CITY OF COLTON
PLANNING COMMISSION AGENDA

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

REGULAR MEETING – Tuesday, July 26, 2016 – 6:30 P.M.

Agenda

Documents:

PC AGENDA 7-26-2016_FINAL1.PDF

A. CALL TO ORDER

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

D. APPROVAL OF MEETING MINUTES

. July 12, 2016 Planning Commission Meeting Minutes

Documents:

2016_07-17_PC MINUTES_7-12-16.PDF

E. PUBLIC COMMENTS

F. PUBLIC HEARINGS

. Item F-1_DAP-001-230_Southwest Regional Operations Center

Documents:

ITEM F-1_ATTACHMENT 4_PLANS.PDF
ITEM F-1_DAP-001-230_SOUTHWEST REGIONAL OPERATIONS CENTER.PDF

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

. H. COMMISSION COMMENTS

. I. ADJOURNMENT

Next Scheduled Meeting: Tuesday, August 9, 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

COUNCIL CHAMBERS, 650 NORTH LA CADENA DRIVE, COLTON, CA 92324
REGULAR MEETING – Tuesday, July 26, 2016 – 5:30 P.M.

A. CALL TO ORDER

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

D. APPROVAL OF MEETING MINUTES

July 12, 2016 Planning Commission Meeting Minutes

E. PUBLIC COMMENTS

F. PUBLIC HEARINGS

1. FILE INDEX NUMBER: **DAP-001-230**

Southwest Regional Operations Center

PROPERTY LOCATION: 602 Agua Mansa Road
APN: 0275-041-36 and 0163-452-07

PROJECT DESCRIPTION: **A Conditional Use Permit** to allow a truck and trailer storage use and **Architectural Site Plan Review** for a 19,913 square foot office building and ancillary uses including fuel station and truck washing facility on property measuring approximately 11.12 acres in an area located in the M-2 (Heavy Industrial) and M-1 (Light Industrial) Zones.

ENVIRONMENTAL ASSESSMENT: Notice is hereby given that the City of Colton is considering a recommendation that the project herein identified will have no significant environmental impact in compliance with Section 15070 of California Environmental Quality Act (CEQA) guidelines. The Project site is not on a list compiled pursuant to Government Code section 65962.5. A Mitigated Negative Declaration (MND) is being proposed in conjunction with the above proposal. Mitigation measures to reduce environmental impacts to less than significant levels have been provided in the following environmental categories: Biological Resources, Cultural Resources, Geology and Soils, Noise, and Transportation/Traffic.

STAFF RECOMMENDATION: Staff recommends that the Planning Commission adopt Planning Commission Resolution No. R-28-16 approving DAP-001-230, subject to conditions imposed by PC Resolution titled below:

RESOLUTION NO. R-28-16. A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A CONDITIONAL USE PERMIT TO ALLOW A TRUCK AND TRAILER STORAGE USE AND ARCHITECTURAL SITE PLAN REVIEW FOR A 19,913 SQUARE FOOT OFFICE BUILDING AND ANCILLARY USES INCLUDING FUEL STATION AND TRUCK WASHING FACILITY ON PROPERTY MEASURING APPROXIMATELY 11.12 ACRES IN AN AREA LOCATED IN THE M-2 (HEAVY INDUSTRIAL) AND M-1 (LIGHT INDUSTRIAL) ZONES. (FILE INDEX NO. DAP-001-230)

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

H. COMMISSION COMMENTS

I. ADJOURNMENT

Next Scheduled Meeting: Tuesday, August 9, 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 MINUTES
REGULAR MEETING – Tuesday, July 12, 2016– 5:30 P.M.

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

B. ROLL CALL

Commissioners Present:
Chair Prieto
Vice Chair Thomas Archuleta
Gilbert Arrieta
Angel Delgado
Rosa Granado-Dominguez- left meeting at 8:15 p.m. (excused)
Gary Grossich
Kirk Larson

Commissioners Absent:
None

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

C. PLEDGE OF ALLEGIANCE

Chair Prieto led the pledge of allegiance.

D. APPROVAL OF MEETING MINUTES

1. June 28, 2016 Planning Commission Meeting Minutes.

   Motion and second by Commissioner Archuleta/Commissioner Delgado 7 to 0 to approve. Roll call vote as follows: Ayes- Commissioner Archuleta, Commissioner Arrieta, Commissioner Delgado, Commissioner Grando-Dominguez, Commissioner Grossich, Chair Prieto and Commissioner Larson. Noes- none.

E. PUBLIC COMMENTS
None.

F. BUSINESS ITEMS:
None.

G. COMMISSION CONSIDERATION

1. 60 Day Status Report for 1235 S Lincoln St. - Pallet Use- City Council Resolution R-35-16 and R-36-16.

PRESENTED BY: Mario Suarez, Senior Planner

PUBLIC COMMENTS:

- David Starr, property owner/applicant.

STAFF RECOMMENDATION

The Planning Commission may choose one of the following options:

(a) Direct staff to schedule a modification/revocation hearing of the Conditional Use Permit if the following are not completed by the property owner by August 12, 2016:

- Submit Plans for construction of an eight-foot high block wall and wrought Iron fencing gates;
- Complete the block wall, trash enclosure, landscape/irrigation improvements along the front, rear, and south side of the property;
- Any modification of block wall installation along the north property line will require a new public hearing which may include review of all conditions of approval by the Planning Commission.

Or

(b) The applicant may initiate a request for modification of entitlement to extend the deadline to November 12, 2016 for completion of all improvements required by the conditions of approval.

Consensus of Commission:

No modifications to CUP requirements or time frames at this time. Status report by staff on August 9, 2016.

H. PUBLIC HEARINGS:

1. FILE INDEX NUMBER: DAP-001-175 - VERIZON @ TROJAN SELF STORAGE

APPLICANT: **Verizon Wireless**
Maree Hoeger, Core Development Services

PROPERTY OWNER: TROJAN STORAGE OF COLTON, LLC

PROPERTY LOCATION: 2137 East Steele Road

Chair acknowledged Council Member Gonzalez in attendance.

ASSESSOR'S PARCEL NUMBER: 0164-311-35 & 36-0000

PRESENTED BY: Jay, Jarrin, Senior Planner

PUBLIC COMMENTS:

- Christine Fong, representing applicant.

REQUEST: (1) Architectural & Site Plan Review for a proposed wireless telecommunication facility, which includes a 72-foot high antennae tower stealthed as a faux eucalyptus tree, outdoor equipment enclosure, and related site modifications, with a preliminary future address of 2145 East Steel Road and **(2) Variances** relating to regulations regarding antenna towers with more than one spire and landscaping around the facility perimeter, on the site of an existing self-storage facility located at 2137 East Steele Road on a 1.6-acre site consisting of two parcels, including a city-owned parcel, zoned M-1, Light Industrial.

ENVIRONMENTAL DETERMINATION: Categorical Exemption. Class 32. Pursuant to CEQA Guidelines Section 15332 - In-Fill Development Projects. This section pertains to in-fill development consistent with the city general plan and zoning that would not result in any significant effects relating to traffic, noise, air quality, or water quality and can be adequately served by required public utilities and services on sites of no more than five acres, substantially surrounded by urban uses, which has no value as habitat for endangered, rare, or threatened species.

STAFF RECOMMENDATION: Adoption of the draft Resolution No. R-12-16 titled:

RESOLUTION NO. R-12-16: A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING AN ARCHITECTURAL & SITE PLAN REVIEW FOR A PROPOSED WIRELESS TELECOMMUNICATION FACILITY, WHICH INCLUDES A 72-FOOT HIGH ANTENNAE TOWER STEALTHED AS A FAUX EUCALYPTUS TREE, OUTDOOR EQUIPMENT ENCLOSURE, AND RELATED SITE MODIFICATIONS, WITH A PRELIMINARY FUTURE ADDRESS OF 2145 EAST STEEL ROAD AND VARIANCES RELATING TO REGULATIONS REGARDING ANTENNA TOWERS WITH MORE THAN ONE SPIRE AND LANDSCAPING AROUND THE FACILITY PERIMETER, ON THE SITE OF AN EXISTING SELF-STORAGE FACILITY LOCATED AT 2137 EAST STEELE ROAD ON A 1.6-ACRE SITE CONSISTING OF TWO PARCELS, INCLUDING A CITY-OWNED PARCEL, ZONED M-1, LIGHT INDUSTRIAL. (FILE INDEX NO. DAP-001-175A & 175B).

Motion and second by Commissioner Larson/ Commissioner Archuleta 7 to 0 to approve. Roll call vote as follows: Ayes-Commissioners Archuleta, Commissioner Arrieta, Commissioner Delgado, Commissioner Granado-Dominguez, Commissioner Grossich, Commissioner Larson, and Chair Prieto. Noes- None.

