaluation supersedes this report.

For additional mitigation measures see Air Quality mitigation measures.

## 29 **GREENHOUSE GAS EMISSIONS**

See Air Quality mitigation measures AQ-3, AQ-4, AQ-5.

## 30 **HAZARDS AND HAZARDOUS MATERIALS**

31 **HAZ-1** Prior to issuance of an occupancy permit for the project, the project proponent  
32 shall coordinate with the City of Colton to evaluate the condition of the electrical  
33 transformer located on the east side of the project site and determine if the transformer  
34 should be removed or replaced.

## 35 **HYDROLOGY AND WATER QUALITY**

36 **HWQ-1** Construction BMPs outlined in the SWPPP and operational BMPs outlined in the  
37 project’s WQMP will ensure that pollutants associated with construction and  
38 operations will be controlled and no further mitigation is required.

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**TRANSPORTATION/TRAFFIC**

- TIA-1** The project proponent shall construct Agua Mansa Road from the west project boundary to the east project boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.
  
- TIA-2** During construction, and prior to issuance of an occupancy permit, the project proponent shall install a traffic signal at the project’s west access at Agua Mansa Road to the satisfaction of the City Engineer.
  
- TIA-3** Sight distance at each project access shall be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.
  
- TIA-4** As mitigation for the potential traffic impacts, the proposed project shall contribute on a fair share basis, through an adopted traffic impact fee program, in the implementation of the recommended intersection lane improvements or freeway improvements, or in dollar equivalent in lieu mitigation contributions, or in the implementation of additional capacity on parallel routes to offset potential impacts to study area intersections.

**Planning Commission Resolution Exhibit "C" - Mitigation Monitoring Reporting Program**

**COLTON - DAP-001-104 & 105**

**Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program**

Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<b>Aesthetics Mitigation Measures</b>						
<b>AES-1</b>	During construction plan check prior to Building Permits	Ensure Plans Reflect Mitigation Measure	Planning Division			
<b>Air Quality Mitigation Measures</b>						
<b>AQ-1</b>	The project applicant shall require that the demolition, site preparation, and grading contractors comply with SCAQMD Rule 403 minimum requirements for controlling fugitive dust.	Passing inspection	Public Works			
<b>AQ-2</b>	The project applicant shall require that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.	Passing inspection	Public Works			
<b>AQ-3</b>	The project applicant shall provide a sidewalk along the property frontage onto Agua Mansa Road.	Passing inspection	Public Works			
<b>AQ-4</b>	The project applicant shall require that any future tenants institute a ride sharing program that is open to all employees and shall consist of a kiosk or board that details information on ride sharing and identifies an employee in charge of the ride sharing program, who is responsible for coordinating employees interested in participating in the program.	Passing inspection	Public Works			
<b>AQ-5</b>	The project applicant shall install a compressed natural gas (CNG) filling station on-site (slow fill or fast fill) and shall require all equipment that is operated exclusively on-site such as yard trucks and forklifts to be powered by CNG or electricity. In addition, the project applicant shall provide information to future tenants about the economic and environmental benefits of using vehicles that operate on CNG.	Passing inspection	Public Works			
<b>AQ-6</b>	The project applicant shall require that all future tenants to provide proof to the City within one year of occupancy that a minimum of 20 percent of the truck fleet registered at the proposed warehouse be powered	Submittal of proof	Planning			

**Planning Commission Resolution Exhibit "C" - Mitigation Monitoring Reporting Program**

**COLTON - DAP-001-104 & 105**

**Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program**

Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
by natural gas or another alternative fuel with similar or better emission rates.						
<b>Biology Mitigation Measures</b>						
<b>BIO-1</b> Nesting Birds - If construction activities (e.g., tree removal, clearing and grubbing, grading) are to be conducted during the nesting season, a nesting bird survey shall be conducted prior to and site disturbing activities to determine if active nests are present in the construction zone or within an appropriate buffer area as part of project approval. For example, a 500-foot buffer to reduce potential indirect impacts may be required from the Santa Ana River (or other riparian habitat) where least Bell's vireo may be actively nesting. Often the most effective manner in which to establish these buffer areas is to have a biological monitor present during demolition and grubbing. Development activities performed outside of the avian breeding season (generally September 1 to January 31) usually eliminates the need to conduct pre-activity nesting surveys for most native species known from the site vicinity, and ensure that there were no constraints to construction relative to the MBTA/CDFG code. Compliance with the MBTA/CDFG codes would be necessary prior to development; however no special permit or approval is typically required in most instances.	During inspection	Passing inspection	Public Works			
<b>BIO-2</b> Burrowing Owls - If site preparation activities occur within potential BUOW habitat, a pre-construction burrowing owl/Initial Take Avoidance Survey conducted no less than 14 days prior to initiating ground disturbance activities using the recommended methods described in the 2012 CDFW Staff Report on Burrowing Owl Mitigation is required by CDFW to determine if active nests of species protected by the MBTA and/or CDFW codes are present in the construction zone for CEQA compliance and to subsequently evaluate appropriate measures that may reduce potential adverse project-related impacts.	During inspection	Passing inspection	Public Works			

**COLTON - DAP-001-104 & 105**

**Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program**

Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
				Initials	Date
Remarks					
<p>If evidence of burrowing owl occupation is found on the project site implementation of avoidance and minimization measures would be triggered on the site where project activities would occur. The project biologist shall prepare a program that meets the requirements of the CDFW Staff Report and shall include but not be limited to the following elements:</p> <ul style="list-style-type: none"> <li>i. The development of avoidance and minimization approaches would be informed by monitoring the burrowing owls. Burrowing owls may re-colonize a site after only a few days. Time lapses (i.e. construction delays) between project activities would trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance (CDFG 2012).</li> <li>ii. Avoidance of areas where eggs or fledglings are discovered in any owl burrow or native nest, these resources cannot be disturbed (pursuant to CDFW guidelines) until the young have hatched and fledged (matured to a stage that they can leave the nest on their own).</li> <li>iii. Take of active nests should always be avoided. If owls must be moved away from the disturbance area, passive relocation techniques (where applicable outside of the breeding season before breeding behavior is exhibited and after the burrow is confirmed empty by site surveillance) should be used rather than trapping (2012 CDFG Staff Report). If burrow exclusion and/or burrow closure is implemented, BUOWs should not be excluded</li> </ul>	During inspection	Passing inspection	Public Works		
<b>BIO-3</b>					

**Planning Commission Resolution Exhibit "C" - Mitigation Monitoring Reporting Program**

**COLTON - DAP-001-104 & 105**

**Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program**

Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
from burrows unless or until: (1) a Burrowing Owl Exclusion Plan is developed and approved by the applicable local CDFG office; and (2) permanent loss of occupied burrow(s) and habitat is mitigated in accordance with the Mitigating Impacts (CDFG 2012).						
<b>Cultural Resources Mitigation Measures</b>						
<b>CR-1</b> Due to the heightened sensitivity for possible subsurface deposits of historic-period cultural remains, earth-moving operations within the boundaries of the Agua Mansa village site and along the course of the Agua Mansa Ditch shall be monitored by a qualified archaeologist. This measure shall appear as notes on any plans that call for site disturbance including but not limited to the grading plan, and any utility plans that would require excavation in the sensitive area.	During Site Preparation	Owner/ Contractor Compliance	Public Works			
<b>CR-2</b> Prior to commencement of any site disturbing activities such as importing and stockpiling soil, clearing and grubbing, or grading the may occur in the area around the alignment of the Agua Mansa Ditch, trenching across the alignment of the Agua Mansa Ditch should be implemented to ascertain the presence or absence of subsurface remains of the Ditch. Note: this would not preclude site disturbing activities from occurring in other areas of the project site that are not sensitive for archaeological resources.	During Site Preparation	Owner/ Contractor Compliance	Public Works			
<b>CR-3</b> A qualified paleontologist shall conduct a review of the project site grading plans and submit a monitoring program to the satisfaction of the Development Services Director, that will outline the measures to be implemented in case any fossils are exposed during grading. Monitors shall be equipped to salvage fossils, if encountered, as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall also	During Site Preparation	Owner/ Contractor Compliance	Public Works			

**Planning Commission Resolution Exhibit "C" - Mitigation Monitoring Reporting Program**

**COLTON - DAP-001-104 & 105**

**Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program**

Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens, if they are encountered. Should significant paleontological resources be discovered, paleontological recovery, identification, and curation shall be implemented.</p> <p>As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code shall be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for the treatment and disposition of the remains.</p>	During Site Preparation	Owner/ Contractor Compliance	Public Works			
<b>Geology and Soils Mitigation Measures</b>						
<p>All grading plans, utility plans, construction and landscape plans shall include the relevant recommendations as set forth in the Geotechnical Investigation prepared for the project entitled "Geotechnical Investigation and Liquefaction Evaluation, Proposed Agua Mansa Logistics Center, SWC of Agua Mansa Road and West Cartier Lane, Colton, California for Howard Industrial Partners", prepared by Southern California Geotechnical, Inc, May 2013, unless a subsequent geotechnical evaluation supersedes this report.</p>	During grading plan check prior to grading permit	Ensure Plans Reflect Mitigation Measure	Public Works			
<b>Greenhouse Gas Emissions Mitigation Measures</b>						
See Air Quality mitigation measures AQ-3, AQ-4, AQ-5.						
<b>Hazards and Hazardous Materials Mitigation Measures</b>						

**Planning Commission Resolution Exhibit "C" - Mitigation Monitoring Reporting Program**

<b>COLTON - DAP-001-104 &amp; 105</b>						
<b>Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program</b>						
<b>Mitigation Measures</b>	<b>Monitoring Timing/Frequency</b>	<b>Action Indicating Compliance</b>	<b>Monitoring Agency</b>	<b>Verification of Compliance</b>		
				<b>Initials</b>	<b>Date</b>	<b>Remarks</b>
<b>HAZ-1</b>	Prior to final occupancy release	Passing evaluation	Electric Utility			
<b>Hydrology and Water Quality Mitigation Measures</b>						
<b>HWQ-1</b>	Construction BMPs outlined in the SWPPP and operational BMPs outlined in the project's WQMP will ensure that pollutants associated with construction and operations will be controlled and no further mitigation is required.	Ensure Plans Reflect Mitigation Measure	Public Works			
<b>Transportation/Traffic Mitigation Measures</b>						
<b>TIA-1</b>	The project proponent shall construct Agua Mansa Road from the west project boundary to the east project boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.	Ensure Plans Reflect Mitigation Measure	Public Works			
<b>TIA-2</b>	During construction, and prior to issuance of an occupancy permit, the project proponent shall install a traffic signal at the project's west access at Agua Mansa Road to the satisfaction of the City Engineer.	Passing inspection	Public Works			
<b>TIA-3</b>	Sight distance at each project access shall be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.	Ensure Plans Reflect Mitigation Measure	Public Works			

**Planning Commission Resolution Exhibit "C" - Mitigation Monitoring Reporting Program**

COLTON - DAP-001-104 & 105						
Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program						
Mitigation Measures	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<p><b>TIA-4</b></p> <p>As mitigation for the potential traffic impacts, the proposed project shall contribute on a fair share basis, through an adopted traffic impact fee program, in the implementation of the recommended intersection lane improvements or freeway improvements, or in dollar equivalent in lieu mitigation contributions, or in the implementation of additional capacity on parallel routes to offset potential impacts to study area intersections.</p>	<p>Prior to grading permit, prior to encroachment permit for street improvements, or prior to final occupancy release as determined by the City Engineer.</p>	<p>Contribution</p>	<p>Public Works</p>			

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**RESOLUTION NO. R-22-13**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A TENTATIVE PARCEL MAP FOR THE MERGER OF SIX EXISTING PARCELS INTO A SINGLE PARCEL ON PROPERTY LOCATED AT 1600 AGUA MANSA ROAD WITHIN THE AGUA MANSA INDUSTRIAL CORRIDOR SPECIFIC PLAN. (FILE INDEX NO: DAP-001-104).**

**WHEREAS**, an application (File Index No. DAP 001-104) was filed with the City of Colton by Howard Industrial Partners (hereinafter "Applicant") for a Tentative Parcel Map 19471 (hereinafter "Map") on a +/- 40.49-acre site consisting of six parcels located at 1350 to 1600 Agua Mansa Road to be merged into a single parcel; Assessor's Parcel Numbers: 0260-072-01, 02, 03, 04, 15 and 16 (hereinafter "Subject Site") with a General Plan land use designation of Heavy Industrial (HI) and Agua Mansa Industrial Corridor Specific Plan (hereinafter "Specific Plan"); and

**WHEREAS**, on November 26, 2013, the Planning Commission of the City of Colton held a duly noticed meeting at which time all persons wishing to testify in connection with the application were heard and the Application was fully examined; and

**WHEREAS**, pursuant to the California Environmental Quality Act ("CEQA"), an Initial Study was prepared of the potential environmental effects of the project. Based on the findings contained in that Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF COLTON:**

**SECTION 1.** Based on the entire record before the Planning Commission and all written and oral evidence presented, including the staff report, the Planning Commission makes the following findings in accordance with the Colton Municipal Code Section 16.76.010:

1. **The proposed map is consistent with applicable general and specific plans.** The project is consistent with the goals and objectives of the City of Colton General Plan. Specifically, the project is consistent with the purpose of the "Heavy Industrial" designation in the Land Use Element of the General Plan, which states "The purpose of this designation is to provide for intensive industrial activities foreseen in the region and promoted by long-term growth strategies, such as the Agua Mansa Industrial Corridor and Enterprise Zone. The nature of industrial activities under this designation will include ... distribution, ... storage and similar activities not normally compatible in close proximity residential activities." In addition, the project is consistent with the Land Use Element Principles for industrial areas, including Principle C1: "Industrial uses need to be located in

1 areas compatible with surrounding uses...” The project is consistent with the  
2 goals, objectives, and strategies of the Agua Mansa Industrial Corridor Specific  
3 Plan. Specifically, the project is consistent with Environmental Issue 1, which  
4 states “To maximize the productive use of the study area for heavy industrial  
5 development while at the same time minimizing adverse impacts on the  
6 environment by avoiding placement of heavy industrial uses at sensitive  
7 locations”; Special and Design Issue 1, which states “To promote the  
8 maximization of employment generation in the Agua Mansa Corridor, particularly  
9 employment targeted to low and moderate income individuals”; and Special and  
10 Design Issue 4, which states “To expand upon the existing industrial character of  
11 the Corridor to ultimately create a compatible cohesive enclave where industry  
12 can locate and operate without encroachment of other non-compatible urban  
13 uses. The fact that the project is bounded at most peripheries by either the Santa  
14 Ana River or major transportation arteries provides tangible boundaries identifying  
15 the limits of the project and affords protection for industrial development;”

- 16 2. The design or improvement of the proposed subdivision is consistent with  
17 applicable general and specific plans. The proposed parcel map will merge six  
18 existing parcels into one parcel of a size consistent with the standards of the M-2  
19 zone. On August 20, 2013 the General Plan land use designation was changed  
20 from Specific Plan to Heavy Industrial. On October 10, 2013 the zoning was  
21 changed from Agua Mansa Industrial Corridor Specific Plan to Heavy Industrial  
22 (M-2);
- 23 3. The site is physically suitable for the type of development;
- 24 4. The site is suitable for the proposed density of development;
- 25 5. The design of the subdivision or the proposed improvements are not likely to  
26 cause substantial environmental damage or will substantially and avoidably injure  
27 fish or wildlife of their habitat;
- 28 6. The design of the subdivision or the type of improvements is not likely to cause  
serious public health concerns;
7. The design of the subdivision of the type of improvements will not conflict with  
easements, acquired by the public at large, for access through or use of property  
within the proposed subdivision;
8. The discharge of wastes from the proposed subdivision into an existing  
community sewer system would not result in violation of existing requirements  
prescribed by a California Regional Water Quality Control Board, pursuant to  
Division 7 (commencing with Section 13000) of the Water Code;

26 **SECTION 2.** The Planning Commission has reviewed the Mitigated Negative  
27 Declaration and all comments received regarding the Mitigated Negative Declaration  
28 and, based on the whole record before it, finds: (i) that the Mitigated Negative  
Declaration was prepared in compliance with CEQA; and (ii) that, based on the

1 imposition of mitigation measures, there is no substantial evidence that the project will  
2 have a significant effect on the environment. The Planning Commission further finds that  
3 the Mitigated Negative Declaration reflects the independent judgment and analysis of the  
4 Planning Commission. The Planning Commission has also reviewed and considered the  
5 Mitigation Monitoring Program for the project that has been prepared pursuant to the  
6 requirements of Public Resources Code Section 21081.6 and finds that such Program is  
7 designed to ensure compliance with the mitigation measures during project  
8 implementation. Based on these findings, the Planning Commission hereby adopts the  
9 Mitigated Negative Declaration and the related Mitigation Monitoring Program.