2. FILE INDEX NUMBER: **DAP-001-304**
Modarresi Auto Center Modification

PROPERTY OWNER: MODARRESI FAMILY TRUST 3-17-02

APPLICANT: Mike Modarresi, property owner

PROPERTY LOCATION: 1315 & 1321 North Mount Vernon Avenue

ASSESSOR PARCEL NUMBER: 0161-124-30 & 31

PRESENTED BY: Jay Jarrin, Senior Planner

PUBLIC COMMENTS:

- Mike Modaressi, applicant.

REQUEST: (1) Major Modification of Architectural & Site Plan Review/Conditional Use Permit (Reference: File Index No. DAP-000-900 & DAP-000-958) for site and elevation modifications; and **(2) Modification of Sign Program** (Reference: File Index No. DAP-001-050) related to a proposed reduction of the size of the building addition shown on the original approval of a partially completed multiple-tenant automotive repair project on a site on two properties located at 1315 & 1321 North Mount Vernon Avenue and zoned C-1, Neighborhood Commercial.

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.

STAFF RECOMMENDATION: Staff recommends that the Planning Commission adopt PC Resolution No. R-24-16 approving DAP-001-304 for a Major Modification of DAP-000-900/958, subject to the original conditions imposed by PC Resolution 07-10 with the following changes:

- Planning Condition No. 5 (Page 3). Amend to replace 'Design Review Committee' with 'Planning Commission' as the Committee has been disbanded.
- Planning Condition No. 11 (Page 3). Amend to refer to revised plans and sign program.
- Expiration Condition No.1 (Page 8). Amend to allow for extensions, subject to approval by the Planning Commission.

Motion and second by Commissioner Larson/ Commissioner Arrieta 7 to 0 to approve.
Roll call vote as follows: Ayes-Commissioners Archuleta, Commissioner Arrieta, Commissioner Delgado, Commissioner Granado-Dominguez, Commissioner Grossich, Commissioner Larson, and Chair Prieto. Noes- None.

3. FILE INDEX NUMBER: DAP-001-311 Choppers Tacos

PROPERTY OWNER: Charlotte E. Llamas

APPLICANT: David Salem, Choppers Tacos

PROPERTY LOCATION: 479 S. La Cadena Drive

ASSESSOR PARCEL NUMBER: 0163-114-25

PRESENTED BY: Mario Suarez, Senior Planner

PUBLIC COMMENTS:

- David Salem, applicant.
- John Anaya, Sr.

REQUEST: Conditional Use Permit to allow On-Sale General alcohol sales (Type 41) ABC Beer and Wine License for a proposed 1,422 square foot sit-down restaurant and a **Determination of Public Convenience and Necessity (PCN)** located on property measuring 7,840 square feet in the C-2 (General Commercial) Zone.

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.

STAFF RECOMMENDATION: Staff recommends that the Planning Commission adopt PC Resolution No. R-23-16 approving DAP-001-311, subject to conditions imposed by PC Resolution R-23-16 titled below:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A CONDITIONAL USE PERMIT (CUP) TO ALLOW ON-SALE GENERAL ALCOHOL SALES (TYPE 41) ABC LIQUOR LICENSE AND A DETERMINATION OF PUBLIC CONVENIENCE AND NECESSITY (PCN) FOR AN EXISTING 1,422 SQUARE FOOT SIT-DOWN RESTAURANT ON PROPERTY MEASURING APPROXIMATELY 7,840 SQUARE FEET LOCATED IN THE C-2 (GENERAL COMMERCIAL) ZONE.

Motion and second by Commissioner Arrieta/ Commissioner Granado-Dominguez 6 to 0 to approve. Roll call vote as follows: Ayes-Commissioners Archuleta, Commissioner Arrieta, Commissioner Granado-Dominguez, Commissioner Grossich, Commissioner Larson, and Chair Prieto. Noes- None. Commissioner Delgado recused himself due to property ownership near project site.

4. FILE INDEX NUMBER: DAP-001-316 Large Child Care Center

PROPERTY OWNER: Ana B. Hernandez

APPLICANT: Ana B. Hernandez

PROPERTY LOCATION: 928 Award Drive

ASSESSOR PARCEL NUMBER: 0164-113-14

PRESENTED BY: Mario Suarez, Senior Planner

PUBLIC COMMENTS:

- Kimberly Hernandez, applicant.
- John Anaya, Sr.

REQUEST: Conditional Use Permit to allow a large child care center allowing up to 14 children to be cared for in an existing single family home on property within the R-1 (Low Density Residential) Zone measuring approximately 3,920 square feet in 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.

STAFF RECOMMENDATION: Staff recommends that the Planning Commission adopt PC Resolution No. R-25-16 approving DAP-001-316, subject to conditions imposed by PC Resolution R-25-16 titled below:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A CONDITIONAL USE PERMIT (CUP) TO ALLOW A LARGE CHILD CARE CENTER ALLOWING UP TO 14 CHILDREN TO BE CARED FOR IN AN EXISTING SINGLE FAMILY HOME ON PROPERTY MEASURING APPROXIMATELY 3,920 SQUARE FEET LOCATED IN THE R-1 (LOW DENSITY RESIDENTIAL) ZONE.

Motion and second by Commissioner Larson/ Commissioner Arrieta 7 to 0 to approve. Roll call vote as follows: Ayes-Commissioners Archuleta, Commissioner Arrieta, Commissioner Delgado, Commissioner Granado-Dominguez, Commissioner Grossich, Commissioner Larson, and Chair Prieto. Noes- None.

5. FILE INDEX NUMBER: DAP-001-277 GENERAL PLAN UPDATE FOLLOW-UP & SDA-O ZONE CHANGE & TEXT AMENDMENT

PROPERTY LOCATION: VARIOUS

- Area 1 – 223,225,275 S Rancho Ave (3 parcels) – APN 0163-051-11, -27, & -30
- Area 2 – 105, 143 S 7th Street; 240,248,252,264,274,294 West K Street (8 parcels)- APN 0163-071-12,-13,-14,-15,-16,-17,-18,-19

- Area 3 – 134, 148, 162, ~174, 190 West K St (5 parcels) – APN 0163-081-12,-13,-14,-15,-16
- Area 4 – 551,555 S Fogg St, ~402,452,454,502 S 12th St, 500 E M St- APN 0163-232-01,-02,-24; 0163-135-01,-03,-04; 0163-141-17(7 parcels)
- Area 5 – 500, 620, 680 S Rancho Av; 510,555,565,575,585 W Birch St; ~550 Maple St –APN 0163-161-39,-45,-46,-47,-48,-49,-50,-65,-66 (9 parcels)
- Area 6 – 309 W Congress St, APN 0163-202-21 (1 parcel)
- Area 7 – 430 W Agua Mansa, APN 0163-261-34 & ~1089 S La Cadena, APN 0163-271-25 (2 parcels)
- Area 8 –generally located at the southwest corner of La Cadena Drive & Santa Ana River (7 parcels):
    - 8a- APN 0275-192-06 (~1601 S La Cadena) - southwest corner of La Cadena Drive & Tropico Ranch Rd
    - 8b –three parcels between Tropico Ranch Rd & Santa Ana River – APN 0275-192-07 & 0163-361-14 & 15 (~1501 S La Cadena Dr)
    - 8c –(2 parcels) ~11585 S Bostick (~1600 S Bostick) –APN 0275-192-03
    - 8d (2 parcels)- APN 0275-192-02, -04 (~1701 S Bostick)
- Area 9 – 1070 S La Cadena Drive - APN 0163-273-07 (1 parcel)
- Area 10 (2 parcels)–
    - 10a: 234 E O Street - APN 0163-221-39
    - 10b: 271 E Congress – APN 0163-221-35

PROJECT DESCRIPTION: City-initiated amendments to Colton General Plan Land Use Element, Chapter 18 (Zoning) of the Colton Municipal Code, and the Official Zoning Map to implement City Council Resolution No. R-69-13 as follows:

(a) – SDA-O TEXT AMENDMENT: amend the text of the Municipal Code relating to the SDA-O, Sensitive Development Area Overlay zone;

(b) – SDA-O ZONE CHANGE: place properties in Areas 1 through 7, as described above, within the SDA-O, Sensitive Development Area Overlay zone with the underlying zones to remain unchanged as follows:

- M-2, Heavy Industrial for parcels identified above in Area 3.
- I-P, Industrial Park for parcels identified above in Areas 4 & 5 ,
- M-1, Light Industrial for parcels identified above in Areas 1, 2, 6, & 7.

(c) – GENERAL PLAN AMENDMENT/ZONE CHANGE: change the General Plan land use designations and corresponding zoning classifications for parcels identified below as Areas 8 through 10, as follows:

- Area 8a
    - 3 acres at the northeast part - from IP/I-P, Industrial Park to NC/C-1, Neighborhood Commercial
    - ~17 acre remaining part - from IP/I-P, Industrial Park to HDR/R-3/R-4, High Density/ Multiple-Family Residential
- Area 8b – from IP/I-P, Industrial Park to HDR/R-3/R-4, High Density/ Multiple-Family Residential

- Area 8c - from IP/I-P, Industrial Park to VLDR/ V-L, Very Low Density Residential
- Area 8d – from IP/I-P, Industrial Park to RU/R-U, Railroad Utility
- Area 9 – from LI/M-1, Light Industrial to GC/C-2, General Commercial
- Area 10a – from LI/M-1, SDA-O - Light Industrial, Sensitive Development Area-Overlay to MDR/R-2, Medium Density Residential
- Area 10b – from LDR/R-1, Low Density Residential to OS-R, Open Space-Recreation

ENVIRONMENTAL ASSESSMENT: Negative Declaration. A draft Initial Study has been prepared to assess environmental impacts for the proposed project. The draft Initial Study determined that the project would not create any significant adverse impacts on the environment and therefore a Negative Declaration was prepared for the project.

STAFF RECOMMENDATION: Planning Commission recommend to the City Council approval of the project.

PRESENTED BY: Jay Jarrin, Senior Planner

PUBLIC COMMENTS:

- Tony Vilches
- James Lopez
- Dennis Palacios
- Ron Kemper
- Chris Crawford

Property Location Areas 1, 2, 3, 4, 5, 7, and 8.

Motion and second by Commissioner Larson/Commissioner Arrieta (6 to 0 to approve) Resolution No. R-21-16 recommending approval of proposed zone changes for Areas 1 (with recorded 4-2 vote: Commissioner Grossich and Larson voting " no"), 2, 3, 4, and 7, excluding the proposed zone change for Area 5 and 8; and Resolution No. R-22-16 recommending excluding Area 8 from the proposed change to General Plan land use designations. Commissioner Granado- Dominguez absent from vote.

RESOLUTION NO. 21-16. A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF COLTON AMEND THE COLTON MUNICIPAL CODE TO AMEND OF CHAPTER 18.30 OF TITLE 18 (ZONING) OF THE COLTON MUNICIPAL CODE, PERTAINING TO THE SDA-O, SENSITIVE DEVELOPMENT AREA OVERLAY, ZONE, AND THE ZONING MAP TO APPLY THE SDA-O ZONE TO CERTAIN PROPERTIES AND REZONE THREE INDUSTRIALLY ZONED AREAS TO OTHER ZONES, AND ADOPT A NEGATIVE DECLARATION. (FILE INDEX NO. DAP-001-277)

RESOLUTION NO. 22-16. A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RELATING TO A

RECOMMENDATION TO THE CITY COUNCIL OF THE CITY OF COLTON OF A GENERAL PLAN AMENDMENT TO CHANGE THE LAND USE DESIGNATIONS ON THE LAND USE PLAN FOR THOSE PARCELS CURRENTLY DESIGNATED "INDUSTRIAL PARK" AND BOUNDED BY THE SANTA ANA RIVER TO THE NORTH, LA CADENA DRIVE TO THE EAST, LOMA VERDE RESIDENTIAL TRACT TO THE SOUTH, AND THE COLTON LANDFILL TO THE WEST. (FILE INDEX NO. DAP-001-277)

Property location areas 6, 9 and 10. Commissioner Grossich and Delgado recused themselves from the vote due to potential conflict of interest.

Motion and second by Commissioner Archuelta/Commissioner Larson (4 to 0) to adopt the following resolutions to approve Zone Change Resolution No. R-26-16 recommending approval of the proposed change of zone for Areas 6, 9, and 10b (excluding the proposed change to Area 10a); and Resolution No. R-27-16 recommending approval of the proposed change to General Plan land use designation for Area 9 and 10b (excluding the proposed change to Area 10a); Commissioner Granado-Dominguez absent from vote.

RESOLUTION NO. 26-16. A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF COLTON RELATING TO AMENDING THE ZONING MAP TO APPLY THE SDA-O ZONE TO A M-1 ZONED PROPERTY LOCATED AT 309 WEST CONGRESS STREET, AND REZONE THREE INDUSTRIALLY ZONED AREAS TO OTHER ZONES. (FILE INDEX NO. DAP-001-277)

RESOLUTION NO. 27-16. A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RELATING TO A RECOMMENDATION TO THE CITY COUNCIL OF THE CITY OF COLTON OF A GENERAL PLAN AMENDMENT TO CHANGE THE LAND USE DESIGNATIONS ON THE LAND USE PLAN FOR THOSE PARCELS LOCATED AT 1070 S. LA CADENA DRIVE; 234 EAST O STREET & 271 EAST CONGRESS DRIVE. (FILE INDEX NO. DAP-001-277)

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

- Update on Minor Conditional Use Permit approval process.
- Update on Downtown Development Code and Design Manual approval process.

J. COMMISSION COMMENTS:

Thanks to staff, residents and colleagues for lots of research and for attending.

K. ADJOURNMENT

Motion and second by Commissioner Arrieta / Commissioner Grossich to adjourn the meeting at 10:32 p.m.

Approved by: _____
Mark Tomich, AICP

Attachment 4

Plans

SOUTH□ EST REGIONAL OPERATIONS CENTER

COLTON□ CA □□□□□

APN□ □□□□□□□□□□ □ □□□□□□□□□□

TITLE / OWNER

BUILDING DATA:

BUILDING AREA: 16,351 SQ. FT.
FIRST FLOOR – 16,351 SQ.FT
SECOND FLOOR – 3,562 SQ.FT
TOTAL BUILDING AREA – 19,913 SQ.FT

ALLOWABLE AREA PER TABLE 5-B:

TYPE OF CONSTRUCTION: TYPE III-B
OCCUPANCY CLASSIFICATION: B, S-1 & S-2
AUTOMATIC FIRE SPRINKLERS: YES
LAND USE DISTRICT: M-1 AND M-2
NATURE OF BUSINESS: TRUCKING OPERATIONS, ADMINISTRATION AND SERVICE
OCCUPANT LOAD:

CODE DATA:

ALL CONSTRUCTION SHALL MEET THE MINIMUM REQUIREMENTS OF THE:

- 2013 CALIFORNIA BUILDING CODE, VOLUMES 1 AND 2
- 2013 CALIFORNIA PLUMBING CODE
- 2013 CALIFORNIA MECHANICAL CODE
- 2013 CALIFORNIA ELECTRICAL CODE
- 2013 CALIFORNIA ENERGY CODE
- 2013 CALIFORNIA GREEN BUILDING CODE
- 2013 CALIFORNIA FIRE CODE
- 2013 CALIFORNIA REFERENCED STANDARDS CODE

LEGAL DESCRIPTION:

TYPE LEGAL DESCRIPTION HERE

GENERAL NOTES:

1. QUANTITIES LISTED IN THESE DOCUMENTS ARE FOR AGENCY APPROVAL ONLY. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES FOR BIDDING PURPOSES.

SITE DATA:

PROPERTY AREA:	483,951.6 SQ. FT. (11.11 ACRES)
LOT COVERAGE:	
BUILDING AREA–	16,351 SQ. FT. (3.4%)
OFFICE	6,975 SQ.FT
LEVEL ONE	3,413 SQ.FT
LEVEL TWO	3,562 SQFT
WAREHOUSE	2,375 SQ.FT.
SHOP FLOOR	10,563 SQ.FT
PARKING AREA–	385,400.6 SQ. FT. (79.6%)
LANDSCAPE AREA–	82,200 SQ. FT. (16.9%)

PARKING DATA:

PARKING REQUIRED – 1/500 SQ.FT = 27 SPACES
HANDICAP SPACES PER TABLE 11B-208.2 = 2 SPACES
PARKING PROVIDED –
27 SPACES + 82 AUXILIARY SPACES
2 HANDICAP SPACES (INCLUDING 1 VAN ACCESSIBLE)

SHEET NUMBER	SHEET NAME
G001	TITLE PAGE
SP1	PROPOSED SITE PLAN
A101	FIRST FLOOR BUILDING PLAN
A102	SECOND FLOOR BUILDING PLAN
A201	ELEVATIONS
	CONCEPTUAL LANDSCAPE PLAN
L1	LANDSCAPE PLAN
L2	LANDSCAPE PLAN
L3	LANDSCAPE PLAN
L4	LANDSCAPE PLAN

ARCHITECT

MILLER, ARCHITECTURE – INTERIORS – PLANNING
1177 IDAHO STREET, SUITE 200
REDLANDS, CA 92374
CONTACT: CHRISTOS HARDT
PHONE: 909-335-7400
FAX: 909-335-7299
E-MAIL: CHARDT@MILLER-AIP.COM