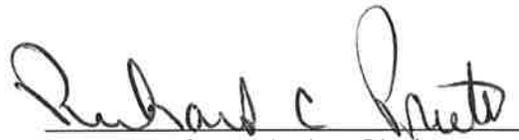
7 **SECTION 3.** Based upon the findings set forth in Sections 1 and 2 of this  
8 Resolution, the Planning Commission hereby approves the Tentative Parcel Map 19471  
9 for the merger of six parcels into a single parcel, for a new 808,500-square foot industrial  
10 building for warehouse tenant(s) including ancillary office space at the subject site,  
11 subject to the attached conditions of approval (Exhibit "A"), the attached environmental  
12 mitigation measures (Exhibit "B"), and the attached mitigation monitoring program  
13 (Exhibit "C").

11 **SECTION 4.** This action by the Planning Commission shall be final unless an  
12 appeal of the action is filed with the City Clerk's office in writing, pursuant to Section  
13 16.28.260 of the Colton Municipal Code.

14 **SECTION 5.** This land use entitlement shall become null and void if not exercised  
15 within one (1) year of this approval and the applicant has not been granted an extension  
16 of time by the Planning Commission, pursuant to Section 18.58.070 of the Colton  
17 Municipal Code.

17 **SECTION 6.** The Secretary shall certify the adoption of this Resolution.

18 PASSED, APPROVED, AND ADOPTED this 26<sup>th</sup> day of November, 2013.

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21 Planning Commission Chairperson  
22 Richard Prieto

22 ATTEST:

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24 Planning Commission Secretary  
25 Mark R. Tomich, AICP

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I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Colton at a meeting held on November 26, 2013, by the following vote of the Planning Commission:

- AYES: Prieto, Perez, Archuleta, De La Rosa, Delgado, Woods
- NOES:
- ABSENT:
- ABSTAIN: Rameriz

  
\_\_\_\_\_  
Planning Commission Secretary  
Mark R. Tomich, AICP

**EXHIBIT A”  
CONDITIONS OF APPROVAL**

THE APPLICANT SHALL COMPLY WITH ALL CONDITIONS AS SET FORTH IN THE  
CONDITIONS OF APPROVAL.

**HOLD HARMLESS**

1. The Applicant shall defend, indemnify, and hold harmless the City of Colton and its officers, employees, and agents from and against any claim, action, or proceeding against the City of Colton, its officers, employees, or agents to attacks, set aside, void, or annul any approval or condition of approval of the City of Colton concerning this project, including but not limited to any approval or condition of approval of the city council, planning commission, or development services director. The City shall promptly notify the Applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officers, employees, and agents in the defense of the matter.

**PLANNING DIVISION (909)370-5079**

1. The Applicant shall meet and comply with all requirements of all reviewing agencies and shall comply with all applicable local, state, and federal rules, laws, and regulations.
2. All conditions are final unless appealed to the City Council within 15 days of this approval in accordance with the provisions of Chapter 16.36.010 of the Colton Municipal Code. This approval is not considered final until the Applicant signs the attached acknowledgement of conditions of approval, and submits the executed form to the Development Services Department.
3. This approval is for a parcel merger to merge six parcels into one parcel.
4. Any plans submitted for building plan check and construction plans for this project shall contain an exact reproduction of the signed Resolution of Approval (full size) on one or more of its sheets. The sheet(s) are for information only to all parties involved in the construction/grading activities and are not required to be wet sealed/stamped by a licensed Engineer/Architect.
5. All exterior building colors shall match the color and material board on file with the Planning Division. Any revision to the approved building colors shall be submitted to the Planning Division for review and approval.
6. The site shall be developed and maintained in accordance with the approved plans which include site plans, architectural elevations, exterior materials and colors, landscaping and grading on file in the City, the conditions contained herein, the Zoning Code and the Agua Mansa Specific Plan.

- 1 7. Any requests for modifications, including any deviation from the approved plans and/or  
2 conditions of approval, shall be submitted to the Development Services Director for review,  
3 prior to implementation of the modification. Significant deviations from the approved plans  
4 or conditions of approval shall be subject to review and approval by the Planning  
5 Commission. The applicant requesting the modification shall supply information deemed  
6 necessary by the Director and/or Planning Commission to make a determination.
- 7 8. The Applicant shall comply with all environmental mitigation measures adopted with this  
8 Resolution and attached thereto as Exhibit “B.”
- 9 9. All site, grading, landscape, irrigation and street improvement plans shall be coordinated for  
10 consistency prior to issuance of any permits.
- 11 10. Prior to implementation of any physical modifications to the site (including walls or fences),  
12 the applicant shall contact the Development Services Department to determine if permits are  
13 required.
- 14 11. Prior to the issuance of grading permit, the applicant shall obtain approval from the  
15 Development Services Director of revised plans with the following information:
  - 16 a. A detailed landscape and irrigation shall be prepared by a licensed landscape architect  
17 and submitted for Development Services Department review and approval prior to  
18 issuance of any permits. The landscape and irrigation plan shall demonstrate  
19 compliance with CMC 18.24.130 and with the principles of water efficient  
20 landscaping (Water Conservation in Landscaping Act of 2006 – AB1881).
  - 21 b. The proposed Toyon species is more of a shrub than a tree. Use this plant species for  
22 shrub planting for the site. Replace this shrub species with another tree species such as  
23 Palo Verde (*Cercidium*, *Parkinsonia Aculeata*) or other evergreen tree.
  - 24 c. Provide enhanced design to the landscape area outside of the office building entry. It  
25 shall include such enhancement as enriched textured pavement for pedestrian  
26 walkway, increased number of specimen size trees, a mix of evergreen and flowering  
27 deciduous trees, bicycle racks, seating benches and industrial material patio structure.
  - 28 d. Provide additional tree planter square (4 feet square) for providing shade to the rows  
of parking spaces west of the building.
  - e. Use evergreen and canopy shape tree species for parking lot area instead of the  
proposed *Chitalpa tashkentensis*, which is a deciduous flowering tree.
  - f. Provide additional trees at 30 feet on center along the east building face, and  
additional trees and shrubs to the planter area southeast of the building.
  - g. Provide additional trees within the landscaped areas at the east property boundary.
  - h. Provide outdoor lunch patio area with shade structure(s) for employees. Outdoor  
active sports to serve the employees are highly encouraged. Examples include but are  
not limited to basketball court, volleyball court, par course fitness trail, etc.
  - i. Provide additional trees plantings at the top of the slopes for the three basins and for  
the areas adjacent to the basins.
  - j. Provide up to 15% of landscape area for the site.
  - k. Shrub planting shall be a minimum of 4 feet on center for the landscaped area around  
the office entries and 5 feet on center for other landscaped areas.

- 1           l.     Berms along the street planters shall have meandering and undulating shapes and have  
2           a minimum height of three feet at the crest of the crowns.
- 3           m.     Twenty-five percent of the trees shall be 24-inch box size, another twenty-five percent  
4           of 36-inch box size and the remainder may be a minimum of 15-gallon size.
- 5           n.     The Applicant shall show all proposed transformers on the landscape plan. All  
6           transformers shall be screened with landscape treatment such as trelliswork block  
7           walls with climbing vines or City approved substitute.
- 8           o.     No trees shall be planted within electric utility easements. Easement location shall be  
9           clearly shown on construction landscape plan.
- 10          p.     A uniform hardscape and street furniture design including seating benches, trash  
11          receptacles, free standing potted plants, bike racks, light bollards, etc., shall be utilized  
12          and be compatible with the architectural style. Detailed design shall be submitted for  
13          review and approval.
- 14          12.     Prior to issuance of grading or building permits, provide a precise lighting plan including a  
15          photometric diagram, site plan, elevations, and fixture information showing the location,  
16          height, and design of wall-mounted and building-mounted lighting, and method of  
17          shielding.
- 18          13.     Prior to the submittal of applications for building permits for tenant occupancy, start of  
19          business operations and/or issuance of a certificate of occupancy and/or issuance of a  
20          business license, future occupants shall obtain a business occupancy permit (BOP) from the  
21          Development Services Department.
- 22          14.     All signs shall conform to the City of Colton Sign Ordinance (Chapter 18.50 of the Colton  
23          Municipal Code). Prior to the installation of any signs, the Applicant shall obtain proper  
24          permits from the Development Services Department. The development Services Director  
25          shall review and shall have sole responsibility to approve or deny said signs.
- 26          15.     The Applicant and/or Property Owner shall, at all times, operate and maintain the property  
27          so as not to constitute a nuisance in the community.
- 28          16.     The site operation shall be limited to warehouse uses with ancillary office uses. A change of  
            use to manufacturing or other uses allowed within the Medium Industrial of Aqua Mansa  
            Industrial Corridor Specific Plan will require Minor Architectural & Site Plan Review for  
            review of parking compliance.
17.     All heating and air conditioning equipment, including ducts, meters, plumbing lines and  
            tanks, shall be architecturally screened from public view with the use of masonry wall when  
            mounted at grade or with the use of parapet wall when roof mounted. Plumbing vent pipes,  
            all heater flues and all roof penetrations shall be gathered and concealed from view in the  
            same manner, and painted to match roof color. The Applicant shall supply a section drawing  
            indicating the parapet height and all proposed roof equipment. In the event additional  
            screening is necessary, it shall be approved by the Planning Division and installed prior to  
            final inspection and occupancy.

- 1 18. Trash enclosure(s) shall be provided with a sufficient capacity to contain all refuse  
2 generated by the Use. All outside trash and garbage collection areas shall be enclosed or  
3 screened with a six-foot high decorative wall with view-obstructive gates and shall be  
4 located as to allow for convenient pickup and disposal. The design of the trash enclosures  
5 shall follow the guidelines of City specification on trash enclosures.
- 6 19. Electrical and other service facilities shall be located within an interior electrical room or  
7 approved comparable location. All electrical service facilities shall be totally screened from  
8 public view and as approved by the Planning Division.
- 9 20. The Applicant shall underground all new utilities, and utility drops, and shall underground  
10 all existing overhead utilities to the closest power pole off-site.
- 11 21. Businesses that dispose of 4 cubic yards per week of solid waste shall comply with the  
12 state's mandatory commercial recycling law, AB 341, starting July 1, 2012 to reduce  
13 greenhouse gas emissions by increasing the waste diverted from landfills.
- 14 22. The final map shall be recorded within two years unless a time extension is granted under  
15 the provision set forth in Chapter 16.28.090 of the Colton Municipal Code.

16 **CODE ENFORCEMENT/POLICE DEPARTMENT (909) 370-5114**

- 17 1. Landscaping: Property manager or tenant will maintain all approved landscaping in good  
18 condition, including but not limited to adequate irrigation, mowing of grass, and replacing  
19 dead trees and shrubs. Above ground landscaping controls or backflow valves will be  
20 secured in a locked metal cage to prevent theft or vandalism.
- 21 2. Loitering: Loitering is prohibited on or about the premises. No exterior fixtures or  
22 furnishings at or adjacent to the location that encourage loitering and nuisance behavior. No  
23 exterior pay telephones.
- 24 3. Litter/Graffiti: The exterior of the business and areas adjacent to the business over which  
25 they have control, including all signs and accessory buildings and structures, shall be  
26 maintained free of litter and graffiti at all times. The owner or operator shall provide for  
27 daily removal of trash, litter and debris from the premises and on all abutting sidewalks and  
28 parking lots within twenty (20) feet of the premises. Graffiti shall be removed within forty-  
eight (48) hours with a color-matching paint. The expectation for graffiti cover up is an  
appearance that the graffiti never existed.
4. The applicant shall grant "right of access" by the city or agent to remove graffiti.
5. Exterior Lighting: All lightning will be maintained in good working order. All lighting  
shall be shown on the required plot plans. Lighting shall be designed and installed in such  
a manner that provides adequate lamination to all parking spaces, stalls, walkways, corridors,  
and stairways, insuring there are no dim, dark, or shadowed areas (other than shadows  
naturally cast beneath the actual vehicles.) Lighting level will be a minimum footcandles as  
required by ordinance. The placement of the lighting fixtures shall be such that the angle of

1 projected light does not interfere or hinder the vision of police officers or security personnel  
2 patrolling the areas. All lighting will be properly shielded so as to not trespass or disturb  
3 neighboring residences, adjacent businesses, or persons while driving vehicles upon the  
4 roadway. In the event a lighting fixture becomes inoperable, property management will have  
5 the lighting repaired within 72 hours.

- 6 6. General Parking: Parking lot shall be maintained in accordance with Title 18 of the Colton  
7 Municipal Code, zoning ordinance requirements for paving and striping. Parking shall  
8 include the required amount of Disabled parking to ADA specifications and dimensions.  
9 All parking lot entrances will be posted in compliance with Vehicle Code 22658 which  
10 minimally includes: A substantive statement prohibiting public parking, states vehicles will  
11 be towed at owner's expense, references Vehicle Code 22658, and must be a minimum of  
12 17"X 22" with a minimum of 1" letters. In addition, the sign will indicate the name of the  
13 private towing company and phone number above the police department name and phone.
- 14 7. Disabled Parking: All disabled parking spaces will comply with Americans with Disabilities  
15 Act (ADA) requirements and Vehicle Code 22511.8. In addition, disabled parking will be  
16 clearly indicated by all three indicia: 1) blue wheel stop and/or curb, 2) blue sign with white  
17 wheelchair symbol at head of space, and 3) blue field with wheelchair symbol and blue  
18 striping painted on the ground. All parking lot entrances will be posted in accordance with  
19 Vehicle Code 22511.8(d).
- 20 8. Storage: Parking and trash areas will not be used for storage of hazardous materials,  
21 including but not limited to tires, waste oil, and inoperable or unregistered vehicles.  
22 Property manager or tenant shall promptly abate hazardous materials or inoperable  
23 vehicles. General exterior storage areas will be screened from public view.
- 24 9. Signage: Applicant will fully comply with Colton Municipal Code 18.50 Sign Ordinance as  
25 amended. Temporary promotional signs require a permit and must be authorized by  
26 Development Services prior to display. Refer to code for additional signage permitting and  
27 requirements.
- 28 10. Advertisements: Handbills or advertisements may be distributed in public places person-to-  
person but will not be placed or left upon unoccupied vehicles or otherwise left unattended  
in public places.
11. Special Events: Per Colton Municipal Code Section 5.44, applicant shall not conduct,  
operate, maintain, organize, advertise, or sell or furnish tickets for a special event or permit  
the subject property to be used for any special event without first obtaining a special event  
permit. Special events include, but are not limited to, sales events where merchandise,  
goods, or vehicles are displayed for sale on the property, political functions, fundraising  
events by non-profit entities, and events featuring motivational or educational speakers.  
The Special Event Committee may expressly grant a minor variance of conditions specific  
to individual special events.
12. Surveillance Monitoring: Should permittee install a video surveillance monitoring system,  
the video system shall be capable of recording a clear view of all areas of the subject  
property including, but not limited to, parking lots, walkways, corridors, all sides of

1 buildings, the perimeter landscape and grass areas. Recordings shall be retained for a  
2 minimum of 30 days. Copies of recordings will be provided to the Colton Police  
Department upon request.

3 13. After hours Contact Information: Permittee will ensure after hours contact person  
4 information is kept current and on file with the Colton Police Department dispatch center.  
5 Ideally there should be several responsible persons available to respond in case of  
6 emergency; each should be a key holder with knowledge of alarm reset codes, available to  
respond within 20-30 minutes, and of sufficient authority to facilitate a board up or other  
emergency repair measures.

7 14. Right of Access: Permittee shall grant “right of access” to the City of Colton and its  
8 employees or agents for the purposes of monitoring compliance with these Conditional Use  
9 Permit conditions, patrolling, investigating crimes, and enforcing laws and ordinances on  
10 the subject property. Permittee shall grant “right of access” to the City of Colton and its  
employees or agents to remove graffiti and to determine if the applicant is in compliance  
with these conditions.

11  
12 **BUILDING & SAFETY DIVISION (909 370-5079)**

13 1. The Site shall be developed in compliance with all current model codes. All plans shall be  
14 designed in compliance with the latest editions of the California Building Codes (CBC) as  
adopted by the City of Colton.

15 2. Site development and grading shall be designed to provide access to all entrances and  
16 exterior ground floor exits and access to normal paths of travel, and where necessary to  
17 provide access, Paths of travel shall incorporate (but not limited to) exterior stairs, landings,  
18 walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warnings,  
19 signage, gates, lifts and walking surface material. The accessible route(s) of travel shall be  
the most practical direct route between accessible building entrances, site facilities,  
20 accessible parking, public sidewalks, and the accessible entrance(s) to the site. California  
Building Code (CBC) 11A and 11B.

21 a. City of Colton enforces the State of California provisions of the California Building  
Code disabled access requirements. The Federal ADA standards differ in some cases  
22 from the California State requirements. It is the building owners’ responsibility to be  
aware of those differences and comply accordingly.

23 b. Disabled access parking shall be located on the shortest accessible route. Relocate  
24 parking spaces accordingly.

25 3. Commercial buildings on the site shall be accessible per California Building Code (CBC)  
11B.

26 4. Separate submittals and permits are required for all accessory structures such as but not  
27 limited to, parking lot light standards, retaining walls, screen walls and fences, trash  
enclosures, patios, block walls and storage buildings.  
28

- 1 5. Pursuant to California Business and Profession Code Section 6737, this project is required  
2 to be designed by a California licensed architect or engineer, based on change of use and  
3 potential exiting and fire safety improvements.

4 **FIRE DEPARTMENT (909) 370-5100**

- 5 1. The development shall conform with all the requirements of the City of Colton's Municipal  
6 Code requiring on-site fire protection prior to construction.
- 7 2. Access roadways shall be provided in accordance with the City's Municipal Code.
- 8 3. A water supply system shall be installed, capable of providing the required fire flow for the  
9 proposed type of construction. Minimum fire flow for this project shall be 4,000 g.p.m.
- 10 4. On-site fire hydrants shall be required for this project, and installed prior to construction.  
11 Detailed drawings with supporting calculations shall be submitted to the Fire  
12 Department/Fire Safety Division for review, approval, and permit issuance prior to  
13 installation.
- 14 5. An engineered automatic fire sprinkler system is required for this project. Detailed  
15 drawings and calculations shall be submitted to the fire department for review, approval and  
16 permit issuance, and prior to installation.
- 17 6. Premise identification shall be provided in accordance with the City's Security Ordinance  
18 #0-13-89, Section XIV (residential), Section XV (commercial).
- 19 7. Where access to or within a structure is restricted due to secured openings, a "Knox" rapid  
20 entry key system will be required. The key box or switch shall be located in an accessible  
21 location, as determined by the Fire Department.
- 22 8. If temporary fencing is used to enclose the construction site, at least two (2) means of  
23 unobstructed access must be installed, and maintained in locations as to give maximum  
24 access to all parts of the site, and in accordance with the Fire Departments' requirements.
- 25 9. A Fire Department Permit will be required for your operations in accordance with Section  
26 105 of the International Fire Code. The fire permit shall be obtained from the Fire Safety  
27 Division of the Fire Department.
- 28 10. Portable fire extinguishers shall be required for this project. Size, type, and locations shall  
be determined by the fire department's field inspector.
11. The proposed facility's use and/or operations shall be designed and maintained in  
accordance with the 2006/2007 editions of the International Fire and Building  
Codes/California Fire and Building Codes (Title 24).
12. A fire alarm system designed; installed and maintained in accordance with National Fire  
Protection Association's Standard #72 (N.F.P.A. 72) shall be provided. Detailed drawings

1 with supporting calculations shall be submitted to the fire department for review, approval  
2 and permit issuance, and prior to the installation.

3 13. Deferred plan submittals and separate permits are required on the following:

- 4 a. Automatic fire suppression/sprinkler systems
- 5 b. Fire alarms
- 6 c. Onsite fire mains and fire hydrants
- 7 d. High pile combustible storage

8 14. The Applicant shall comply with all Fire Department requirements as noted during the  
9 business occupancy process (B.O.P.).

10 **PUBLIC WORKS DEPARTMENT (909) 370-5065**

11 **A. PROJECT DESCRIPTION**

- 12 1. DAP 001-105 Architectural & Site Plan Review for the development of an 808,500  
13 square foot warehouse distribution building on 40.49 acres of land.
- 14 2. DAP 001-104 Tentative Parcel Map 19471 for consolidation of 6 legal parcels into  
15 one legal parcel.
- 16 3. HPO 000-019 Major Historic Certificate of Appropriateness for the development of  
17 the 808,500 square foot warehouse distribution building on 40.49 acres of land.

18 **B. STREET IMPROVEMENTS**

- 19 1. Submit (3) sets of street improvement plans for the off-site improvements (including  
20 signing and striping), prepared by a licensed civil engineer. The scale of this plan  
21 shall be no less than 1" = 40'.
- 22 2. An automatic sprinkler system shall be installed within any landscaped open space  
23 areas, including between the sidewalk and the tract at the right-of-way line.
- 24 3. The developer shall have all parkway and unpaved areas within the public right-of-  
25 way fronting the project shall be landscaped and maintained, and an automatic  
26 sprinkler system installed along the Agua Mansa Road.
- 27 4. Construct street improvements consisting of curb, gutter, sidewalk, A.C. pavement,  
28 driveway approaches, handicap access ramps, streetlights, street trees, street signs,  
and roadway striping, etc., as per the approved Street Improvement Plans and City of  
Colton Standard Specifications.
- 5. The Developer shall construct facilities to mitigate traffic impacts as identified by the  
traffic impact study.
- 6. All parkway and unpaved areas within the public right-of-way fronting the project  
shall be landscaped and maintained, and an automatic sprinkler system installed.

- 1           7. Dedicate ½ width of the ultimate right-of-way and construct street improvements to  
2           widen Agua Mansa Road to half width plus one lane (for turn pocket)
- 3           8. Prior to the issuance of any grading permits, the applicant shall provide adequate  
4           sight distance at all street intersections, in a manner meeting the approval of the City  
5           Engineer. The applicant shall make all necessary revisions to the plan to meet the  
6           sight distance requirement such as removing slopes or other encroachments from the  
7           limited use area in a manner meeting the approval of the City Engineer.
- 8           9. Prior to the issuance of the Certificate of Occupancy, the applicant shall design and  
9           construct a traffic signal at the intersection of La Cadena Drive and Rancho Avenue,  
10          in a manner meeting the approval of the City Engineer.
- 11          10. Prior to the issuance of the Certificate of Occupancy, the applicant shall design and  
12          construct street improvements at the intersection of Agua Mansa Road and Rancho  
13          Avenue to facilitate truck turning movement, in a manner meeting the approval of the  
14          City Engineer.
- 15          11. Past experience has indicated that projects such as this tend to damage the existing  
16          street improvements with the heavy equipment and truck traffic that is necessary  
17          during construction and operation. The applicant shall repave the existing street along  
18          Rancho Avenue at I-10 freeway in a manner meeting the approval of the City  
19          Engineer. The intersection of Rancho Ave. and I-10 eastbound on and off ramps shall  
20          be re-stripe to facilitate safe truck turning movement.
- 21          12. The proposed project shall contribute a fair-share towards the cost of constructing the  
22          Agua Mansa Road Bridge crossing at Rialto Channel, which would provide two  
23          additional lanes. The fair share contribution percentage shall be based on the project's  
24          contribution to peak hour vehicle trips.

18          **C. DRAINAGE**

- 19           1. The property's street and lot grading shall be designed in a manner that perpetuates the  
20           existing natural drainage patterns with respect to tributary drainage area, outlet points  
21           and outlet conditions; otherwise, a drainage easement shall be obtained from the  
22           affected property owners for the release of concentrated or diverted storm flows. A  
23           copy of the recorded drainage easement shall be submitted to the City of Colton for  
24           review prior to the recordation of the final map.
- 25           2. The Storm Drain Plan for the proposed development shall be accompanied by  
26           hydrology and hydraulic analysis prepared by a licensed engineer and shall be  
27           designed per the San Bernardino County Hydrology Manual employing the rational  
28           method. The project may only discharge downstream an amount of storm run-off  
              equivalent to the historic flow discharged prior to project development. The storm  
              drain design shall incorporate the drainage from the existing tracts along boundary of  
              the proposed project. The detention/retention basin and open space areas shall be  
              landscaped and maintained by the Developer.

- 1           3. Submit to the City Engineer’s Office the Drainage and Erosion Control plans for  
2           review and approval. These plans to be prepared by a Civil Engineer register in the  
3           State of California. Provide plan and profile for all storm drainage work.
- 4           4. Submit drainage/hydrology study calculations and a hydraulic analysis for both  
5           developed and undeveloped conditions to the City of Colton for review and approval.  
6           All of the drainage from each individual lot shall drain into the public right-of-way  
7           and not impact surrounding properties, or a drainage easement acceptance letter from  
8           the adjacent landowner must be obtained.
- 9           5. Owner/Developer shall notify adjacent property owners about the impact of the  
10          proposed development on drainage configuration of existing adjacent properties. Such  
11          notification shall be pre-approved by the City Engineer. These drainage issues shall  
12          be resolved prior to issuance of a grading permit.
- 13          6. The 10 year storm flow shall be contained within the curb and the 100 year storm flow  
14          shall be contained within the street right-of-way. When either of these criteria is  
15          exceeded, additional drainage facilities shall be installed.
- 16          7. File a Notice of Intent and obtain an NPDES Construction Activity General Permit  
17          from the State Regional Water Quality Control Board and submit a copy of each to the  
18          Public Works Department. Ensure that Best Management Practices (BMPs) are  
19          followed, per NPDES requirements to reduce storm water runoff during, construction  
20          and thereafter. Temporary erosion control measures shall be implemented immediately  
21          following rough grading to prevent deposition of debris into the downstream  
22          properties or drainage facilities. Submit a Storm Water Pollution Prevention Plan  
23          (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all  
24          construction pollutants from contacting storm water and with the intent of keeping all  
25          products of erosion from moving off site into receiving waters for review.

17           **D. GRADING**

- 18           1. Submit to the City Public Works Department a separate grading plan of a scale of  
19           1” = 20’ prepared by a civil engineer registered in the State of California. The grading  
20           plan shall include a topographic contour map of the site and 15 feet beyond the  
21           property lines, with a one-foot contour interval. This contour map shall be prepared  
22           within the last 12 months prior to a grading permit approval. The final grading plan  
23           shall be a 4 mil mylar, which the City Engineer will sign and retain at the City  
24           Engineer Office for record.
- 25           2. A note shall be placed on the plans that states “All block walls and fencing shall be  
26           shown on the grading plan for reference only and shall be separately permitted by the  
27           City Building Department.
- 28           3. Place City Standards grading and drainage notes, including NPDES requirements on  
              the grading plan.
4. A pad certification prepared by a licensed Civil Engineer registered in the State of  
              California shall be submitted prior to issuance of building permits.

- 1 5. Prior to final project acceptance, applicant to submit an as built of grading plans. No  
2 final will be authorized until as-builds are submitted to Public Works Department.
- 3 6. Owner/Developer shall notify adjacent property owners about the impact of the  
4 proposed development on the drainage configuration of existing adjacent properties.  
5 Such notification shall be pre-approved by the City Engineer. These drainage issues  
6 shall be resolved prior to the issuance of a grading permit.
- 7 7. Provide the Public Works Department with a separate Erosion Control plan of a scale  
8 of 1" = 20'.
- 9 8. The applicant shall submit a Water Quality Management Plan (WQMP) specifically  
10 identifying Best Management Practices (BMPs) that will be used onsite to reduce the  
11 pollutants into the storm drain system prior to issuance of grading permit. Forms are  
12 available at the City of Colton Public Works Department.
- 13 9. All parking lots shall be surfaced with A.C. to a minimum thickness of 4 inches over a  
14 minimum aggregate base of 6 inches or surfaced with P.C.C. with a minimum  
15 thickness of 6 inches over 3 inch aggregate base. These thicknesses may be waived  
16 upon submittal of an R value and pavement thickness testing and analysis submitted  
17 by a registered geologist or geotechnical engineer.

18 **E. WATER AND WASTEWATER REQUIREMENTS**

- 19 1. The development shall meet all the requirements as set forth by the water/wastewater  
20 department for water, sewer and pre-treatment facilities.
- 21 2. All construction shall conform to the current edition of the specifications for public  
22 works construction (green book), and the current standards and specifications of the  
23 City of Colton Water / Wastewater Department.
- 24 3. Colton municipal code 13.08.235 and 13.08.253, requires the installation of a grease  
25 interceptor for commercial or industrial generators of grease (restaurants, cafes,  
26 cafeterias, auto body shops, etc). Clearly show the connection to grease interceptor on  
27 plans if applicable.
- 28 4. All wastewater capacity fees must be paid prior to obtaining the certificate of  
occupancy. Additional capacity fees may apply if the actual discharge exceeds the  
estimated flow established during initial approval. Service will be terminated if the  
fees are not paid.
5. All connection fees and charges shall be levied at rate scheduled by City Council at  
the time of payment by developer.
6. The applicant shall design and install the required water main along Agua Mansa Road  
from the Project site to the existing main at Rancho Avenue.

- 1           7. The applicant shall design and install sewer lateral and lift station pump to connect to  
2           the existing 8” diameter sewer force main along Agua Mansa Road.

3           **F. PROJECT DEVELOPMENT:**

- 4           1. No final inspection will be performed until all Public Works Department  
5           requirements pertaining thereto are in compliance.  
6           2. Submit Parcel Map prepared by a Professional Land Surveyor, registered in  
7           the State of California, joining all effected properties.

8           **G. STUDIES & REPORTS**

- 9           1. Submit a soils report prepared by a registered geologist or soils engineer. This report  
10           should be based on soil samples taken from the site and should analyze the existing  
11           geotechnical conditions of the site to determine if the existing soil is adequate for the  
12           development and safe from hazardous or deleterious materials. The report should also  
13           satisfactorily address the compaction and soil stability characteristics of the site. The  
14           number of soil borings performed on the site shall be strategically located throughout  
15           the site.  
16           2. Submit a Traffic Analysis for review and approval by the City. Traffic Study shall  
17           identify all traffic related impacts and mitigations from the project.  
18           3. The applicant shall submit a Water Quality Management Plan (WQMP) (if applies)  
19           specifically identifying Best Management Practices (BMPs) that will be used onsite to  
20           reduce the pollutants into the storm drain system prior to issuance of grading permit.  
21           Forms are available at the City of Colton Public Works Department.  
22           4. Submit drainage/hydrology study calculations and a hydraulic analysis for both  
23           developed and undeveloped conditions to the City of Colton for review and approval.  
24           All of the drainage from each individual lot shall drain into the public right-of-way  
25           and not impact surrounding properties, or a drainage easement acceptance letter from  
26           the adjacent landowner must be obtained.

27           **H. FEES**

- 28           1. A Plan Check fee for all improvement plans and studies for the proposed  
29           development shall be paid prior to plan checking proceedings in accordance with the  
30           fee schedule in effect at the time the fees are paid.

31           **ELECTRICAL UTILITY DEPARTMENT (909) 370-5104**

- 32           1. General Conditions and Requirements:

33           The project developer/applicant shall comply with all customer service policies of the City  
34           of Colton Electric Utility Department. The developer shall provide the Electric Utility with  
35           all information necessary to determine the project’s electric service requirements; and if

1 necessary and at their own expense, install all conduit and vault systems associated with  
2 underground primary/service line extensions and street-lighting as per the Electric Utility's  
3 approved design. The developer shall pay all charges associated with the Electric Utility's  
cost to construct underground and overhead line extensions and street-lighting.

4 2. Conditions and requirements specific to the project:

5 A. The project developer/applicant shall be responsible for a proportionate share of the cost  
6 of the new Agua Mansa Substation to provide adequate capacity to serve the project.

7 B. The project developer/applicant shall be responsible for all costs associated with the line  
8 extension from the new substation to the projects point of service. A primary metered  
9 service will be required for a service connection over 4 Mwatt. An underground primary  
vault/conduit system is required along the entire project frontage on the south side of  
Agua Mansa Road.

10 C. The project developer/applicant shall be responsible for all costs associated with the  
11 installation of street lighting along the south side of Agua Mansa Road. A primary  
12 metered service will be required for a service connection over 4 Mwatt. An underground  
13 primary vault/conduit system is required along the entire project frontage on the south side  
of Agua Mansa Road.

14 D. The project developer/applicant shall be responsible for all costs associated with the  
relocation of the existing overhead line on the south side of Agua Mansa Road.

15 E. The existing overhead line along the project's east property line is to remain and the  
16 developer/applicant shall provide access and line clearances per Colton Electric Utility  
17 Requirements.

18 F. The project developer/applicant shall give Colton Electric Utility a 20' easement along the  
19 south east corner of property line from Agua Mansa Road going south approximately  
20 1,025 feet continuing to the west for approximately 1,600 feet for a future transmission  
21 line and for maintenance and access. Colton Electric will be responsible for CEQA  
documentation, if needed for the transmission line, within the easement area. This can be  
22 included on the parcel map.  
23  
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1 **EXHIBIT “B” - ENVIRONMENTAL MITIGATION MEASURES**

2 THE APPLICANT SHALL COMPLY WITH ALL MITIGATION MEASURES AS SET  
3 FORTH BELOW:

4 **AESTHETICS**

5 **AES-1** Prior to issuance of building permits, the project proponent shall conduct a lighting  
6 study that will show that light spillover from proposed parking lot and wall lighting  
7 will not leave the property to the satisfaction of the Development Services Director.  
8 In addition, the project proponent shall provide evidence on construction drawings,  
9 that the glass panels to be used in the office areas of the building will be non-glare.

8 **AIR QUALITY**

9 **AQ-1** The project applicant shall require that the demolition, site preparation, and grading  
10 contractors comply with SCAQMD Rule 403 minimum requirements for  
11 controlling fugitive dust.

12 **AQ-2** The project applicant shall require that the site preparation and grading contractors  
13 limit the daily disturbed area to 5 acres or less.

14 **AQ-3** The project applicant shall provide a sidewalk along the property frontage onto  
15 Agua Mansa Road.

16 **AQ-4** The project applicant shall require that any future tenants institute a ride sharing  
17 program that is open to all employees and shall consist of a kiosk or board that  
18 details information on ride sharing and identifies an employee in charge of the ride  
19 sharing program, who is responsible for coordinating employees interested in  
20 participating in the program.