CIVIL

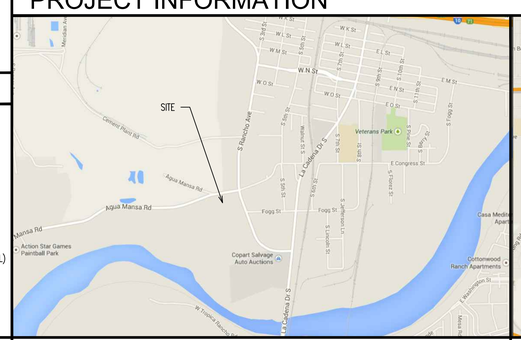
JOSEPH E. BONADIMAN & ASSOCIATES, INC
234 N. ARROWHEAD AVE.
SAN BERNARDINO, CA 92408
CONTACT: EDWARD BONADIMAN
PHONE: 909-885-3806
FAX: 909-381-1721

LANDSCAPE

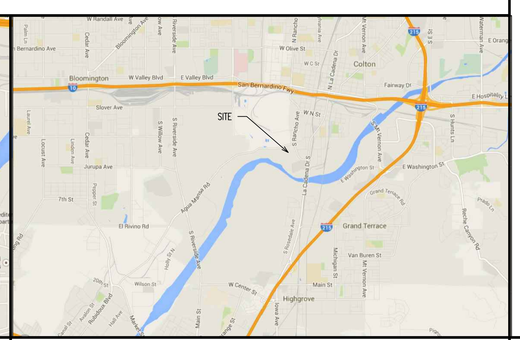
STB LANDSCAPE ARCHITECTS
15 SOUTH 5th STREET
REDLANDS, CA 92373
CONTACT: SHAWN BURCH
PHONE: 909-798-7490
FAX: 909-307-8235
E-MAIL: SHAWN@STBLANDARCH.COM

DIRECTORY

PROJECT INFORMATION



VICINITY MAP



LOCATION MAP

ABBREVIATIONS

--A--
AB anchor bolt
ABV above
AC asphaltic concrete
A/C air conditioning
ADD addendum
AGG aggregate
ALT alternate
ALUM aluminum
APROX approximate
ARCH architect(ural)
AUTO automatic

--B--
BD board
BEL below
BET between
BIT bituminous
BLDG building
BLK block
BLKG blocking
BM bench mark
BOT bottom
BRG bearing
BRZ bronze
BUR built up roofing
BW both ways

--C--
CAB cabinet
CAD cadmium
CB catch basin
CEM cement
CER ceramic
CFT cubic foot
CI cast iron
CIR circle
CIRC circumference
CLG ceiling
CLL contract limit line
CLR clear(ance)
CLS closure
CM centimeter
CMU concrete masonry unit
COL column
COMB combination
COMP composition
CONC concrete
CONT continuous/ continue
CONTR contract(or)
CONST construction
CORR corrugated
CPR copper
CPT carpet(ed)
CYD cubic yard

--D--
DEMO demolish, demolition
DH double hung
DIAG diagonal
DIAM diameter
DIM dimension
DIV division
DR door
DS downspout
DTL detail
DWG drawing
DWR drawer

--E--
E east
EF each face
ELEV elevation
ELEC electric(al)
EMER emergency
ENC enclosure
EP electrical panelboard
EQ equal
EQUIP equipment
EST estimate
EWC electric water cooler
EXIST existing
EXHST exhaust
EXP exposed
EXT exterior

--F--
FA fire alarm
FD floor drain
FE fire extinguisher
FFE finished floor elevation
FFL finished floor line
FIN finish(ed)
FLR floor(ing)
FLUOR fluorescent
FND foundation
FTG footing

--G--
GA gage, gauge
GI galvanized iron
GL glass, glazing
GP galvanized pipe
GYP.BD.gypsum board
GRD grade, grading
GSS galvanized steel
GV galvanized

--H--
HB hose bibb
HC hollow core
HD heavy duty
HDR header
HDW hardware
HGT height
HM hollow metal
HOR horizontal
HTG heating
HVAC heating / ventilating air conditioning
HWD hardwood

--I--
ID inside diameter
INCL include(ing)
INSUL insulate(ion)
INT interior
INV invert
JST joist
JT joint
KIT kitchen
KO knockout

--L--
LAB laboratory
LAM laminate(d)
LAV lavatory
LBL label
LH left hand
LL live load
LT light
LTL lintel
LW lightweight

--M--
MAS masonry
MAX maximum
MB machine bolt
MBR member
MC medicine cabinet
MECH mechanic
MED medium
MET metal
MFR manufacture(er)
MH manhole
MIN minimum
MIR mirror
MISC miscellaneous
MLD molding, moulding
MM millimeter
MT mount(ed, ing)
MTL material(s)

--N--
N north
NAT natural
NIC not in contract
NOM nominal
NTS not to scale

--O--
OA overall
OBSC obscure
OC on center
OD outside diameter
OH overhead
OPG opening
OPP opposite

--P--
PAR parallel
PB panic bar
PCC precast concrete
PCF pounds per cubic foot
PED pedestal
PERF perforate(d)
PRE.FAB. prefabricate(d)
PFL pounds per linear foot
PIP poured in place
PL property line
PLT plate
PLAS plaster
PLYWD plywood
PNL panel
PNT paint(ed)
PSF pounds per square foot
PSI pounds per square inch
PT point
PVC polyvinyl chloride

--R--
RA return air
RAD radius
RCP reinforced concrete pipe
RD roof drain
REFR refrigerator
REG register
REM remove
RET return
RFG roofing
RH right hand
RM room
RO rough opening
ROW right of way

--S--
S south
SC solid core
SCH schedule
SD storm drain
SEC section
SH shelf, shelving
SHT sheet
SIM similar
SPEC specification(s)
SPK speaker
SQ square
SS stainless steel
ST steel
STA station
STD standard
STO storage
STR structural
SUS suspended
SYM symmetry(ical)
SYS system

--T--
TEL telephone
T&G tongue & groove
THK thick(ness)
TV television
TYP typical

--U--
UNO unless noted otherwise
UR urinal

--V--
VERT vertical
VIN vinyl

--W--
W west
W/ with
W/O without
WC water closet
WD wood
WH water heater
WI wrought iron
WIN window
WPT working point
WR water repellant
WWF welded wire fabric

--SYMBOLS--
∠ ANGLE
℄ CETER LINE
d PENNY
⊥ PERPENDICULAR
℄ PROPERTY LINE
ø DIAMETER
° DEGREES (ANGLE)
± PLUS OR MINUS
@ AT

SYMBOLS

SECTION: X / A-XXX — SECTION NUMBER / SHEET NUMBER
DETAIL: X / A-XXX — DETAIL NUMBER / SHEET NUMBER
EXTERIOR ELEVATION: X / A-XXX — EXTERIOR ELEVATION NUMBER / SHEET NUMBER
WALL LETTER: A
INTERIOR ELEVATION: D, X / A-XXX, B, C — INTERIOR ELEVATION NUMBER / SHEET NUMBER
HEIGHT ABOVE FINISH FLOOR (U.N.O): 8'-0"
ROOM: ROOM NAME / 000 ROOM NUMBER
KEYNOTE NUMBER: X
DOOR: X / XXX — DOOR LETTER / ROOM NUMBER
DOOR NUMBER (ALTERNATE SYMBOL): X
WINDOW TYPE: X
DRAWING REVISION: X

STANDARD CITY NOTES

SHEET INDE□

MILLER
architecture
interiors
planning
1177 Idaho Street, Suite 200
Redlands, CA 92374
Phone: (909) 335-7400
Fax: (909) 335-7299
info@miller-aip.com

LICENSED ARCHITECT
GARY W□ MILLER
N□ C14635
REN □-30-15
STATE OF CALIFORNIA

owner approval

	d□□	□□□□
	00/00/00	--

revisions/addenda

□ □r□	d□□	□□□ □ □□□
A	00/00/00	--
B		
C		
1		
2		
3		
4		
5		

SOUTHWEST REGIONAL OPERATIONS CENTER
COLTON, CA
APN: 0163-452-07 & 0275-041-36

WILL HUNT I, LLC
41 W SANTA CLARA AVE,
ARCADIA, CA □1006
CONTACT: NORM TIMMERMANS
PHONE: 253□ 63-7777 □4276

project information

PROJECT NO:	1400105.RA
DWG FILE:	TITLE PAGE.DWG
DRAWN BY:	C□H
CHECKED BY:	GWM
DRAWING SCALE:	N/A
DATE:	4/1/2015

sheet name

TITLE PAGE

sheet number

G001

SHEET 1 OF □□ SHEETS

PROPOSED SITE PLAN

SOUTHWEST REGIONAL OPERATIONS CENTER

IN THE CITY OF COLTON, CALIFORNIA

60 0 60 120 180

SCALE: 1"=60'

PARKING CALC'S:

AUTO PARKING	108 SPACES
TRACTOR PARKING:	52 SPACES
TRAILER PARKING:	101 SPACES

ALL SPACES SHALL BE A MIN. OF 9'-0" WIDE x 19'-0" DEEP INCLUDING 2' OVERHANG.