21 **AQ-5** The project applicant shall install a compressed natural gas (CNG) filling station  
22 on- site (slow fill or fast fill) and shall require all equipment that is operated  
23 exclusively on- site such as yard trucks and forklifts to be powered by CNG or  
24 electricity. In addition, the project applicant shall provide information to future  
25 tenants about the economic and environmental benefits of using vehicles that  
26 operate on CNG.

27 **AQ-6** The project applicant shall require that all future tenants to provide proof to the City  
28 within one year of occupancy that a minimum of 20 percent of the truck fleet  
registered at the proposed warehouse be powered by natural gas or another  
alternative fuel with similar or better emission rates.

23 **BIOLOGY**

24 *Nesting birds -*

25 **BIO-1** If construction activities (e.g., tree removal, clearing and grubbing, grading) are to be  
26 conducted during the nesting season, a nesting bird survey shall be conducted prior to  
27 and site disturbing activities to determine if active nests are present in the construction  
28 zone or within an appropriate buffer area as part of project approval. For example, a  
500-foot buffer to reduce potential indirect impacts may be required from the Santa  
Ana River (or other riparian habitat) where least Bell’s vireo may be actively nesting.  
Often the most effective manner in which to establish these buffer areas is to have a

1 biological monitor present during demolition and grubbing. Development activities  
2 performed outside of the avian breeding season (generally September 1 to January 31)  
3 usually eliminates the need to conduct pre-activity nesting surveys for most native  
4 species known from the site vicinity, and ensure that there were no constraints to  
construction relative to the MBTA/CDFG code. Compliance with the MBTA/CDFG  
codes would be necessary prior to development; however no special permit or  
approval is typically required in most instances.

5 *Burrowing owls -*

6 **BIO-2** If site preparation activities occur within potential BUOW habitat, a pre-construction  
7 burrowing owl/Initial Take Avoidance Survey conducted no less than 14 days prior to  
8 initiating ground disturbance activities using the recommended methods described in  
9 the 2012 CDFW Staff Report on Burrowing Owl Mitigation is required by CDFW to  
10 determine if active nests of species protected by the MBTA and/or CDFW codes are  
11 present in the construction zone for CEQA compliance and to subsequently evaluate  
12 appropriate measures that may reduce potential adverse project-related impacts.

13 **BIO-3** If evidence of burrowing owl occupation is found on the project site implementation  
14 of avoidance and minimization measures would be triggered on the site where project  
15 activities would occur. The project biologist shall prepare a program that meets the  
16 requirements of the CDFW Staff Report and shall include but not be limited to the  
17 following elements:

- 18 i. The development of avoidance and minimization approaches would be informed  
19 by monitoring the burrowing owls. Burrowing owls may re-colonize a site after  
20 only a few days. Time lapses (i.e. construction delays) between project activities  
21 would trigger subsequent take avoidance surveys including but not limited to a  
22 final survey conducted within 24 hours prior to ground disturbance (CDFG  
23 2012).
- 24 ii. Avoidance of areas where eggs or fledglings are discovered in any owl burrow  
25 or native nest, these resources cannot be disturbed (pursuant to CDFW  
26 guidelines) until the young have hatched and fledged (matured to a stage that  
27 they can leave the nest on their own).
- 28 iii. Take of active nests should always be avoided. If owls must be moved away  
from the disturbance area, *passive* relocation techniques (where applicable  
outside of the breeding season before breeding behavior is exhibited and after the  
burrow is confirmed empty by site surveillance) should be used rather than  
trapping (2012 CDFG Staff Report). If burrow exclusion and/or burrow closure  
is implemented, BUOWs should not be excluded from burrows unless or until:  
(1) a Burrowing Owl Exclusion Plan is developed and approved by the  
applicable local CDFG office; and (2) permanent loss of occupied burrow(s) and  
habitat is mitigated in accordance with the Mitigating Impacts (CDFG 2012).

24 **CULTURAL RESOURCES**

25 **CR-1** Due to the heightened sensitivity for possible subsurface deposits of historic-  
26 period cultural remains, earth-moving operations within the boundaries of the  
27 Agua Mansa village site and along the course of the Agua Mansa Ditch shall be  
28 monitored by a qualified archaeologist. This measure shall appear as notes on any  
plans that call for site disturbance including but not limited to the grading plan,  
and any utility plans that would require excavation in the sensitive area.

**CR-2** Prior to commencement of any site disturbing activities such as importing and

1 stockpiling soil, clearing and grubbing, or grading the may occur in the area around  
2 the alignment of the Agua Mansa Ditch, trenching across the alignment of the Agua  
3 Mansa Ditch should be implemented to ascertain the presence or absence of  
4 subsurface remains of the Ditch. Note: this would not preclude site disturbing  
activities from occurring in other areas of the project site that are not sensitive for  
archaeological resources.

5 **CR-3** A qualified paleontologist shall conduct a review of the project site grading plans  
6 and submit a monitoring program to the satisfaction of the Development Services  
7 Director, that will outline the measures to be implemented in case any fossils are  
8 exposed during grading. Monitors shall be equipped to salvage fossils, if  
9 encountered, as they are unearthed, to avoid construction delays, and to remove  
10 samples of sediments that are likely to contain the remains of small fossil  
invertebrates and vertebrates. Monitors shall also be empowered to temporarily  
halt or divert equipment to allow removal of abundant or large specimens, if they  
are encountered. Should significant paleontological resources be discovered,  
paleontological recovery, identification, and curation shall be implemented.

11 **CR-4** As required by state law, the requirements and procedures set forth in Section  
12 5097.98 of the California Public Resources Code shall be implemented, including  
13 notification of the County Coroner, notification of the Native American Heritage  
14 Commission, and consultation with the individual identified by the Native American  
15 Heritage Commission to be the “most likely descendant.” If human remains are  
found during excavation, excavation must stop in the vicinity of the find and any  
area that is reasonably suspected to overlie adjacent remains until the County  
Coroner has been contacted, the remains investigated, and appropriate  
recommendations made for the treatment and disposition of the remains.

## 16 **GEOLOGY AND SOILS**

17 **GEO-1** All grading plans, utility plans, construction and landscape plans shall  
18 include the relevant recommendations as set forth in the Geotechnical  
19 Investigation prepared for the project entitled “Geotechnical Investigation and  
20 Liquefaction Evaluation, Proposed Agua Mansa Logistics Center, SWC of Agua  
Mansa Road and West Cartier Lane, Colton, California for Howard Industrial  
Partners”, prepared by Southern California Geotechnical, Inc, May 2013, unless a  
subsequent geotechnical evaluation supersedes this report.

21 For additional mitigation measures see Air Quality mitigation measures.

## 22 **GREENHOUSE GAS EMISSIONS**

23 See Air Quality mitigation measures AQ-3, AQ-4, AQ-5.

## 24 **HAZARDS AND HAZARDOUS MATERIALS**

25 **HAZ-1** Prior to issuance of an occupancy permit for the project, the project proponent  
26 shall coordinate with the City of Colton to evaluate the condition of the electrical  
transformer located on the east side of the project site and determine if the transformer  
should be removed or replaced.

## 27 **HYDROLOGY AND WATER QUALITY**

28 **HWQ-1** Construction BMPs outlined in the SWPPP and operational BMPs outlined in the  
project’s WQMP will ensure that pollutants associated with construction and

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operations will be controlled and no further mitigation is required.

**TRANSPORTATION/TRAFFIC**

- TIA-1** The project proponent shall construct Agua Mansa Road from the west project boundary to the east project boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.
- TIA-2** During construction, and prior to issuance of an occupancy permit, the project proponent shall install a traffic signal at the project’s west access at Agua Mansa Road to the satisfaction of the City Engineer.
- TIA-3** Sight distance at each project access shall be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.
- TIA-4** As mitigation for the potential traffic impacts, the proposed project shall contribute on a fair share basis, through an adopted traffic impact fee program, in the implementation of the recommended intersection lane improvements or freeway improvements, or in dollar equivalent in lieu mitigation contributions, or in the implementation of additional capacity on parallel routes to offset potential impacts to study area intersections.

## **Attachment 2**

**P.C. Staff Report DAP-001-005 for  
808,500 sq. ft. industrial warehouse**



# Planning Commission Staff Report

City of Colton  
Development Services Department

**MEETING DATE:** November 26, 2013

**FILE INDEX NUMBER(S):** DAP-001-104 & 105 (Aqua Mansa Logistics Center)

**REQUEST:** (1) **DAP 001-105 Architectural & Site Plan Review** for the development of an 808,500 square foot warehouse distribution building on 40.49 acres of land located at 1350 to 1600 W. Agua Mansa Road;  
(2) **DAP 001-104 Tentative Parcel Map 19471** for consolidation of 6 legal parcels into one legal parcel located at 1350 to 1600 W. Agua Mansa Road. APN: 0260-072-01, 02, 03, 04, 15 and 16  
**Related File: HPO 000-019 Major Historic Certificate of Appropriateness**

**APPLICANT:** Howard Industrial Partners

**PROPERTY OWNER:** Aqua Mansa Properties, LLC

## **ACTIONS:**

APPLICATION FILED: 06/23/2013

RESUBMITTAL: 07/29/2013 and 9/11/2013

DESIGN REVIEW COMMITTEE: 09/30/2012 (continued); 10/16/2013 (recommended approval)

HISTORIC PRESERVATION COMMISSION: 10/9/2013 (approved)

**PLANNING COMMISSION MEETING:** 11/26/13; **ACTION:** \_\_\_\_\_.

**ENVIRONMENTAL DETERMINATION:** A Mitigated Negative Declaration is proposed for adoption Declaration and Monitoring Program pursuant to Sections 15070 and 15074 of the Guidelines for the California Environmental Quality Act (CEQA).

## **PROPERTY INFORMATION:**

1. Location: 1600 Aqua Mansa Road  
APN: 0260-072-01, 02, 03, 04, 15 and 16
2. Lot Size(s): 40.49 acres
3. Existing Land Use: Paintball recreation
4. General Plan Land Use Designation: Heavy Industrial/Specific Plan  
August 20, 2013: General Plan land use designation changed from Specific Plan to Heavy Industrial.
5. Zoning: Medium Industrial and Open Space/Equestrian/Agriculture  
Aqua Mansa Industrial Corridor Specific Plan (AMICSP)

October 10, 2013: Zoning changed from Agua Mansa Industrial Corridor Specific Plan (Heavy Industrial) to Heavy Industrial (M-2).

6. Surrounding Properties:

	Existing Land Use	Zoning	General Plan Land Use Designation
<b>North</b>	Vacant	Heavy Industrial, AMICSP	Aqua Mansa Industrial Corridor Specific Plan (AMICSP)
<b>South</b>	Vacant/Santa Ana River	Open Space, AMICSP	
<b>East</b>	Vacant	Open Space, AMICSP	
<b>West</b>	Flood Control Channel/Vacant	Open Space, AMICSP	

7. Past Actions:

DAP-000-281

Approval of a Specific Plan Amendment from Agriculture/Open Space/Equestrian to Medium Industrial for the following parcels: APN 0260-072-02, 03, 04, 25 and 16; approval of a Conditional Use Permit for wood processing, mulching and rock crushing operation; and approval of an Architectural & Site Plan Review for 3 permanent buildings.

PRE-000-006

Design Review Committee reviewed a Pre-Application of the proposed 808,500 square foot industrial “high cube” warehouse distribution building and provided comments to the applicant.

**HPO-000-019**

On October 9, 2013, the Historic Preservation Commission approved a Major Historic Certificate of Appropriateness for the development of the 808,500 square foot warehouse distribution building on 40.49 acres of land within the Agua Mansa Historic District.

8. Site photos (dated April 22, 2013):



## 9. Site Aerial



### **BACKGROUND:**

The subject property is located within the Agua Mansa Industrial Corridor Specific Plan (AMICSP) area. The applicant /property owner has not identified a particular tenant for the proposed building but has designed the building to be used by a future warehouse distribution tenant with ancillary office needs. Warehouse uses are allowed by right (no conditional use permit is required) by the AMICSP. The AMICSP no longer applies to the site (the site was rezoned to Heavy Industrial (M-2) on October 10, 2013. However, because the application was received prior to the General Plan Amendment (from Specific Plan to Heavy Industrial) and subsequent rezoning, the application is being processed under the standards of the AMICSP. The applicant is requesting the approval of design review for Architectural & Site Plan Review consistent with Colton Municipal Code Section 18.58.030.C.3. and a parcel merger consistent with CMC Section 16.34.030:

#### **16.34.030 Non Residential Parcel mergers.**

The Planning Commission may authorize the merger of contiguous nonresidential parcels of land held under common ownership upon review and approval of a property submitted and complete application submitted pursuant to this chapter including the following:

- A. A final parcel map delineating all parcels to be merged as one unit;
- B. Satisfactory evidence of common ownership of all affected parcels;
- C. Plot plan showing all Structures in relation to existing Parcel Lot Lines.

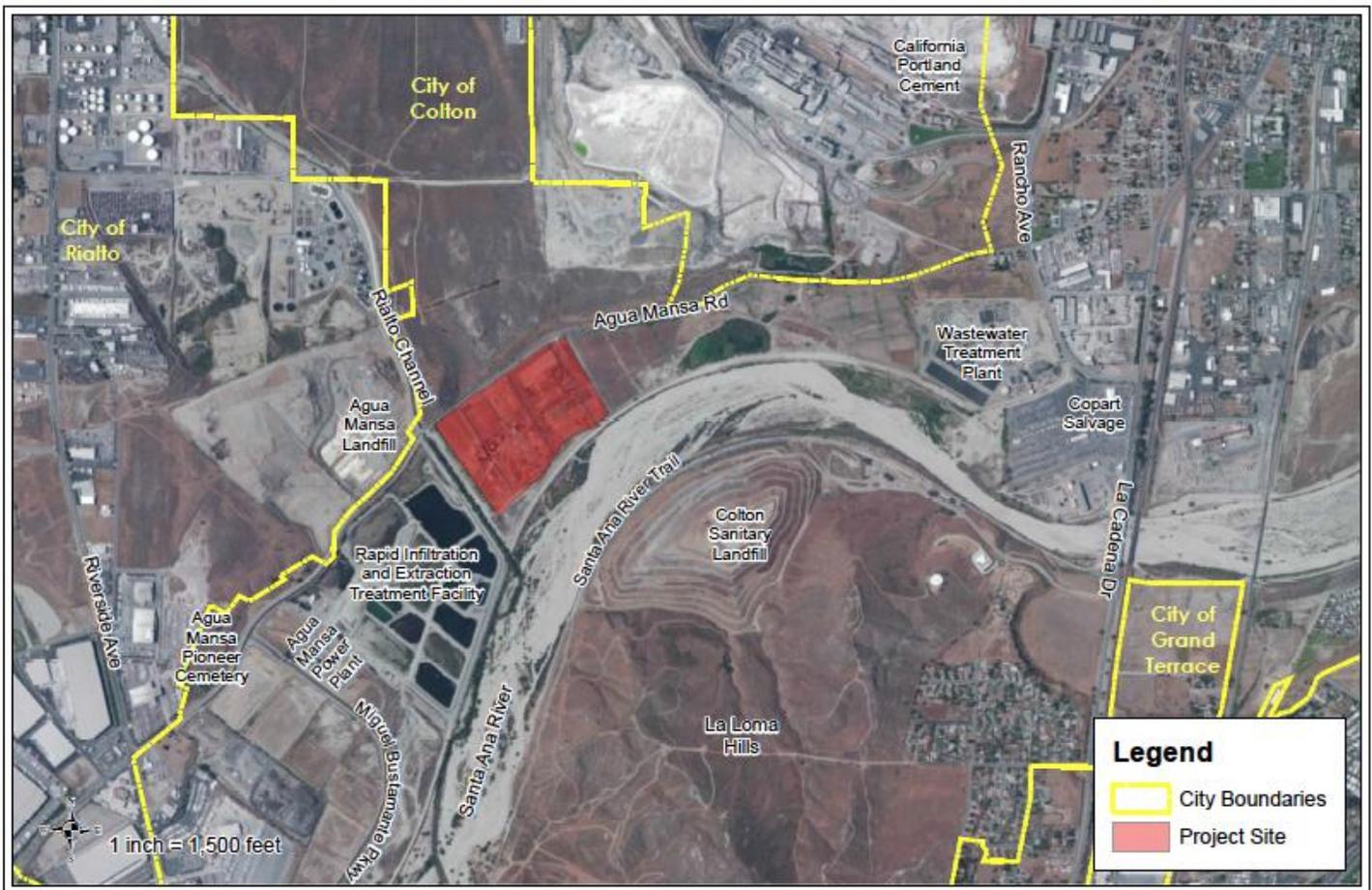
**18.58.030 - Design review procedures.**

**C. Powers.** *Notwithstanding other provisions of this code, the committee is granted power to receive, hear and determine applications otherwise within the power and duty of the council, the commission, or other reviewing agencies, on the following matters only:*

**3. Architectural and Site Plan Review.** *The committee shall review, and approve, deny or conditionally approve projects which do not exceed fifteen thousand square feet. The committee shall only make recommendations on projects of larger size. The commission shall have the authority to approve, deny or conditionally approve site plans and elevations for all other proposed development in the city. Only plans for the development of a single family detached dwelling including accessory buildings, and minor additions or alterations to existing structures which do not change the external appearance nor increase the intensification of use of the structure, shall be exempt from such a review.*

**AREA DESCRIPTION:**

The property is located within the Agua Mansa industrial corridor area, which is primarily underdeveloped with vacant land and with developed portions occupied by heavy industrial uses and large warehouse distribution uses, agricultural uses, and public facilities (power plant, sewage plant). The AMICSP is a multi-jurisdictional planning document that covers, in addition to parts of the City of Colton, parts of the City of Rialto, unincorporated portions of San Bernardino County and Riverside County within the Agua Mansa area generally located along Riverside Avenue south of the I-10 Freeway. One of the primary purposes of the AMICSP was to attract heavy industry uses to this undeveloped area while avoiding placing heavy industrial uses at sensitive locations. The AMICSP was adopted in 1986 and amended in 2013 for consistency with the General Plan update. The recently adopted Land Use Element of the General Plan re-designated the site from Specific Plan to Heavy Industrial. With the adoption of the new Land Use Element, the area was subsequently re-zoned for General Plan consistency from Medium Industrial to Heavy Industrial.