EASEMENTS

5. AN EASEMENT FOR PUBLIC UTILITIES AND IS DESCRIBED THEREIN AND INCIDENTAL PUROSES, RECORDED IN BOOK 473 OF DEEDS, PAGE 282.

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON
AFFECTS: OVER A PORTION OF SAID LAND

PROJECT INFORMATION

APN:	N0163-452-07 & 0275-041-36
GROSS ACREAGE:	482891 SF/11.08 AC.
EXISTING ZONING:	
0163-452-07	M-1 (LIGHT INDUSTRIAL)
0275-041-36	M-2 (HEAVY INDUSTRIAL)
EXISTING GENERAL PLAN:	
0163-452-07	LIGHT INDUSTRIAL
0275-041-36	HEAVY INDUSTRIAL
SURROUNDING ZONING:	
WEST	M-2
NORTH	M-2/M-1
EAST	M-1
SOUTH	P-I (PUBLIC/INSTITUTIONAL)
FEMA DESIGNATION:	X AREA OF 0.2% ANNUAL CHANCE FLOOD
EXISTING PARCEL:	2
PROPOSED PARCEL:	1
PROPOSED NET ACREAGE:	459,249 SF/10.54 AC
PROPOSED BUILDING SIZE:	16,700 SF
PROPOSED LANDSCAPE AREA:	76,564 SF

BUILDING SETBACKS REQUIREMENT'S

	M-1	M-2
FRONT	20'	20'
INTERIOR SIDE	15'	15'
REAR	15'	15'

OWNER

WIL HUNT I, LLC
41 W SANTA CLARA AVE,
ARCADIA, CA 91006

CONTACT:
THOMAS P. CLARK
TEL: (626) 294-0661

UTILITY INFORMATION

WATER: CITY OF COLTON
160 S. 10TH ST. COLTON CA 92324
909-370-6131

TRASH: REPUBLIC SERVICES
2059 E. STEEL ROAD, COLTON CA 92324
626-336-3636

GAS: SOUTHERN CALIFORNIA GAS
555 W 5TH STREET, LOS ANGELES, CA
213-244-1200

ELECTRICITY: SOUTHERN CALIFORNIA PUBLIC POWER AUTHORITY
1160 NICOLE COURT, GLENDORA, CA 91740
626-793-9364

TELEPHONE: SBC PHONE SERVICES (AT&T)
800-288-2020

ABBREVIATIONS/LEGEND

AC ASPHALTIC CONCRETE SURFACE
CB STORM DRAIN CATCH BASIN
CMU CONCRETE MASONRY UNIT
(E) EXISTING
FH FIRE HYDRANT
MH MANHOLE
NAP NOT A PART
O.C. ON CENTER
PP POWER POLE
R RADIUS
R/W RIGHT OF WAY
SF SQUARE FEET
SS SANITARY SEWER
S/W SIDEWALK
WV WATER VALVE

PROPOSED CONCRETE

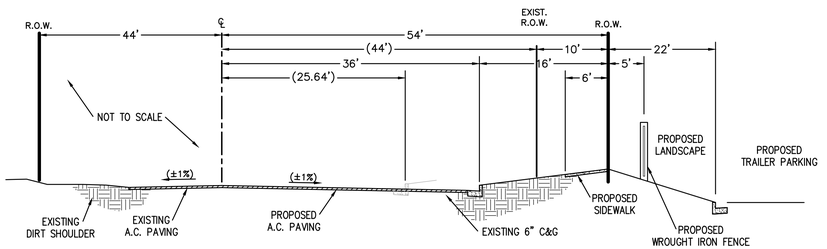
EXISTING HISTORIC BUILDING, PROTECT IN-PLACE

SCOPE OF WORK

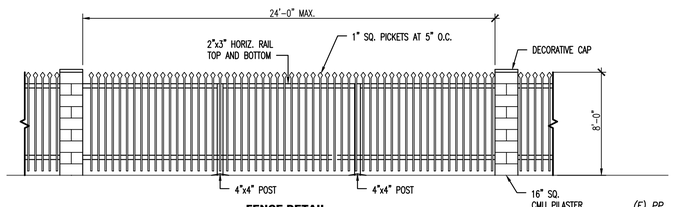
VACANT UNDEVELOPED PROPERTY TO BE USED AS TRUCK YARD

SCOPE OF WORK:
THE BUILD OUT OF THE PROJECT WILL BE A TRUCKING FACILITY CONSISTING APPROXIMATELY OF A XX SQ.FT. BUILDING FOR OFFICE, A FUEL STATION, TRUCK WASH FACILITY AND PARKING FOR TRAILORS AND TRUCKS.

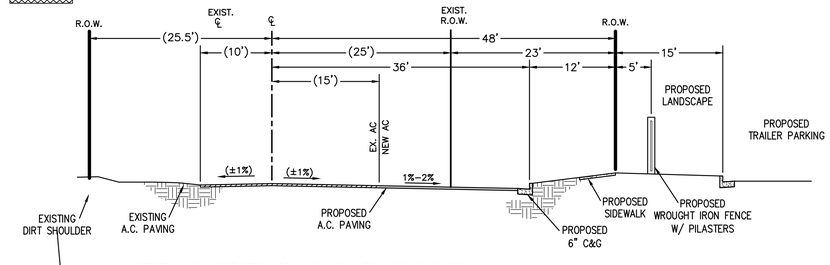
SITE PREPARATION:
THE SITE WILL BE SECURED WITH TEMPORARY CONSTRUCTION FENCING AND A TEMPORARY PROJECT OFFICE.



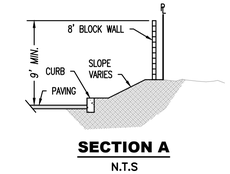
TYPICAL SECTION ~ RANCHO AVE
N.T.S.



FENCE DETAIL
N.T.S

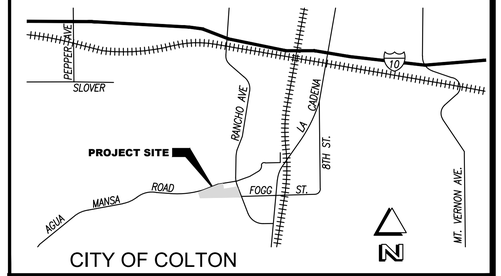


TYPICAL SECTION ~ AGUA MANSA AVE
N.T.S



SECTION A
N.T.S

VICINITY MAP



BONADIMAN
JOSEPH E. BONADIMAN & ASSOCIATES, INC.
ENGINEERS • G.I.S. • SURVEYING • PLANNING
TEL. (909) 885-3806
234 NORTH ARROWHEAD AVE.
SAN BERNARDINO, CA 92408
FAX (909) 381-1721
www.bonadiman.com