**PROPERTY DESCRIPTION:**

The subject site is located on the south side of Agua Mansa Road, approximately midway between Riverside Avenue and Rancho Avenue. The project site consists of six parcels located at 1350 to 1600 Agua Mansa Road. Access to the project site is from Agua Mansa Road via two unpaved roads: (1) along the east property boundary; and (2) approximately 300 feet from the west property boundary (Dunn Ranch Road). The attached Initial Study documents several existing structures on the property. All existing site structures, except for utilities poles, will be demolished to make way for the new building.

**PROJECT DESCRIPTION:**

The project includes construction of a speculative high-cube warehouse building that includes 20,000 square feet of office and 788,500 square feet of warehouse space totaling 808,500 square feet of building area (see Site Plan) on a 40.49-acre property located at 1600 Agua Mansa Road. The building is intended to be used as a warehouse/distribution facility; however, an end user has not been identified at this time, as such, specific details about the future operation of the facility are not currently available. The project includes 467 standard and handicap parking spaces, 142 trailer spaces, and 169 dock doors. The project includes an Architectural/Site Plan Review and a parcel merger.

### **ACCESS:**

The project will have access to Agua Mansa Road via a 40 foot wide new driveway located at the west end of site that will be signalized and a 40 foot wide new driveway located at the east end of site. Interior drive aisles have a minimum width of 26 feet to provide adequate emergency access as required by the Fire Department. Existing street improvements are limited to street pavement for one lane of travel each direction. Agua Mansa Road will be improved along the entire frontage to its ultimate half-width plus 12 feet (one lane), including landscaping and parkway improvements. All required right-of-way dedication will be provided by recordation of the proposed parcel map. A complete description of proposed circulation improvements is contained in the Traffic Impact Analysis report (Kunzman Associates).

### **ARCHITECTURAL DESIGN:**

The proposed design will be a painted concrete tilt-up building. The exterior design of the building is contemporary style, concrete exterior material, and colors scheme of recent large industrial warehouse buildings in Colton. The office portion of the warehouse vertical columns, and extensive blue reflective glazing within aluminum storefront framing. The overall building mass is softened through the use of varied roof parapet heights, color accents, and reveals. The primary building color is white with gray accent bands.

### **WALL/FENCE DESIGN:**

The site, including west parking lot, is surrounded by a chain link fence that will be removed. The proposed fencing plan would install a new 10 foot high concrete tilt-up screen wall along Agua Mansa Road with a 25 foot setback from the public right-of-way. An 8 foot high black tubular steel fence is proposed around the site perimeter.

### **LANDSCAPE DESIGN:**

Landscaping at the site consists mostly of a 25-foot wide planting along Agua Mansa Road; however, the landscape area will increase up to 130 feet in depth at the main office portion. Enhanced concrete paving will be added at the site entrances. The tree palette includes 48 inch Blue Palo Verde, 36 inch Chinese Flame and African Sumac, and 24 inch Italian Cypress, Carrotwood, London Plane, California Sycamore, and Afghan Pine. The landscaping will be designed to significantly reduce the required water consumption of the site as compared to traditional landscape designs. Landscaped areas are to be located around the perimeter of the site and concentrated mostly along the street frontage on Agua Mansa Road, with hydroseeded ground cover mix in the proposed detention basin and easements along site perimeter. Since some of the perimeter lies within Colton utility easements, the final design will be subject to their approval.

### **CONCEPTUAL GRADING:**

The site is currently developed with a paintball recreation facility, two homes, and other structures from prior land use. The proposed project will construct impervious pavement with areas of landscaping, as well as a detention basin. The site does not accommodate any substantial natural drainage or managed recharge areas. The project site is not the location of an existing groundwater spreading basin. Proposed on-site drainage improvements for this project include the creation of a detention basin which will outflow into the existing drainage system, and an underground water storage facility to retain water runoff during severe storms. These will be located near the southwest corner of the subject property

**COMPLIANCE WITH DEVELOPMENT STANDARDS:**

<b>Standard for Medium Industrial</b>	<b>AMICSP Requirement</b>	<b>Proposed Project</b>	<b>Compliance</b>
Lot Area	10,000 sf minimum	40.49 acres	Yes
Lot Width & Depth	75 ft minimum	Approximately 1,295 ft by 1,258 ft	Yes
Lot Coverage	50% maximum by structure	45.37%	Yes
Street landscape setback	25 ft minimum along public street as measured from curb face	25 ft	Yes
Setback, front	25 ft minimum	185 ft	Yes
Setback, side	15 ft minimum	70 - 200 ft	Yes
Setback, rear	20 ft minimum	190 - 345 ft	Yes
Building Height	50 ft maximum	50 ft	Yes
Parking Office - 1:300 sf Warehouse - 1:1000 sf (up to 10,000 sf); 1:2000 sf (over 10,000 sf)	Total: 463 Office: 67 Warehouse: 397	Total: 467 per alternate site plan	Yes
Fencing	No minimum or maximum per Specific Plan (8 ft maximum per CMC 18.38.040).	10 ft high concrete screen wall along front yards, 8 ft high wrought iron fence within 100 feet of front yard 8 ft high metal fence for perimeter site, 8 ft high metal fence around detention basin	Yes
Outdoor Storage of Materials (SP p4-25)	Screened entirely from public ROW	Speculative building, unknown	Conditioned
Loading (SP p4-25)	Not visible from public ROW	Screen wall and specimen-size planting	Conditioned
Trash areas (SP p4-25)	Enclosed masonry with visually solid gates	No information	Conditioned
Loading areas (CMC 18.36.050)	Adequate loading	169 docks 182 trailer parking spaces	Yes
Mechanical equipment (CMC 18.24.150)	Ground-mounted: masonry walls to screen from public view.	No information	Conditioned
Landscape Design (SP p4-36)	Berms, undulating, low walls	Not enough information	Conditioned
Landscape Area (CMC 18.26.130)	15% of lot area	14.59%	Conditioned
Trees (CMC 18.26.130)	157 trees, based on one tree	Not enough information	Conditioned

	per 3 parking spaces for the required 467 spaces		
Tree sizes (CMC 18.26.130)	25% 36-inch box: 39 trees 25% 24-inch box: 39 trees	Not enough information	Conditioned

SP: Specific Plan; CMC: Colton Municipal Code

**ANALYSIS:**

Based on the policy direction of the Planning Commission that the DRC identify issues for discussion and, where possible, address issues prior to moving an application forward to the Planning Commission for consideration, the DRC discussed the following issues on September 30, 2013 and October 16, 2013:

1. **Proposed Building Height:** The required building height in Specific Plan Medium Industrial is 45 feet and the proposed building height is 45 feet except for the building office tower, which is 50 feet. The increase in 5 feet height difference would not create an impact to the surrounding area since the area is either zoned Open Space or Medium to Heavy Industrial and does not have residents that could be affected by the height difference. The City Council amended the zoning standards to allow a 50-foot building height within the Heavy Industrial (M-2) district prior to the DRC meeting of October 16, 2013.
  
2. **Proposed Parking Standards for Warehouse/Distribution use:** Specific Plan parking standard for a warehouse distribution building is 1 parking space per 1,000 square feet for the first 10,000 square feet plus 1 parking space per 2,000 square feet beyond 10,000 square feet. Office parking standard is 1 parking space per 300 square feet. Following the September 30 DRC meeting, the applicant submitted an alternate site plan, for the proposed 808,500 square foot warehouse building with 20,000 square foot set aside for office uses, that provided a total number 467 parking spaces as required by Zoning Code.
  
3. **Auto/Truck Traffic Safety Concerns:** The westerly and the easterly property boundaries of the project's Agua Mansa street frontage are the beginning curve of the road. Based on a site visit at evening peak time on July 9, 2013, Contract Planner observed a steady stream of cars travelling east bound at a speed of 45 to 50 miles an hour. Although the applicant is responsible for improving half of the street to the ultimate width, the north side of the street is not improved to its ultimate street width. Staff is concerned with the traffic safety of the out-bound left turn movements (west) of the trucks to half improved street with no center divider lane and the on-coming cars. The Traffic Impact Analysis report (Kunzman, October 9, 2013) recommends, with concurrence from the City's traffic engineer, that this safety issue be addressed through the installation of the following street improvements:
  - Construct Agua Mansa Road from the west project boundary to the east project boundary at its ultimate half-section width, plus 12 feet, including landscaping and parkway improvements. See attached Figures 45 and 46 from Traffic Impact Analysis report.
  - Install traffic signal at westerly project entrance.
  - Widening the southerly half of Agua Mansa Road by 14 feet to provide a dedicated right turn lane from existing channel to westerly project entrance.
  - Sight distance at both driveways should be reviewed with respect to Caltrans and City standards during plan check.
  
4. **Environmental Review:** One of the purposes of DRC is to "Assist City staff in determining the appropriate document(s) to be prepared under the provisions of the California Environmental Quality Act (CEQA) per CMC 18.58.030.B.6." The applicant has submitted the required environmental studies and reports for the proposed project, including: Traffic Impact Analysis, Water Quality Management Plan and Preliminary Hydrology Report, Geotechnical/Liquefaction Study, Air Quality/Global Climate Change, Health Risk Assessment and Historic/Archaeological Resources Survey. The City's Environmental Consultant has

prepared the attached draft Initial Study which recommends adoption of a Mitigated Negative Declaration.

Applicable Review Process: The Planning Commission has approval authority for the Architectural & Site Plan Review and the Tentative Parcel Map. The Major Historic Certificate of Appropriateness was unanimously approved by the Historic Preservation Commission on October 9, 2013.

### **GENERAL PLAN CONSISTENCY:**

The project is consistent with the goals and objectives of the City of Colton General Plan. Specifically, the project is consistent with the following parts of the Land Use Element of the General Plan:

- Purpose of the “*Heavy Industrial*” designation, which states “*The purpose of this designation is to provide for intensive industrial activities foreseen in the region and promoted by long-term growth strategies, such as the Agua Mansa Industrial Corridor and Enterprise Zone. The nature of industrial activities under this designation will include ... distribution, ... storage and similar activities not normally compatible in close proximity residential activities.*”
- Industrial Principle C1. “*Industrial uses need to be located in areas compatible with surrounding uses...*” The site is surrounded by heavy industrial mining operation to the north, a flood control channel and treatment facility with multiple basins to the west, vacant land to the east, and Santa Ana River to the south.

### **SPECIFIC PLAN CONSISTENCY:**

The project is consistent with the goals, objectives, and strategies of the Agua Mansa Industrial Corridor Specific Plan. Specifically, the project is consistent with:

- Environmental Issue 1, which states “*To maximize the productive use of the study area for heavy industrial development while at the same time minimizing adverse impacts on the environment by avoiding placement of heavy industrial uses at sensitive locations*”;
- Special and Design Issue 1, which states “*To promote the maximization of employment generation in the Agua Mansa Corridor, particularly employment targeted to low and moderate income individuals*”; and
- Special and Design Issue 4, which states “*To expand upon the existing industrial character of the Corridor to ultimately create a compatible cohesive enclave where industry can locate and operate without encroachment of other non-compatible urban uses.*” The fact that the project is bounded at most peripheries by either the Santa Ana River or major transportation arteries provides tangible boundaries identifying the limits of the project and affords protection for industrial development.

### **ENVIRONMENTAL REVIEW:**

Pursuant to the California Environmental Quality Act (CEQA), the attached Initial Study was prepared of the potential environmental effects of the project. Based on the findings contained in that Initial Study, City staff determined that, with the imposition of mitigation measures related to Aesthetics, Air Quality, Biology, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, and Transportation and Traffic there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared and posted on the City’s website. The Draft Initial Study/Mitigated Negative Declaration was circulated for public review and comment period starting on October 28, 2013. A Mitigation Monitoring Program (MMP) has also been prepared to ensure implementation of the mitigation measures for the project. The mitigation measures and MMP are included in both Planning Commission Resolutions proposed for adoption. The public review period for comments on the proposed adoption of the MND closes November 26, 2013. As of the date this report was written, no public comments had been received.

**RECOMMENDATION:**

Staff recommends that the Planning Commission approve the Tentative Parcel Map, Architectural and Site Plan Review, and adopt the Mitigated Negative Declaration and the related Mitigation Monitoring Program, through adoption of both attached Resolutions entitled:

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A TENTATIVE PARCEL MAP FOR THE MERGER OF SIX EXISTING PARCELS INTO A SINGLE PARCEL ON PROPERTY LOCATED AT 1600 AGUA MANSA ROAD WITHIN THE AGUA MANSA INDUSTRIAL CORRIDOR SPECIFIC PLAN. (FILE INDEX NO: DAP-001-104).**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING AN ARCHITECTURAL & SITE PLAN REVIEW FOR A NEW 808,500 SQUARE FOOT WAREHOUSE DISTRIBUTION BUILDING, INCLUDING ANCILLARY OFFICE SPACE, ON PROPERTY LOCATED AT 1600 AGUA MANSA ROAD WITHIN THE AGUA MANSA INDUSTRIAL CORRIDOR SPECIFIC PLAN. (FILE INDEX NO: DAP-001-105).**

\_\_\_\_\_  
Prepared by:

Dan Coleman, Senior Planner (Contract)

\_\_\_\_\_  
Approved by:

Mark R. Tomich, AICP, Director

**Attachments:**

TIA Figure 45 – Circulation Recommendations

TIA Figure 46 – Line of Sight Analysis

Development Plans

Draft Initial Study/Mitigated Negative Declaration (CD-Rom)

Draft Resolution of Approval with conditions and MMP– DAP-001-104 Tentative Parcel Map 19471

Draft Resolution of Approval with conditions and MMP– DAP-001-105 Architectural & Site Plan Review



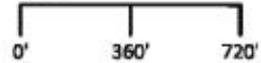
**Figure 46**  
**Line of Sight Analysis**



**Legend**

-  = Represents Stopping Sight Distance
-  = Restricted Use Area

Scale



**Attachment 3**  
**11-26-2013 PC Minutes**



# CITY OF COLTON PLANNING COMMISSION AGENDA MINUTES

**COUNCIL CHAMBERS, 650 NORTH LA CADENA DRIVE, COLTON, CA 92324  
REGULAR MEETING -Tuesday,November 26, 2013 -6:30 P.M.**

**A. CALL TO ORDER**

Call to Order at: 6:35pm

**B. ROLL CALL**

Present	Absent
<u>Commissioners</u>	<input type="checkbox"/>
<input type="checkbox"/> Chairperson Richard Prieto	<input type="checkbox"/>
<input type="checkbox"/> Vice-Chair Archuleta ( left at 8:15pm)	<input type="checkbox"/>
<input type="checkbox"/> Angel Delgado	<input type="checkbox"/>
<input type="checkbox"/> Cynthia L. Ramirez	<input type="checkbox"/>
<input type="checkbox"/> Joe Perez III	<input type="checkbox"/>
<input type="checkbox"/> Richard De La Rosa	<input type="checkbox"/>
<input type="checkbox"/> Jack Woods	<input type="checkbox"/>
<u>City Staff</u>	<input type="checkbox"/>
<input type="checkbox"/> Mark Tomich, AICP, Director	<input type="checkbox"/>
<input type="checkbox"/> Jim Priest, City Attorney	
<input type="checkbox"/> Mario Suarez, AICP, Senior Planner	

**C. PLEDGE OF ALLEGIANCE**

Led by: Prieto

**D. APPROVAL OF MEETING MINUTES**

1. Planning Commission Regular Meeting on November 12, 2013.

Motion and second by Commissioner Perez /Commissioner Delgado; (7 to 0)

**E. PUBLIC COMMENTS**

- Council Member Isaac Suchil
- Ron Lawrence

**F. COMMISSION CONSIDERATION**

**G. PUBLIC HEARING**

**1. FILE INDEX NUMBER: DAP-001-128 HOUSING ELEMENT UPDATE**

**APPLICANT:** City of Colton

**REQUEST:** Fifth Cycle Update to General Plan Housing Element

- Presentation by Bob Aldrich JH Douglas & Associates

**ENVIRONMENTAL DETERMINATION:** Exempt from CEQA pursuant to Section 15061(b) (3) of the CEQA Guidelines. This section pertains to projects where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

**RECOMMENDATION:** Staff recommends that the Planning Commission adopt a Resolution entitled:

**A RESOLUTION OF THE OF THE CITY OF COLTON PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF A GENERAL PLAN AMENDMENT FOR THE FIFTH CYCLE UPDATE OF THE HOUSING ELEMENT OF THE GENERAL PLAN.**

Motion and second by Commissioner Ramirez/Commissioner Perez (7: to 0)

**2. FILE INDEX NUMBER: DAP-001-104 & 105 Howard Industrial Partners**

**APPLICANT:** Howard Industrial Partners

**PROPERTY OWNER:** Agua Mansa Properties, LLC

**REQUEST:** **1) DAP 001-105 Architectural & Site Plan Review** for the development of an 808,500 square foot warehouse distribution building on 40.49 acres of land located at 1350 to 1600 W. Agua Mansa Road;  
**(2) DAP 001-104 Tentative Parcel Map 19471** for consolidation of 6 legal parcels into one legal parcel located at 1350 to 1600 W. Agua Mansa Road. APN: 0260-072-01, 02, 03, 04, 15 and 16.

**LOCATION:** 1350 to 1600 W. Agua Mansa Road

**ASSESSOR'S PARCEL NUMBER:** 0260-072-01, 02, 03, 04, 15 and 16

- Presentation: Dan Coleman, Consultant
- Nancy Ferguson, Environmental Consultant
- Tim Howard, Applicant

**ENVIRONMENTAL DETERMINATION:** A Mitigated Negative Declaration is proposed for adoption Declaration and Monitoring Program pursuant to Sections 15070 and 15074 of the Guidelines for the California Environmental Quality Act (CEQA).

**RECOMMENDATION:** Staff recommends that the Planning Commission approve the Tentative ParcelMap, Architectural and Site Plan Review, and adopt the Mitigated Negative Declaration and the related Mitigation Monitoring Program, through adoption of both attached Resolutions entitled:

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A TENTATIVE PARCEL MAP FOR THE MERGER OF SIX EXISTING PARCELS INTO A SINGLE PARCEL ON PROPERTY LOCATED AT 1600 AGUA MANSA ROAD WITHIN THE AGUA MANSA INDUSTRIAL CORRIDOR SPECIFIC PLAN. (FILE INDEX NO: DAP-001-104).**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING AN ARCHITECTURAL & SITE PLAN REVIEW FOR A NEW 808,500 SQUARE FOOT WAREHOUSE DISTRIBUTION BUILDING, INCLUDING ANCILLARY OFFICE SPACE, ON PROPERTY LOCATED AT 1600 AGUA MANSA ROAD WITHIN THE AGUA MANSA INDUSTRIAL CORRIDOR SPECIFIC PLAN. (FILE INDEX NO: DAP-001-105).**

Motion and second by Commissioner De La Rosa/Commissioner Woods (5 to 1) Commissioner Ramirez abstained

#### **H. DIRECTOR’S REMARKS/REVIEW OF CITY COUNCIL AGENDAS**

- Upcoming PC Agenda items
- Summary of Largo Appeal

#### **I. COMMISSION COMMENTS**

##### **Prieto**

- Inquiry regarding “Wright Air Conditioning Sign” on 395 E Valley Blvd.

##### **Achuleta**

- None

##### **Delgado**

- Noted progress on senior housing project.
- Thank you to staff for getting new RHNA to Planning Commission.

##### **Perez**

- Inquiry regarding Commissioner training.
- Traffic / infrastructure capacity question.

**Ramirez**

- Restated concerns regarding not following City procedures (i.e. not responding to comments on environmental documents before scheduling a project for hearing.
- Nobody should be cut off from process if they have not met deadlines.

**De La Rosa**

- Question regarding inviting other departments to Commission meeting when a project under consideration warrants it .

**Woods**

- City should consider contacting elementary school near Agua Mansa Logistics Center project so they are aware of merging truck traffic on Rancho Avenue.

**J. ADJOURNMENT**

Meeting was adjourned by \_\_\_\_\_ and second by \_\_\_\_\_ at \_\_\_\_\_

**Next Scheduled Meeting: Tuesday December 10, 2013 at 6:30p.m.**

Approved by:   
Mark R. Tomich, AICP  
Development Services Director

**Attachment 4**  
**Draft Reso No. R-02-16**



1           **SECTION 1.** Based on the entire record before the Planning Commission and all written  
2 and oral evidence presented, including the staff report, the Planning Commission makes the  
3 following findings in accordance with the Colton Municipal Code:

4 1. The project will provide for adequate on-site vehicular parking, and vehicular and pedestrian  
5 circulation which will not create safety hazards onto adjacent public right-of-way based on the  
6 provision of adequate driveway widths and queuing for trucks as well as passenger-size  
7 vehicles, a traffic signal at the project entrance, and the site's location on a major street that  
8 will be improved to City of Colton standards along the entire frontage of subject site in  
9 sufficient width and capacity to accommodate projected traffic generation; analyzed by the trip  
10 generation assessment and comparison report prepared for the proposed 200,000 square foot  
11 industrial warehouse fulfillment center. The end result showed that *“a reduction in project trips  
12 including 859 fewer trips on a daily basis, 54 fewer trips during the a.m. peak hour and 55  
13 fewer trips during the p.m. peak hour than the currently approved logistics center.”*

14 2. The bulk, location and height of the proposed building will not be detrimental or injurious to  
15 other development in the neighborhood and will not result in the loss of or damage to unique  
16 natural or topographic features of the site that are important to the environmental quality of life  
17 for the citizens of Colton, and the development is feasible in a manner that will avoid such  
18 detrimental or injurious results or such loss or damage. The proposed building abuts properties  
19 with either existing industrial uses or are planned for industrial development similar to the  
20 proposed warehouse use. Therefore, no negative impacts to the neighborhood are anticipated.

21 The bulk of this alternative industrial warehouse design is appropriate and compatible with the  
22 M-2 Zone. As designed, the building will not create negative visual impacts due to several  
23 design elements including breaks in the massing provided by vertical bands, reveals, and roof  
24 variation and office elements at the corners of the street facades;

25 3. The project provides on-site landscaping that provides adequate protection to neighboring  
26 properties from detrimental features of the proposed development. These protections include  
27 adequate landscaping along the perimeter of the site abutting other properties as well as along  
28 the street, including plant screens along a portion of the street frontage adjacent to an outdoor  
fenced area for truck/trailer storage and access to loading docks;

1 The project provides exterior lighting that is adequate for human safety and will not diminish  
2 the value and/or usability of adjacent property since proposed on-site lighting will conform to  
3 standards and conditions requiring minimum amount of illumination necessary for safety and  
4 security while also not resulting in glare onto adjacent property and streets;

5 The exterior design of the buildings and structures will not be injurious or detrimental to the  
6 environmental or historic features of the immediate neighborhood in which the proposed  
7 development is located and will not cause irreparable damage to property in the neighborhood,  
8 to the city and to its citizens since the proposed building will provide a contemporary  
9 architectural style consistent with similar industrial buildings in the neighborhood; and

10 The proposed development will not impose an undue burden upon off-site public services,  
11 including sewer, water and streets and there are provisions in the capital improvement program  
12 and/or existing or planned capacities.

1           **SECTION 2.** The Planning Commission has reviewed the Addendum to the previously  
2 adopted Mitigated Negative Declaration and all comments received regarding the Mitigated  
3 Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative  
4 Declaration Addendum was prepared in compliance with CEQA; and (ii) that, based on the  
5 imposition of mitigation measures, there is no substantial evidence that the project will have a  
6 significant effect on the environment. The Planning Commission further finds that the Addendum  
7 to the previously adopted Mitigated Negative Declaration reflects the independent judgment and  
8 analysis of the Planning Commission. The Planning Commission also finds that, with the  
9 imposition of mitigation measures, that the Project will not result in a greater environmental impact  
10 than analyzed in the previous MND, and overall, the Project will have less than a significant effect  
11 on the environment with the implementation of the mitigation measures adopted by the previous  
12 MND. Based on these findings, the Planning Commission hereby adopts the Addendum to the  
13 previously adopted Mitigated Negative Declaration Addendum and the related Mitigation  
14 Monitoring Program.

15           **SECTION 3.** Based upon the findings set forth in Sections 1 and 2 of this Resolution, the  
16 Planning Commission hereby approves an Architectural & Site Plan Review, for a new 200,000-  
17 square foot Industrial Fulfillment Center including cross dock facilities on at the subject site,  
18 subject to the attached conditions of approval (Exhibit “A”), the attached environmental Addendum  
19 (Exhibit “B”), and the attached Mitigated Negative Declaration and Mitigation Monitoring  
20 Program (Exhibit “C”).

21           **SECTION 4.** This action by the Planning Commission shall be final unless an appeal of  
22 the action is filed with the City Clerk’s office in writing, pursuant to Section 18.58.100 of the Colton  
23 Municipal Code.

24           **SECTION 5.** This land use entitlement shall become null and void if not exercised within  
25 one (1) year of this approval and the applicant has not been granted an extension of time by the  
26 Planning Commission, pursuant to Section 18.58.070 of the Colton Municipal Code.

27           **SECTION 6.** The Secretary shall certify the adoption of this Resolution.

28           PASSED, APPROVED, AND ADOPTED this 23<sup>th</sup> day of February, 2016.

\_\_\_\_\_  
Planning Commission Chairperson  
Richard Prieto

ATTEST:

\_\_\_\_\_  
Planning Commission Secretary  
Mark R. Tomich, AICP

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I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Colton at a meeting held on February 23, 2016, by the following vote of the Planning Commission:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

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Planning Commission Secretary  
Mark R. Tomich, AICP

**EXHIBIT A”**

**CONDITIONS OF APPROVAL**

THE APPLICANT SHALL COMPLY WITH ALL CONDITIONS AS SET FORTH IN THE  
CONDITIONS OF APPROVAL.

**HOLD HARMLESS**

1. The Applicant shall defend, indemnify, and hold harmless the City of Colton and its officers, employees, and agents from and against any claim, action, or proceeding against the City of Colton, its officers, employees, or agents to attacks, set aside, void, or annul any approval or condition of approval of the City of Colton concerning this project, including but not limited to any approval or condition of approval of the city council, planning commission, or development services director. The City shall promptly notify the Applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officers, employees, and agents in the defense of the matter.

**PLANNING DIVISION (909)370-5079**

2. The Applicant shall meet and comply with all requirements of all reviewing agencies and shall comply with all applicable local, state, and federal rules, laws, and regulations.
3. All conditions are final unless appealed to the City Council within 10 days of the issuance of the conditions in accordance with the provisions of Chapter 18.58.100 of the Colton Zoning Code. This approval is not considered final until the Applicant signs the attached acknowledgement of conditions of approval, and submits the executed form to the Development Services Department.
4. This approval is for an Architectural & Site Plan Review for a new 200,000-square foot industrial building for warehouse tenant(s) with ancillary office space, as shown on plans stamped approved and dated February 17, 2016 by the Development Services Department. This approval shall expire if building permits are not issued or approved use has not been commenced within one (1) year from the date of approval.
5. Any plans submitted for building plan check and construction plans for this project shall contain an exact reproduction of the signed Resolution of Approval (full size) on one or more of its sheets. The sheet(s) are for information only to all parties involved in the construction/grading activities and are not required to be wet sealed/stamped by a licensed Engineer/Architect.
6. All exterior building colors shall match the color and material board on file with the Planning Division. Any revision to the approved building colors shall be submitted to the Planning Division for review and approval.
7. The site shall be developed and maintained in accordance with the approved plans which include site plans, architectural elevations, exterior materials and colors, landscaping and grading on file in the City, the conditions contained herein, the Zoning Code.

- 1 8. Any requests for modifications, including any deviation from the approved plans and/or  
2 conditions of approval, shall be submitted to the Development Services Director for review,  
3 prior to implementation of the modification. Significant deviations from the approved plans  
4 or conditions of approval shall be subject to review and approval by the Planning  
5 Commission. The applicant requesting the modification shall supply information deemed  
6 necessary by the Director and/or Planning Commission to make a determination.
- 7 9. The Applicant shall comply with all environmental mitigation measures adopted for this  
8 project on November 26, 2013, Planning Commission Resolution No. R-21-13, with this  
9 Resolution and attached thereto as Exhibit “C.”
- 10 10. The applicant shall comply with Planning Commission Resolution No. R-22-13, approving a  
11 Tentative Parcel Map for the merger of six existing parcels into a single parcel, subject to  
12 review and approval by the Development Services Department and Public Works  
13 Department.
- 14 11. The applicant may construct the alternative 200,000 square foot industrial warehouse building  
15 or the 808,500 square foot industrial distribution building. However, once applicant decides  
16 on which industrial building to construct, the other industrial building design will become  
17 null and void including previous Architectural Site Plan Approvals. All CEQA  
18 documentation with continue to be in effect regardless what building is selected for  
19 construction.
- 20 12. The owner/applicant shall design and install a memorial for the Historic Agua Mansa District  
21 (i.e. plaque, monument with landscape feature or other feature) in relation to the proposed  
22 project not to exceed 200 square feet area on-site or off-site location agreed upon by the  
23 owner/applicant and Development Services Department and shall be installed prior to final  
24 occupancy, all subject to review and approval by the Development Services Director. The  
25 cost of design and installation shall not exceed \$10,000 and shall be paid for by the  
26 owner/applicant prior to issuance of City Building Permits for construction of the industrial  
27 warehouse building.
- 28 13. All site, grading, landscape, irrigation and street improvement plans shall be coordinated for  
consistency prior to issuance of any permits.
14. Prior to implementation of any physical modifications to the site (including walls or fences),  
the applicant shall contact the Development Services Department to determine if permits are  
required.
15. Prior to the issuance of grading permit, the applicant shall obtain approval from the  
Development Services Director of revised plans with the following information:
  - a. A detailed landscape and irrigation shall be prepared by a licensed landscape architect  
and submitted for Development Services Department review and approval prior to  
issuance of any permits. The landscape and irrigation plan shall demonstrate  
compliance with CMC 18.24.130 and with the principles of water efficient landscaping  
(Water Conservation in Landscaping Act of 2006 – AB1881 and amendments thereto).

- 1           b.    The proposed Toyon species is more of a shrub than a tree. Use this plant species for  
2           shrub planting for the site. Replace this shrub species with another tree species such as  
3           Palo Verde (*Cercidium*, *Parkinsonia Aculeata*) or other evergreen tree.
- 4           c.    Provide enhanced design to the landscape area outside of the office building entry. It  
5           shall include such enhancement as enriched textured pavement for pedestrian walkway,  
6           increased number of specimen size trees, a mix of evergreen and flowering deciduous  
7           trees, bicycle racks, seating benches and industrial material patio structure.
- 8           d.    Use evergreen and canopy shape tree species for parking lot area instead of the proposed  
9           Chitalpa tashkentensis, which is a deciduous flowering tree.
- 10          e.    Provide outdoor lunch patio area with shade structure(s) for employees. Outdoor active  
11          sports to serve the employees are highly encouraged. Examples include but are not  
12          limited to basketball court, volleyball court, par course fitness trail, etc.
- 13          f.    Shrub planting shall be a minimum of 4 feet on center for the landscaped area around  
14          the office entries and 5 feet on center for other landscaped areas.
- 15          g.    Berms along the street planters shall have meandering and undulating shapes and have  
16          a minimum height of three feet at the crest of the crowns.
- 17          h.    Twenty-five percent of the trees shall be 24-inch box size, another twenty-five percent  
18          of 36-inch box size and the remainder may be a minimum of 15-gallon size.
- 19          i.    The Applicant shall show all proposed transformers on the landscape plan. All  
20          transformers shall be screened with landscape treatment such as trelliswork block walls  
21          with climbing vines or City approved substitute.
- 22          j.    No trees shall be planted within electric utility easements. Easement location shall be  
23          clearly shown on construction landscape plan.
- 24          k.    A uniform hardscape and street furniture design including seating benches, trash  
25          receptacles, free standing potted plants, bike racks, light bollards, etc., shall be utilized  
26          and be compatible with the architectural style. Detailed design shall be submitted for  
27          review and approval.
- 28          16.   Prior to issuance of building permits, provide a precise lighting plan including a photometric  
            diagram, site plan, elevations, and fixture information showing the location, height, and  
            design of wall-mounted and building-mounted lighting, and method of shielding.
17.   Prior to the submittal of applications for building permits for tenant occupancy, start of  
            business operations and/or issuance of a certificate of occupancy and/or issuance of a business  
            license, future occupants shall obtain a business occupancy permit (BOP) from the  
            Development Services Department.
18.   All signs shall conform to the City of Colton Sign Ordinance (Chapter 18.50 of the Colton  
            Municipal Code). Prior to the installation of any signs, the Applicant shall obtain proper  
            permits from the Development Services Department. The development Services Director  
            shall review and shall have sole responsibility to approve or deny said signs.
19.   The Applicant and/or Property Owner shall, at all times, operate and maintain the property so  
            as not to constitute a nuisance in the community.
20.   The site operation shall be limited to warehouse uses with ancillary office uses. A change of  
            use to manufacturing or other uses allowed within the M-2 zone will require Minor  
            Architectural & Site Plan Review for review of parking compliance.