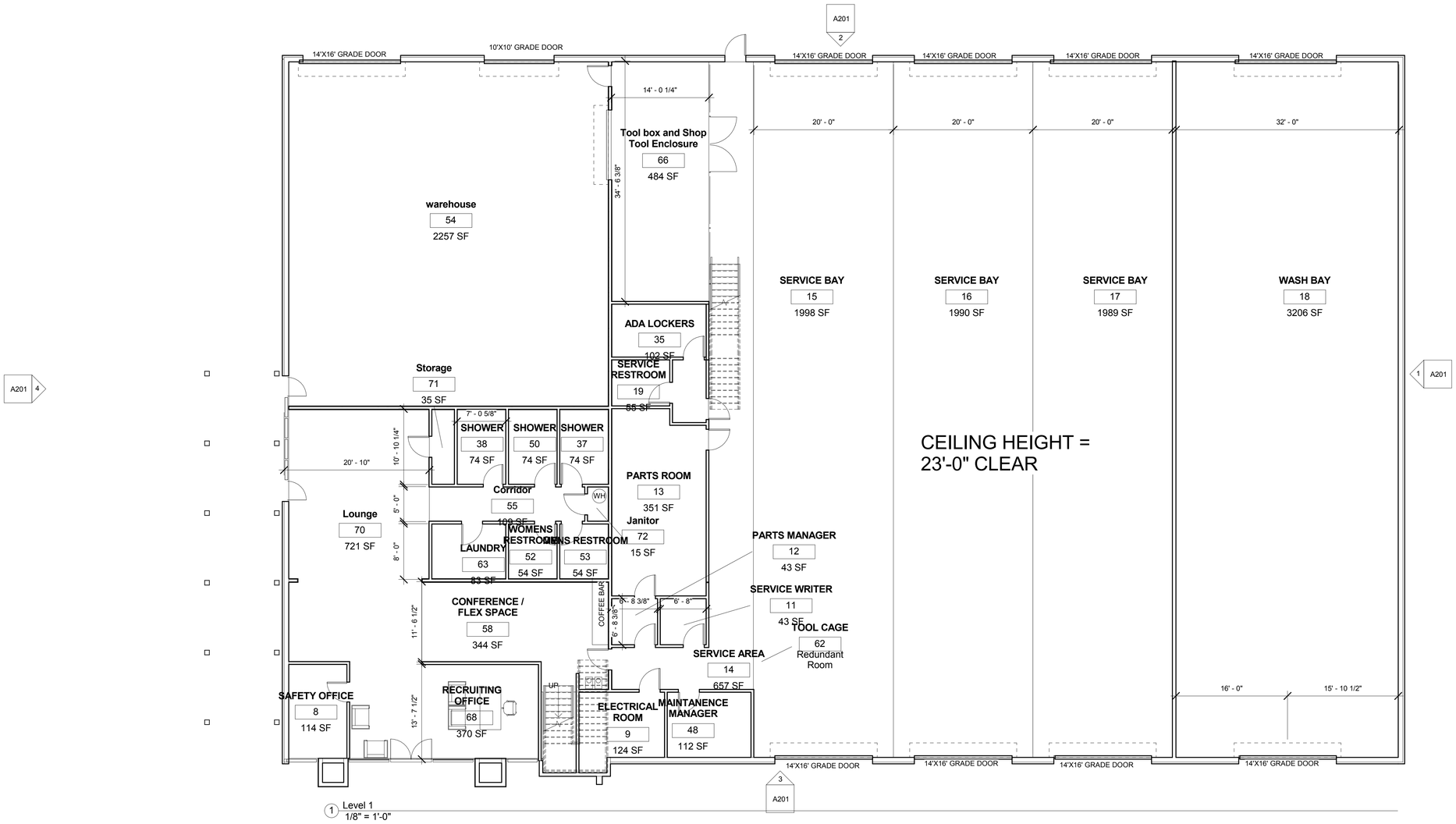
PROPOSED SITE PLAN
CITY OF COLTON

APN: 0163-452-07 & 0275-041-36

REVISIONS

NO	DESCRIPTION	BY	APPROVED	DATE

PREPARED FOR:	WIL HUNT			
DRAWN BY:	JTS	SCALE:	1" = 60'	SHEET: 1 OF 1 SP1
CHECKED BY:	JTS	JOB NO:	144116	
DISREGARD PRINTS BEARING EARLIER REVISION DATES →		12-01-15		



MILLER
architecture
interiors
planning

1177 Idaho Street, Suite 200
Redlands, CA 92374
Phone: 909-335-7400
Fax: 909-335-7299
info@miller-aip.com

LICENSED ARCHITECT
GARY W. MILLER
No. C14635
REN. 9-30-15
STATE OF CALIFORNIA

owner approval

initials	date	phase

revisions/addenda

#	Date	Comment

Southwest Regional Operations Center
COLTON, CA
Trans-Systems, Inc.

project information

Project Number:	1400105.RA
Drawn By:	Author
Checked By:	GWM
Issue Date:	4/1/15

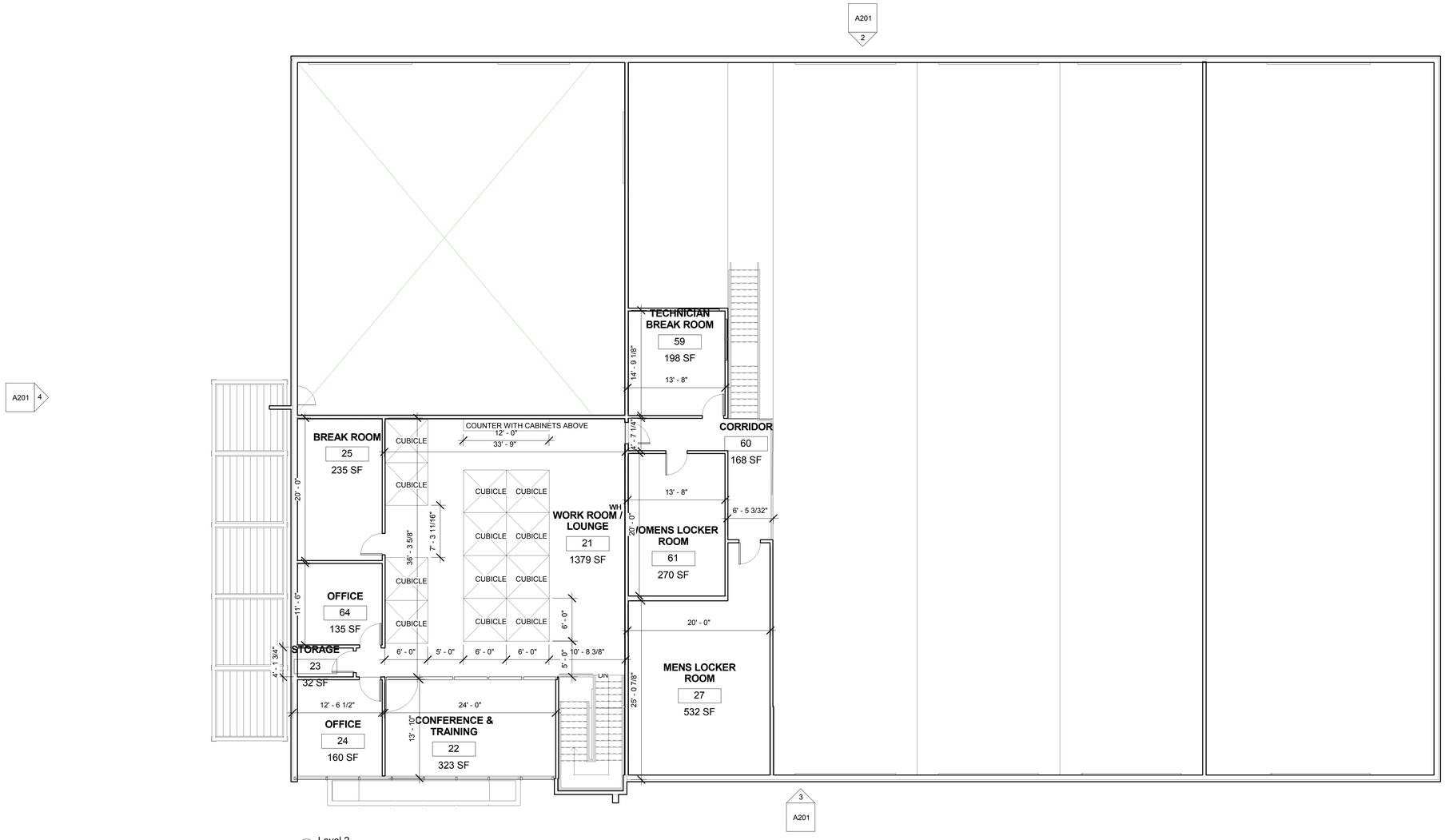
sheet name

FIRST FLOOR PLAN

sheet number

A101

Sheet Of Sheets



1 Level 2
1/8" = 1'-0"

MILLER
architecture
interiors
planning

1177 Idaho Street, Suite 200
Redlands, CA 92374
Phone: 909-335-7400
Fax: 909-335-7299
info@miller-aip.com

LICENSED ARCHITECT
GARY W. MILLER
No. C14635
REN. 9-30-15
STATE OF CALIFORNIA

owner approval

initials	date	phase

revisions/addenda

#	Date	Comment

Southwest Regional Operations Center
COLTON, CA
Trans-Systems, Inc.

project information

Project Number:	1400105.RA
Drawn By:	CwH
Checked By:	GWM
Issue Date:	4/1/15

sheet name

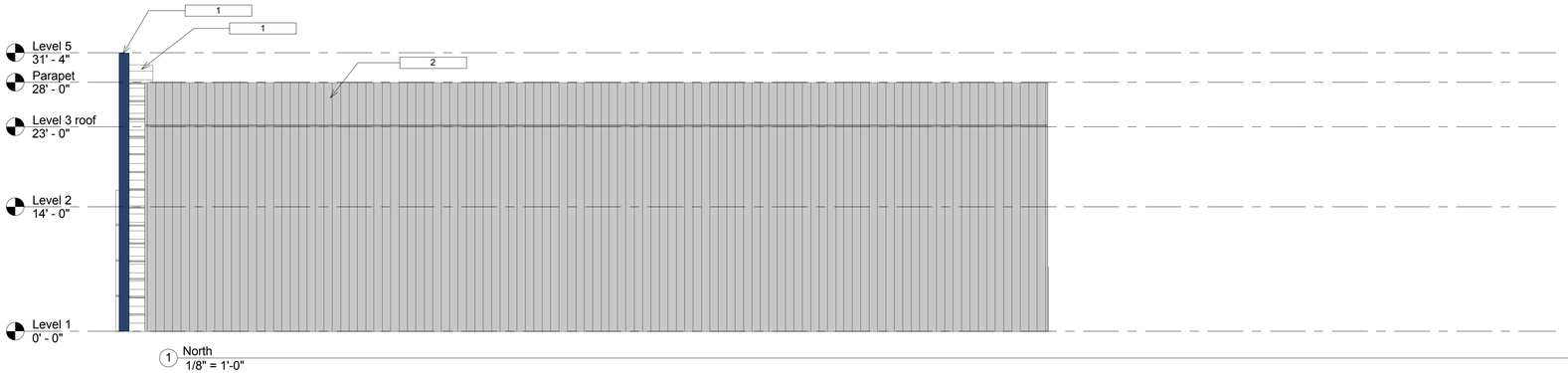
SECOND FLOOR PLAN

sheet number

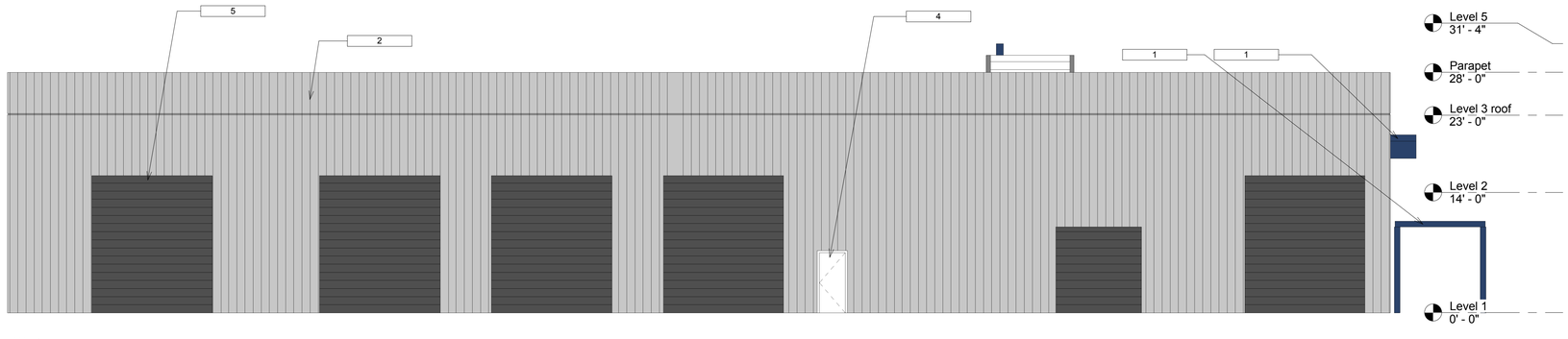
A102

Sheet Of Sheets

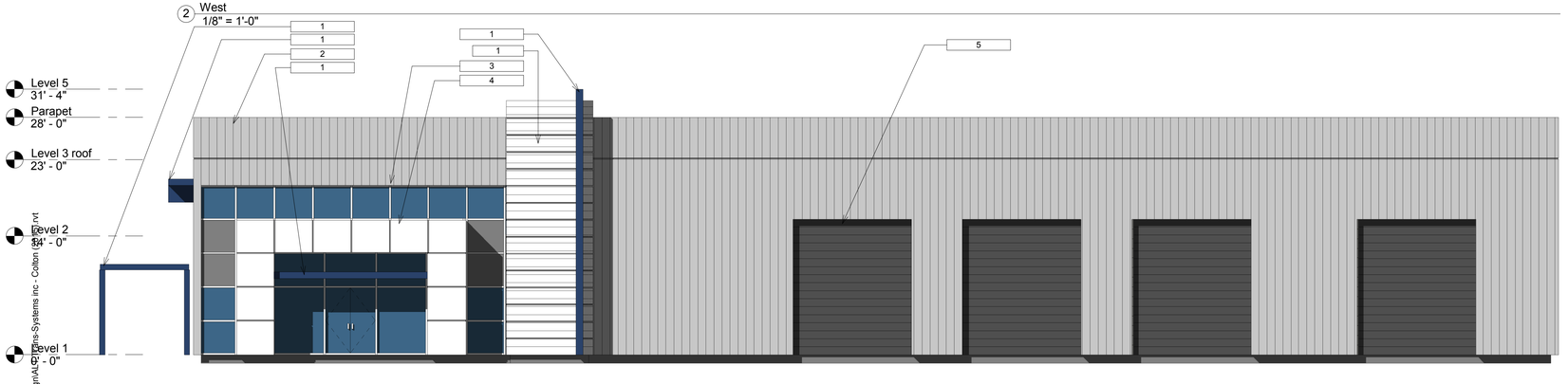
Z:\PROJECTS\2014 Projects\Alliance GTI Trans-Systems - Colton Trucking 1400105.RA\Drawings\Schematic Design\ALT Trans-Systems inc - Colton (2015).rvt



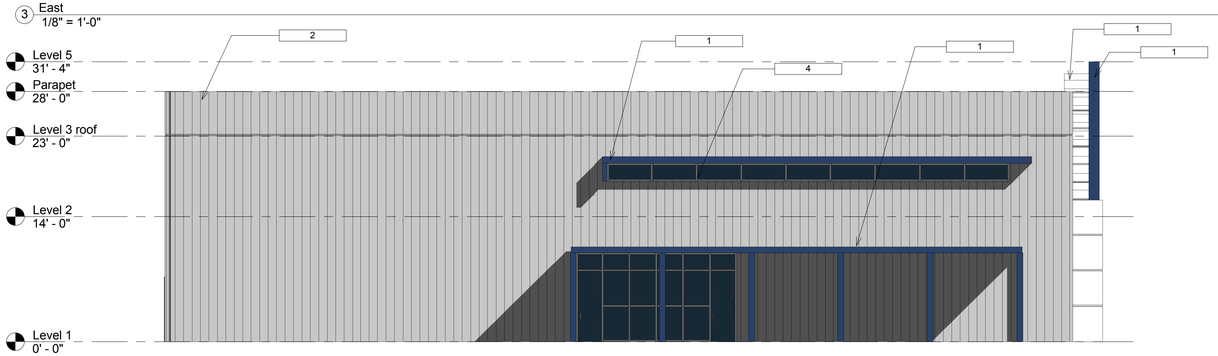
1 North
1/8" = 1'-0"



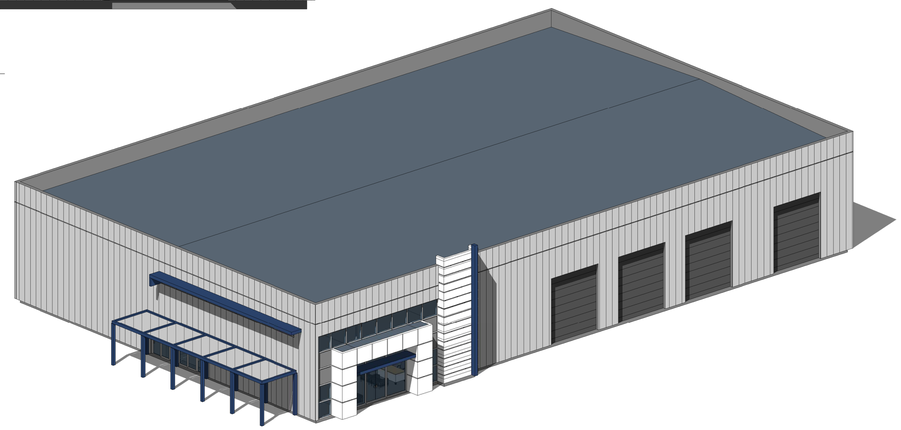
2 West
1/8" = 1'-0"



3 East
1/8" = 1'-0"



4 South
1/8" = 1'-0"



5 Isometric

Keynote Legend	
Key Value	Keynote Text
1	SHERWIN WILLIAMS SW6524 "COMMADORE"
2	VARCO PRUDEN METAL PANEL IN COOL GRANITE GRAY
3	ALUMINUM STOREFRONT IN CLEAR ANODIZED ALUMINUM FINISH
4	SHERWIN WILLIAMS SW7006 "EXTRA WHITE"
5	SHERWIN WILLIAMS SW2849 "WINCHESTER GREY"

MILLER
architecture
interiors
planning

1177 Idaho Street, Suite 200
Redlands, CA 92374
Phone: 909-335-7400
Fax: 909-335-7299
info@miller-aip.com

LICENSED ARCHITECT
GARY W. MILLER
No. C14635
REN. 9-30-15
STATE OF CALIFORNIA

owner approval

initials	date	phase

revisions/addenda

#	Date	Comment

Southwest Regional Operations Center
COLTON, CA.
Trans-Systems, Inc.