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21. All heating and air conditioning equipment, including ducts, meters, plumbing lines and tanks, shall be architecturally screened from public view with the use of masonry wall when mounted at grade or with the use of parapet wall when roof mounted. Plumbing vent pipes, all heater flues and all roof penetrations shall be gathered and concealed from view in the same manner, and painted to match roof color. The Applicant shall supply a section drawing indicating the parapet height and all proposed roof equipment. In the event additional screening is necessary, it shall be approved by the Planning Division and installed prior to final inspection and occupancy.
22. Trash enclosure(s) shall be provided with a sufficient capacity to contain all refuse generated by the Use. All outside trash and garbage collection areas shall be enclosed or screened with a six-foot high decorative wall with view-obstructive gates and shall be located as to allow for convenient pickup and disposal. The design of the trash enclosures shall follow the guidelines of City specification on trash enclosures.
23. Electrical and other service facilities shall be located within an interior electrical room or approved location. All electrical service facilities shall be fully screened from public view and as approved by the Planning Division.
24. The Applicant shall underground all new utilities, and utility drops, and shall underground all existing overhead utilities to the closest power pole off-site.
25. Businesses that dispose of 4 cubic yards per week of solid waste shall comply with the state's mandatory commercial recycling law, AB 341, to reduce greenhouse gas emissions by increasing the waste diverted from landfills.
26. The building permits for this project must be issued within one-year from the date of approval or the approval will become invalid. A time extension may be granted under the provision set forth in Chapter 18.12.070 of the Colton Zoning Code.

**CODE ENFORCEMENT/POLICE DEPARTMENT (909) 370-5114**

27. Landscaping: Property manager or tenant will maintain all approved landscaping in good condition, including but not limited to adequate irrigation, mowing of grass, and replacing dead trees and shrubs. Above ground landscaping controls or backflow valves will be secured in a locked metal cage to prevent theft or vandalism.
28. Loitering: Loitering is prohibited on or about the premises. No exterior fixtures or furnishings at or adjacent to the location that encourage loitering and nuisance behavior. No exterior pay telephones.
29. Litter/Graffiti: The exterior of the business and areas adjacent to the business over which they have control, including all signs and accessory buildings and structures, shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter and debris from the premises and on all abutting sidewalks and parking lots within twenty (20) feet of the premises. Graffiti shall be removed within forty-eight (48) hours with

- 1 a color-matching paint. The expectation for graffiti cover up is an appearance that the graffiti  
2 never existed.
- 3 30. The applicant shall grant “right of access” by the city or agent to remove graffiti.
- 4 31. Exterior Lighting: All lightning will be maintained in good working order. All lighting shall  
5 be shown on the required plot plans. Lighting shall be designed and installed in such a manner  
6 that provides adequate lamination to all parking spaces, stalls, walkways, corridors, and  
7 stairways, insuring there are no dim, dark, or shadowed areas (other than shadows naturally  
8 cast beneath the actual vehicles.) Lighting level will be a minimum footcandles as required  
9 by ordinance. The placement of the lighting fixtures shall be such that the angle of projected  
10 light does not interfere or hinder the vision of police officers or security personnel patrolling  
11 the areas. All lighting will be properly shielded so as to not trespass or disturb neighboring  
12 residences, adjacent businesses, or persons while driving vehicles upon the roadway. In the  
13 event a lighting fixture becomes inoperable, property management will have the lighting  
14 repaired within 72 hours.
- 15 32. General Parking: Parking lot shall be maintained in accordance with Title 18 of the Colton  
16 Municipal Code, zoning ordinance requirements for paving and striping. Parking shall include  
17 the required amount of Disabled parking to ADA specifications and dimensions. All parking  
18 lot entrances will be posted in compliance with Vehicle Code 22658 which minimally  
19 includes: A substantive statement prohibiting public parking, states vehicles will be towed at  
20 owner’s expense, references Vehicle Code 22658, and must be a minimum of 17”X 22” with  
21 a minimum of 1” letters. In addition, the sign will indicate the name of the private towing  
22 company and phone number above the police department name and phone.
- 23 33. Disabled Parking: All disabled parking spaces will comply with Americans with Disabilities  
24 Act (ADA) requirements and Vehicle Code 22511.8. In addition, disabled parking will be  
25 clearly indicated by all three indicia: 1) blue wheel stop and/or curb, 2) blue sign with white  
26 wheelchair symbol at head of space, and 3) blue field with wheelchair symbol and blue  
27 striping painted on the ground. All parking lot entrances will be posted in accordance with  
28 Vehicle Code 22511.8(d).
34. Storage: Parking and trash areas will not be used for storage of hazardous materials, including  
but not limited to tires, waste oil, and inoperable or unregistered vehicles. Property manager  
or tenant shall promptly abate hazardous materials or inoperable vehicles. General exterior  
storage areas will be screened from public view.
35. Signage: Applicant will fully comply with Colton Municipal Code 18.50 Sign Ordinance as  
amended. Temporary promotional signs require a permit and must be authorized by  
Development Services prior to display. Refer to code for additional signage permitting and  
requirements.
36. Advertisements: Handbills or advertisements may be distributed in public places person-to-  
person but will not be placed or left upon unoccupied vehicles or otherwise left unattended  
in public places.

- 1 37. Special Events: Per Colton Municipal Code Section 5.44, applicant shall not conduct,  
2 operate, maintain, organize, advertise, or sell or furnish tickets for a special event or permit  
3 the subject property to be used for any special event without first obtaining a special event  
4 permit. Special events include, but are not limited to, sales events where merchandise,  
5 goods, or vehicles are displayed for sale on the property, political functions, fundraising  
6 events by non-profit entities, and events featuring motivational or educational  
7 speakers. The Special Event Committee may expressly grant a minor variance of conditions  
8 specific to individual special events.
- 9 38. Surveillance Monitoring: Should permittee install a video surveillance monitoring  
10 system, the video system shall be capable of recording a clear view of all areas of the  
11 subject property including, but not limited to, parking lots, walkways, corridors, all sides of  
12 buildings, the perimeter landscape and grass areas. Recordings shall be retained for a  
13 minimum of 30 days. Copies of recordings will be provided to the Colton Police  
14 Department upon request.
- 15 39. After hours Contact Information: Permittee will ensure after hours contact person  
16 information is kept current and on file with the Colton Police Department dispatch  
17 center. Ideally there should be several responsible persons available to respond in case of  
18 emergency; each should be a key holder with knowledge of alarm reset codes, available to  
19 respond within 20-30 minutes, and of sufficient authority to facilitate a board up or other  
20 emergency repair measures.
- 21 40. Right of Access: Permittee shall grant “right of access” to the City of Colton and its employees  
22 or agents for the purposes of monitoring compliance with these Conditional Use Permit  
23 conditions, patrolling, investigating crimes, and enforcing laws and ordinances on the subject  
24 property. Permittee shall grant “right of access” to the City of Colton and its employees or  
25 agents to remove graffiti and to determine if the applicant is in compliance with these  
26 conditions.

27 **BUILDING & SAFETY DIVISION (909 370-5079)**

- 28 41. The Site shall be developed in compliance with all current model codes. All plans shall be  
designed in compliance with the latest editions of the California Building Codes (CBC) as  
adopted by the City of Colton.
42. Site development and grading shall be designed to provide access to all entrances and exterior  
ground floor exits and access to normal paths of travel, and where necessary to provide access,  
Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and  
sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warnings, signage, gates,  
lifts and walking surface material. The accessible route(s) of travel shall be the most practical  
direct route between accessible building entrances, site facilities, accessible parking, public  
sidewalks, and the accessible entrance(s) to the site. California Building Code (CBC) 11A  
and 11B.
- a. City of Colton enforces the State of California provisions of the California Building  
Code disabled access requirements. The Federal ADA standards differ in some cases

- 1 from the California State requirements. It is the building owners' responsibility to be  
2 aware of those differences and comply accordingly.
- 3 b. Disabled access parking shall be located on the shortest accessible route. Relocate  
4 parking spaces accordingly.
- 5 43. Commercial buildings on the site shall be accessible per California Building Code (CBC)  
6 11B.
- 7 44. Separate submittals and permits are required for all accessory structures such as but not  
8 limited to, parking lot light standards, retaining walls, screen walls and fences, trash  
9 enclosures, patios, block walls and storage buildings.
- 10 45. Pursuant to California Business and Profession Code Section 6737, this project is required to  
11 be designed by a California licensed architect or engineer, based on change of use and  
12 potential exiting and fire safety improvements.

13 **FIRE DEPARTMENT (909) 370-5100**

- 14 46. The development shall conform with all the requirements of the city of Colton's Municipal  
15 Code requiring on-site fire protection prior to construction.
- 16 47. Access roadways shall be provided in accordance with the City's Municipal Code.
- 17 48. A water supply system (public fire hydrants) shall be installed, capable of providing the  
18 required fire flow for the proposed type of construction. Minimum fire flow for this project  
19 shall be 4,000 g.p.m.
- 20 49. On-site fire hydrants shall be required for this project, and installed prior to construction.  
21 Detailed drawings with supporting calculations shall be submitted to the Fire Department/Fire  
22 Safety Division for review, approval, and permit issuance prior to installation.
- 23 50. An engineered automatic fire sprinkler system is required for this project. Detailed drawings  
24 and calculations shall be submitted to the fire department for review, approval and permit  
25 issuance, and prior to installation.
- 26 51. Premise identification shall be provided in accordance with the City's' Security Ordinance #0-  
27 13-89, Section XIV (residential), Section XV (commercial).
- 28 52. Where access to or within a structure is restricted due to secured openings, a "Knox" rapid entry  
key system will be required. The key box or switch shall be located in an accessible location,  
as determined by the Fire Department.
53. If temporary fencing is used to enclose the construction site, at least two (2) means of  
unobstructed access must be installed, and maintained in locations as to give maximum access  
to all parts of the site, and in accordance with the Fire Departments' requirements.

- 1 54. A "Knox" vault shall be provided for the retention of the facility's pre-fire plan, business plan,  
2 and material safety data sheets (M.S.D.S.). Location shall be determined by the fire prevention  
3 field inspector.
- 4 55. Visible hazard identification signs (placards) in accordance with the International Fire Code  
5 and as specified by N.F.P.A 704 shall be provided and placed at the entrances to locations where  
6 hazardous materials are stored, dispensed, or used in quantities.
- 7 56. A Fire Department Permit will be required for your operations in accordance with Section 105  
8 of the International Fire Code. The fire permit shall be obtained from the Fire Safety Division  
9 of the Fire Department.
- 10 57. Portable fire extinguishers shall be required for this project. Size, type, and locations shall be  
11 determined by the fire department's field inspector.
- 12 58. The proposed facility's use and/or operations shall be designed and maintained in accordance  
13 with the 2009/2010 editions of the International Fire and Building Codes / California Fire and  
14 Building Codes (Title 24).
- 15 59. A fire alarm system designed; installed and maintained in accordance with National Fire  
16 Protection Association's Standard #72 (N.F.P.A. 72) shall be provided. Detailed drawings with  
17 supporting calculations shall be submitted to the fire department for review, approval and  
18 permit issuance, and prior to the installation.
- 19 60. Deferred plan submittals and separate permits are required on the following:
- 20 ○ automatic fire suppression/sprinkler systems
  - 21 ○ fire alarms
  - 22 ○ onsite fire mains and fire hydrants
  - 23 ○ high piled combustible storage
- 24 61. The applicant shall comply with all Fire Department requirements as noted during the  
25 business occupancy process. (B.O.P.)

26 **PUBLIC WORKS DEPARTMENT (909) 370-5065**

27 **62. STREET IMPROVEMENTS**

- 28 a. Submit (3) sets of street improvement plans for the off-site improvements (including signing  
and striping), prepared by a licensed civil engineer. The scale of this plan shall be no  
less than 1" = 40'.
- b. An automatic sprinkler system shall be installed within any landscaped open space areas,  
including between the sidewalk and the tract at the right-of-way line.

- 1 c. The developer shall have all parkway and unpaved areas within the public right-of-way  
2 fronting the project shall be landscaped and maintained, and an automatic sprinkler system  
3 installed along the Agua Mansa Road.
- 4 d. Construct street improvements consisting of curb, gutter, sidewalk, A.C. pavement,  
5 driveway approaches, handicap access ramps, streetlights, street trees, street signs, and  
6 roadway striping, etc., as per the approved Street Improvement Plans and City of Colton  
7 Standard Specifications.
- 8 e. The Developer shall construct facilities to mitigate traffic impacts as identified by the traffic  
9 impact study.
- 10 f. All parkway and unpaved areas within the public right-of-way fronting the project shall be  
11 landscaped and maintained, and an automatic sprinkler system installed.
- 12 g. Dedicate ½ width of the ultimate right-of-way and construct street improvements to widen  
13 Agua Mansa Road to half width plus one lane (for turn pocket)
- 14 h. Prior to the issuance of any grading permits, the applicant shall provide adequate sight  
15 distance at all street intersections, in a manner meeting the approval of the City Engineer.  
16 The applicant shall make all necessary revisions to the plan to meet the sight distance  
17 requirement such as removing slopes or other encroachments from the limited use area in a  
18 manner meeting the approval of the City Engineer.
- 19 i. Prior to the issuance of the Certificate of Occupancy, the applicant shall design and  
20 construct a traffic signal at the intersection of La Cadena Drive and Rancho Avenue, in a  
21 manner meeting the approval of the City Engineer.
- 22 j. Prior to the issuance of the Certificate of Occupancy, the applicant shall design and  
23 construct street improvements at the intersection of Agua Mansa Road and Rancho Avenue  
24 to facilitate truck turning movement, in a manner meeting the approval of the City Engineer.
- 25 k. Past experience has indicated that projects such as this tend to damage the existing street  
26 improvements with the heavy equipment and truck traffic that is necessary during  
27 construction and operation. The applicant shall repave the existing street along Rancho  
28 Avenue at I-10 freeway in a manner meeting the approval of the City Engineer. The  
intersection of Rancho Ave. and I-10 eastbound on and off ramps shall be re-stripe to  
facilitate safe truck turning movement.
- l. The proposed project shall contribute a fair-share towards the cost of constructing the Agua  
Mansa Road Bridge crossing at Rialto Channel, which would provide two additional lanes.  
The fair share contribution percentage shall be based on the project's contribution to peak  
hour vehicle trips.

63. **DRAINAGE**

- a. The property's street and lot grading shall be designed in a manner that perpetuates the  
existing natural drainage patterns with respect to tributary drainage area, outlet points and  
outlet conditions; otherwise, a drainage easement shall be obtained from the affected

- 1 property owners for the release of concentrated or diverted storm flows. A copy of the  
2 recorded drainage easement shall be submitted to the City of Colton for review prior to the  
3 recordation of the final map.
- 4 b. The Storm Drain Plan for the proposed development shall be accompanied by hydrology  
5 and hydraulic analysis prepared by a licensed engineer and shall be designed per the San  
6 Bernardino County Hydrology Manual employing the rational method. The project may  
7 only discharge downstream an amount of storm run-off equivalent to the historic flow  
8 discharged prior to project development. The storm drain design shall incorporate the  
9 drainage from the existing tracts along boundary of the proposed project. The  
10 detention/retention basin and open space areas shall be landscaped and maintained by the  
11 Developer.
- 12 c. Submit to the City Engineer's Office the Drainage and Erosion Control plans for review  
13 and approval. These plans to be prepared by a Civil Engineer register in the State of  
14 California. Provide plan and profile for all storm drainage work.
- 15 d. Submit drainage/hydrology study calculations and a hydraulic analysis for both developed  
16 and undeveloped conditions to the City of Colton for review and approval. All of the  
17 drainage from each individual lot shall drain into the public right-of-way and not impact  
18 surrounding properties, or a drainage easement acceptance letter from the adjacent  
19 landowner must be obtained.
- 20 e. Owner/Developer shall notify adjacent property owners about the impact of the proposed  
21 development on drainage configuration of existing adjacent properties. Such notification  
22 shall be pre-approved by the City Engineer. These drainage issues shall be resolved prior  
23 to issuance of a grading permit.
- 24 f. The 10 year storm flow shall be contained within the curb and the 100 year storm flow shall  
25 be contained within the street right-of-way. When either of these criteria is exceeded,  
26 additional drainage facilities shall be installed.
- 27 g. File a Notice of Intent and obtain an NPDES Construction Activity General Permit from  
28 the State Regional Water Quality Control Board and submit a copy of each to the Public  
Works Department. Ensure that Best Management Practices (BMPs) are followed, per  
NPDES requirements to reduce storm water runoff during, construction and thereafter.  
Temporary erosion control measures shall be implemented immediately following rough  
grading to prevent deposition of debris into the downstream properties or drainage  
facilities. Submit a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best  
Management Practices (BMPs) that will prevent all construction pollutants from  
contacting storm water and with the intent of keeping all products of erosion from moving  
off site into receiving waters for review.

#### 64. **GRADING**

- 25 a. Submit to the City Public Works Department a separate grading plan of a scale of  
26 1" = 20' prepared by a civil engineer registered in the State of California. The grading  
27 plan shall include a topographic contour map of the site and 15 feet beyond the property  
28 lines, with a one-foot contour interval. This contour map shall be prepared within the  
last 12 months prior to a grading permit approval. The final grading plan shall be a 4

1 mil mylar, which the City Engineer will sign and retain at the City Engineer Office for  
2 record.

- 3 b. A note shall be placed on the plans that states “All block walls and fencing shall be  
4 shown on the grading plan for reference only and shall be separately permitted by the  
5 City Building Department.
- 6 c. Place City Standards grading and drainage notes, including NPDES requirements on  
7 the grading plan.
- 8 d. A pad certification prepared by a licensed Civil Engineer registered in the State of  
9 California shall be submitted prior to issuance of building permits.
- 10 e. Prior to final project acceptance, applicant to submit an as built of grading plans. No  
11 final will be authorized until as-builds are submitted to Public Works Department.
- 12 f. Owner/Developer shall notify adjacent property owners about the impact of the  
13 proposed development on the drainage configuration of existing adjacent properties.  
14 Such notification shall be pre-approved by the City Engineer. These drainage issues  
15 shall be resolved prior to the issuance of a grading permit.
- 16 g. Provide the Public Works Department with a separate Erosion Control plan of a scale  
17 of 1” = 20’.
- 18 h. The applicant shall submit a Water Quality Management Plan (WQMP) specifically  
19 identifying Best Management Practices (BMPs) that will be used onsite to reduce the  
20 pollutants into the storm drain system prior to issuance of grading permit. Forms are  
21 available at the City of Colton Public Works Department.
- 22 i. All parking lots shall be surfaced with A.C. to a minimum thickness of 4 inches over a  
23 minimum aggregate base of 6 inches or surfaced with P.C.C. with a minimum thickness  
24 of 6 inches over 3 inch aggregate base. These thicknesses may be waived upon  
25 submittal of an R value and pavement thickness testing and analysis submitted by a  
26 registered geologist or geotechnical engineer.

27 **65. WATER AND WASTEWATER REQUIREMENTS**

- 28 a. The development shall meet all the requirements as set forth by the water/wastewater  
department for water, sewer and pre-treatment facilities.
- b. All construction shall conform to the current edition of the specifications for public  
works construction (green book), and the current standards and specifications of the  
City of Colton Water / Wastewater Department.
- c. Colton municipal code 13.08.235 and 13.08.253, requires the installation of a grease  
interceptor for commercial or industrial generators of grease (restaurants, cafes,  
cafeterias, auto body shops, etc). Clearly show the connection to grease interceptor on  
plans if applicable.

- 1           d. All wastewater capacity fees must be paid prior to obtaining the certificate of  
2           occupancy. Additional capacity fees may apply if the actual discharge exceeds the  
3           estimated flow established during initial approval. Service will be terminated if the fees  
4           are not paid.
- 5           e. All connection fees and charges shall be levied at rate scheduled by City Council at the  
6           time of payment by developer.
- 7           f. The applicant shall design and install the required water main along Agua Mansa Road  
8           from the Project site to the existing main at Rancho Avenue.
- 9           g. The applicant shall design and install sewer lateral and lift station pump to connect to  
10           the existing 8” diameter sewer force main along Agua Mansa Road.

11           66. **PROJECT DEVELOPMENT:**

- 12           a. No final inspection will be performed until all Public Works Department  
13           requirements pertaining thereto are in compliance.
- 14           b. Submit Parcel Map prepared by a Professional Land Surveyor, registered in  
15           the State of California, joining all effected properties.

16           67. **STUDIES & REPORTS**

- 17           a. Submit a soils report prepared by a registered geologist or soils engineer. This report should  
18           be based on soil samples taken from the site and should analyze the existing geotechnical  
19           conditions of the site to determine if the existing soil is adequate for the development and safe  
20           from hazardous or deleterious materials. The report should also satisfactorily address the  
21           compaction and soil stability characteristics of the site. The number of soil borings performed  
22           on the site shall be strategically located throughout the site.
- 23           b. Submit a Traffic Analysis for review and approval by the City. Traffic Study shall identify all  
24           traffic related impacts and mitigations from the project.
- 25           c. The applicant shall submit a Water Quality Management Plan (WQMP) (if applies)  
26           specifically identifying Best Management Practices (BMPs) that will be used onsite to  
27           reduce the pollutants into the storm drain system prior to issuance of grading permit.  
28           Forms are available at the City of Colton Public Works Department.
- d. Submit drainage/hydrology study calculations and a hydraulic analysis for both  
          developed and undeveloped conditions to the City of Colton for review and approval.  
          All of the drainage from each individual lot shall drain into the public right-of-way and  
          not impact surrounding properties, or a drainage easement acceptance letter from the  
          adjacent landowner must be obtained.

          68. **FEES**

- 1 a. A Plan Check fee for all improvement plans and studies for the proposed development  
2 shall be paid prior to plan checking proceedings in accordance with the fee schedule in  
3 effect at the time the fees are paid.
- 4 b. Public Works Inspection fee shall be paid prior to the final map going to the City  
5 Council for approval in accordance with the fee schedule in effect at the time the fees  
6 are paid. Public Works permits are required prior to construction within the public right  
7 of way.
- 8 c. Sewer Connection fees shall be paid prior to the issuance of building permits, in  
9 accordance with the fee schedule in effect at the time the fees are paid.
- 10 d. Pay Plan Check Fees and Permit Fees for the review of the site grading and drainage  
11 plan. Submit a detailed cost estimate to determine the plan checking fee.
- 12 e. Pay Plan Check Fee for the review of the site Hydrology Calc. Review
- 13 f. The applicant/sub divider shall pay the development impact fees and infrastructure fees  
14 in effect at the time that building permits are obtained for approved structures.  
15 Applicants/sub dividers shall be required to submit detailed plans showing approved  
16 Land Uses and the square footage of each structure proposed.
- 17 g. The applicant shall pay storm drain development fees
- 18 h. Pay plan check fee for the plan checking of street improvement plans. Submit a detailed  
19 cost estimate to determine the plan checking fee.
- 20 i. Pay plan check fee for the plan checking of the Water Quality Management Plan.
- 21 j. Pay Plan check Fee for the review of the Traffic Analysis.

22 **69. IMPROVEMENT PLANS AND FINAL MAP**

- 23 a. Improvement Plans for the proposed project shall be prepared as a separate set of  
24 drawings for each of the following categories:
  - 25 a) Rough Grading/ Precise Grading and Plot Plan
  - 26 b) Street and Storm Drain Plan
  - 27 c) Striping Plan
  - 28 d) Landscaping Plan
  - e) Water and Sewer Utility Plan
  - f) Parcel Map
- 29 b. A licensed traffic engineer shall prepare and submit a preliminary traffic analysis to the  
30 City of Colton.
- 31 c. The Developer shall repair any areas of existing improvements that become damaged  
32 during any phase of construction of the project, as determined by the Office of the City  
33 Engineer. The contractor working in the right-of-way must submit proof of a Class “A”  
34 Contractor License, City of Colton Business License, and liability insurance. The City

1 Engineer shall determine if any existing streets are damaged to the extent that a full 1  
2 ½” A.C. overlay is required.

- 3 d. Submit a copy of the Title Report to the Public Works Department.
- 4 e. All plans, including grading plans shall be drawn on 24” x 36” 4 mil Mylar.
- 5 f. Original drawings shall be revised to reflect As-Built conditions by the Design  
6 Engineer prior to final acceptance of the work by the City. Water service lines, water  
7 meters, sewer laterals and electric, irrigation lines, etc., within the street right-of-way  
8 and 5’ outside of the street right-of-way shall be shown on the As-Built Water/Sewer  
9 Plans. Construction plans for gas, telephone, electric and cable TV etc., shall be  
10 submitted to the City for records.
- 11 g. A small index map shall be included on the title sheet of each set of plans, showing the  
12 overall layout of the public improvements.
- 13 h. A map of the proposed development drawn to scale 1” = 200’, showing the outline of  
14 streets and street names, shall be submitted to the City to update the City wall atlas  
15 map.
- 16 i. An original mylar of the final map (after it is recorded) shall be provided to the City  
17 for the City’s map files.
- 18 j. The street name signs and traffic control devices shall be relocated or installed as  
19 required per the approved plans and City of Colton Standard Specifications.
- 20 k. Contact all affected agencies, (Army Corps of Engineers, California Department of  
21 Fish & Game, Regional Water Quality Control Board, and San Bernardino County  
22 Flood Control & Water Conservation District, etc.), and obtain the necessary approvals  
23 with regards to the proposed development, which. Submit copies of correspondence  
24 with the agencies to the Public Works Department.
- 25 l. Submit improvement plans to all affected utilities, including the Gas Company, Cable  
26 Companies, Verizon California, etc., prior to issuance of the Building Permit and  
27 transmit correspondence to the Public Works Department.

28 **70. CONSTRUCTION & MAINTENANCE OF PUBLIC IMPROVEMENTS**

- 29 a. All required water lines and fire hydrants shall be installed and made operable before  
30 any building permits for framing are issued. This may be done in phases if the  
31 construction work is in progress for emergency vehicles.
- 32 b. Vehicular access shall be maintained at all times to all parts of the proposed project,  
33 where construction work is in progress, for emergency vehicles.
- 34 c. All precautions shall be taken to prevent washouts, undermining and subsurface  
35 ponding, caused by rain or runoff to all surface structures (curbs, gutters, sidewalks,  
36 paving, etc.). The Public Works Department may order repair, removal and  
37 replacement, extra compaction tests, load tests, etc. or any combination thereof for any  
38 such structure that was damaged or appears to have been damaged. All of the additional  
work, testing, etc., shall be at the expense of the developer.

- 1           d. All required public improvements for the project shall be completed, tested and  
2           approved by the Public Works Department prior to the issuance of any Certificate of  
3           Occupancy for such tract.
- 4           e. Prior to any street construction or relocation, when there are monuments in the project  
5           area which control the location of subdivisions, streets or highways, or provide survey  
6           control, the developer shall locate and reference the monuments and shall reset them  
7           after construction as required by Section 8771 of the Business and Professions Code,  
8           in a manner meeting the approval of the City Engineer.

7           **ELECTRICAL UTILITY DEPARTMENT (909) 370-5104**

8           71. General Conditions and Requirements:

9           The project developer/applicant shall comply with all customer service policies of the City of  
10           Colton Electric Utility Department. The developer shall provide the Electric Utility with all  
11           information necessary to determine the project's electric service requirements; and if  
12           necessary and at their own expense, install all conduit and vault systems associated with  
13           underground primary/service line extensions and street-lighting as per the Electric Utility's  
14           approved design. The developer shall pay all charges associated with the Electric Utility's  
15           cost to construct underground and overhead line extensions and street-lighting.

13          72. Conditions and requirements specific to the project:

- 14          A. The project developer/applicant shall be responsible for a proportionate share of the cost of  
15          the new Agua Mansa Substation to provide adequate capacity to serve the project.
- 16          B. The project developer/applicant shall be responsible for all costs associated with the line  
17          extension from the new substation to the projects point of service. A primary metered  
18          service will be required for a service connection over 4 M watt. An underground primary  
19          vault/conduit system is required along the entire project frontage on the south side of Agua  
20          Mansa Road.
- 21          C. The project developer/applicant shall be responsible for all costs associated with the  
22          installation of street lighting along the south side of Agua Mansa Road.
- 23          D. The project developer/applicant shall be responsible for all costs associated with the  
24          relocation of the existing overhead line on the south side of Agua Mansa Road.
- 25          E. The existing overhead line along the project's east property line is to remain and the  
26          developer/applicant shall provide access and line clearances per Colton Electric Utility  
27          Requirements.
- 28          F. The project developer/applicant shall give Colton Electric Utility a 20' easement along the  
29          south east corner of property line from Agua Mansa Road going south approximately 1,025  
30          feet continuing to the west for approximately 1,600 feet for a future transmission line and  
31          for maintenance and access. Colton Electric will be responsible for CEQA documentation,  
32          if needed for the transmission line, within the easement area. This can be included on the  
33          parcel map.



# STAFF REPORT

DATE: MARCH 8, 2016  
TO: PLANNING COMMISSION  
FROM: MARK TOMICH, DIRECTOR OF DEVELOPMENT SERVICES  
PREPARED BY: MARIO SUAREZ, SENIOR PLANNER   
SUBJECT: DAP-001-187 – Valley Pallets – Modification of CUP and Variances

## RECOMMENDED ACTION

It is recommended that the Planning Commission continue this action to the March 22, 2016 Planning Commission meeting to allow the new applicant, property owners, to address compliance with the 2007 Conditional Use Permit application.

## BACKGROUND

On February 23, 2016, the Planning Commission continued this agenda item to March 8, 2016 to allow staff additional time to discuss final conditions of approval with the applicant and owners of the subject site. The applicant has decided to allow the property owners to be the applicants of the proposed modification of CUP and Variance because Valley Pallets will be reorganizing and closing down the Colton Business in the future (See Attachment 2).

## REQUEST TO CONTINUE

The property owners, Rebbur, LLC, will be out of town on March 8, 2016. They have requested a continuance of this item. Staff indicated to the property owner that the next available Planning Commission meeting is on March 22, 2016 (See Attachment 2).

## STAFF RECOMMENDATION

Staff recommends that the Planning Commission continue this agenda item to the March 22, 2016 for the new applicant to address compliance with the Conditions of Approval.

## ATTACHMENTS

1. 3-2-16 Letter from Rebbur, LLC
2. Notarized Letter from Valley Pallets surrendering their application to current property owners

# **ATTACHMENT 1**

Letter from Rebbur LLC

**REBBUR, LLC**  
12341 Newport Avenue, D-100  
Santa Ana, California 92705  
(714) 834-0454

March 2, 2016

**VIA EMAIL ONLY**

Mario Suarez, AICP  
Senior Planner  
City of Colton Development Services Dept.  
659 N. La Cadena Drive  
Colton, CA 92324

Re: Application for Modification of CUP  
File No. DAP-000-641  
Property: 1235 S. Lincoln St., Colton, CA 92324

Dear Mario:

As I believe David Starr has informed you, neither he nor I am available for the Planning Commission hearing on March 8, 2016. David is out of town until March 9, 2016. I live in San Luis Obispo County and have a minor surgery scheduled for March 8. It takes months to reschedule medical procedures. So therefore we are asking for a continuance of the hearing on the application for Modification of the CUP until March 22, 2016.

We, as owners of the real property, were taken by surprise when Valley Pallet, Inc. informed us that they were terminating their possession of the property. In discussions with you I obtained an Assignment of the Application for Modification of CUP from Valley Pallet, Inc. to our company Rebbur, LLC. A copy is attached you're your convenience.

Rebbur wants to proceed with the Modification request but are not sure who the new tenant will be and what improvements will be required for them. We are diligently seeking new tenants with a local real estate broker who has lined up four interested parties.

Rebbur respectfully requests that the hearing be continued to March 22, 2016 when both David and I can be present. Thank you for your prompt attention.

Very truly yours,

Robert J. Krup, Co-Managing Member

## **ATTACHMENT 2**

Letter of Authorization from  
Valley Pallets

Frank Shean  
Valley Pallet, Inc.  
522 El Camino Real  
Salinas, CA 93907  
1 (800) 982-9761

February 25, 2016

Mario Suarez, AICP  
Senior Planner  
City of Colton Development Services Dept.  
659 N. La Cadena Drive  
Colton, CA 92324

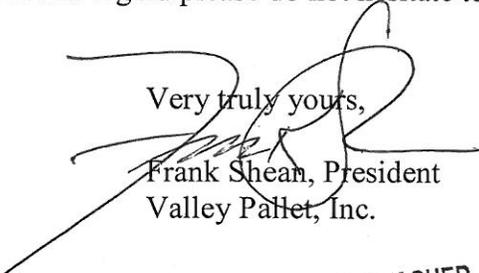
Re: Assignment of Application for Modification of CUP  
File No. DAP-000-641  
Property: 1235 S. Lincoln St., Colton, CA 92324

Dear Mr. Suarez:

This is to acknowledge that I, Frank Shean, President of Valley Pallet, Inc. do hereby on behalf of Valley Pallet, Inc. assign all of Valley Pallet, Inc.'s rights, title, and interest in Valley Pallet, Inc.'s Application for Modification of Conditional Use Permit (File No. DAP-000-641) to Rebbur, LLC, a California Limited Liability Company effective immediately.

If you have any questions in this regard please do not hesitate to contact me.

Very truly yours,

  
Frank Shean, President  
Valley Pallet, Inc.

SEE ATTACHED  
NOTARY CERTIFICATE

# ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of Monterey

On Feb. 29, 2016 before me, April Wilson, Notary Public  
(insert name and title of the officer)

personally appeared Frank Shean,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same in  
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature 

(Seal)