project information

Project Number:	1400105.RA
Drawn By:	Author
Checked By:	GWM
Issue Date:	4/1/15

sheet name

ELEVATIONS

sheet number

A201

Sheet Of Sheets

Z:\PROJECTS\2014 Projects\Alliance GTI Trans-Systems - Colton Trucking 1400105.RA\Drawings\Schematic Design\A201 Trans-Systems inc - Colton 1400105.rvt

SOUTHWEST REGIONAL OPERATIONS CENTER
CONCEPTUAL LANDSCAPE PLAN
AT
SOUTHWEST CORNER OF AGUA MANSA ROAD AND RANCHO AVENUE
COLTON, CA

PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ MUCOLS #
			TREES	
	5	15 GAL	ARBUTUS UNEDO / STRAWBERRY TREE	NATURAL MULTI-STEM/ .2 PROVIDE NURSERY TAGS
	14	15 GAL	CERCIS CANADENSIS 'FOREST PANSY'/ EASTERN REDBUD	TREE FORM/ .5
	10	15 GAL	CHITALPA TASHKENTISIS / CHITALPA	TREE FORM/ .2 PROVIDE NURSERY TAGS
	22	15 GAL	GEIJERA PARVIFLORA / AUSTRALIAN WILLOW	TREE FORM/ .5
	6	15 GAL	EUCALYPTUS CITRIODORA/ LEMON CENTED GUM	TREE FORM/ .2
	27	15 GAL	PINUS ELDARICA / MONDEL PINE	LOW BRANCHED/ .2
	34	15 GAL	LAGERSTROEMIA INDICA 'TUSKEGEE'/ CRAPE MYRTLE	TREE FORM/ .5 STREET TREE
	6	15 GAL	SAMBUCUS MEXICANA/ MEXICAN ELDERBERRY	TREE FORM/ .2
	6	10' BTH	WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM	BTH=BROWN TRUNK HEIGHT/ .2

PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ MUCOLS #
			SHRUBS	
	17	5 GAL	AGAVE AMERICANA 'OCTOPUS' / VAR CENTURY PLANT	PROVIDE NURSERY TAGS/ .2
	37	5 GAL	BOUGAINVILLEA 'OO LA LA'/ DWARF BOUGAINVILLEA	PROVIDE NURSERY TAGS/ .2
	196	1 GAL	DIETES BICOLOR/ FORTNIGHT LILY	PROVIDE NURSERY TAGS/ .5
	33	1 GAL	HEMEROCALLIS HYBRIS/ DAY LILY	PROVIDE NURSERY TAGS/ .5
	180	5 GAL	LANTANA 'SPREADING SUNSHINE'/ S.S. LANTANA	PROVIDE NURSERY TAGS/ .2
	231	5 GAL	LEUCOPHYLLUM F. 'GREEN CLOUD' / TEXAS RANGER	PROVIDE NURSERY TAGS/ .2
	46	1 GAL	MUHLENBERGIA R. / PURPLE MUHLY	
	21	5 GAL	NANDINA D. 'MOYERS RED'/ HEAVENLY BAMBOO	PROVIDE NURSERY TAGS/ .5
			VINES	
	76	1 GAL	MACFEDYENA UNGUIS-CATI/ CAT'S CLAW	PROVIDE NURSERY TAG/ .2 ATTACH TO FENCE
			GROUNDCOVER	
	130	1 GAL	ACACIA REDOLENS 'LOW BOY'/ L.B. ACACIA	PROVIDE NURSERY TAGS/ .2
	94	1 GAL	JUNIPERUS H. 'BLUE RUG' / BLUE RUG JUNIPER	PROVIDE NURSERY TAGS/ .2
	13,004 SF	FLAT	LONICERA J./ JAPANESE HONEYSUCKLE	PLANT AT 24" O.C./ .2
	17,332 SF	FLAT	ROSMARINUS O. 'HUNTINGTON CARPET'/ ROSEMARY	PLANT AT 24" O.C./ .2
	22,335 SF	HYDRO SEED	LOW PROFILE- NATIVE GRASSES-HYDROSEED MIX NON-IRRIGATED	FROM 515 SEED
	62,174 SF		MULCH IN ALL PLANTER BEDS FOR MOISTURE RETENTION AND WEED CONTROL/ PER CITY STANDARDS	

STB LANDSCAPE ARCHITECTS, INC
LANDSCAPE ARCHITECTURE IRRIGATION CONSULTANTS WATER FEATURE DESIGNS
15 SOUTH 5TH STREET
REDLANDS, CALIFORNIA 92373
PH 909.798.7490 FAX 909.307.8235
CA LIC. NO. 2725 NV LIC. NO. 466
LOW VOLTAGE LIGHTING

North

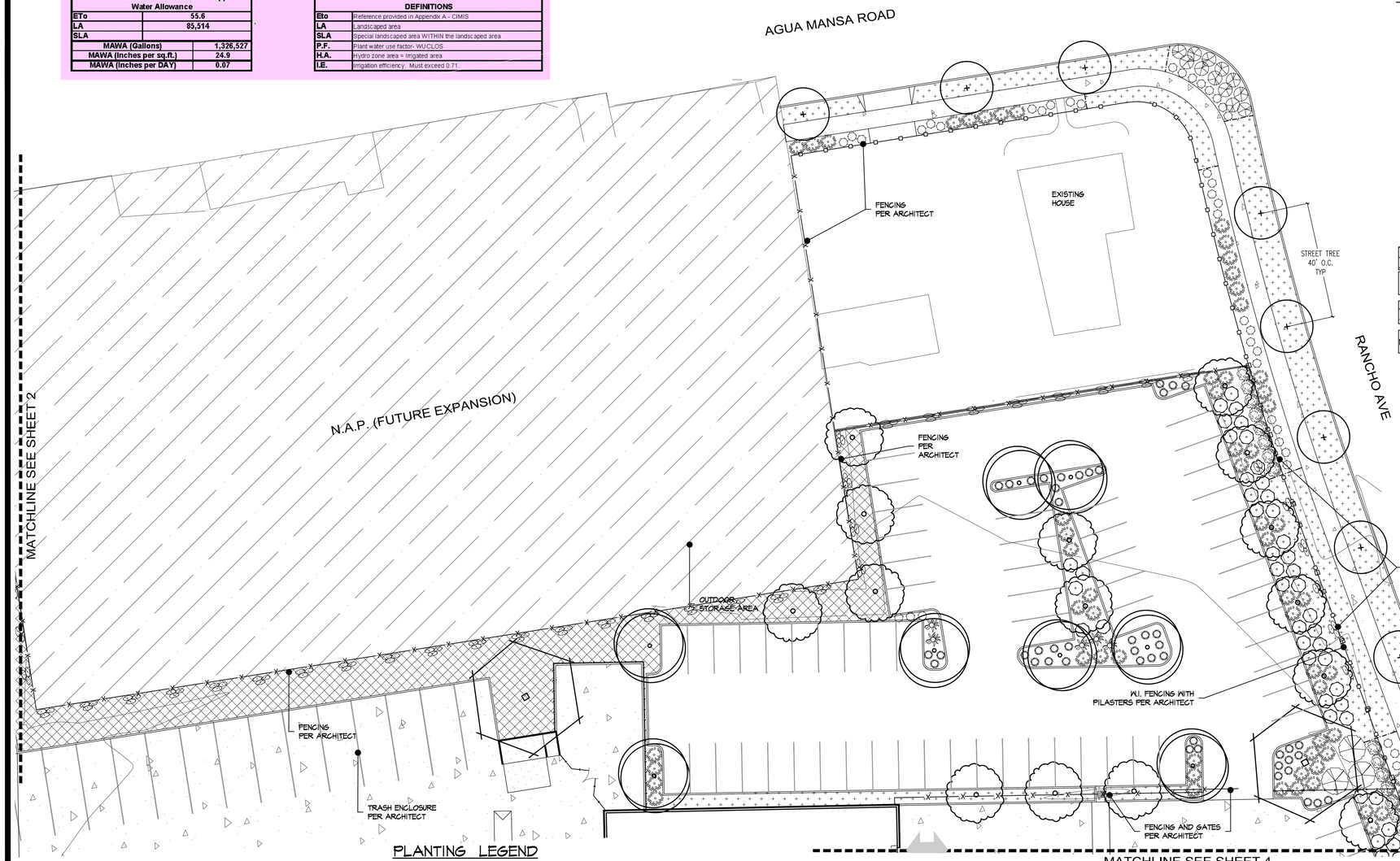
40 0 40 80 120

Scale 1" = 40'

MAWA WATER USE CALCULATIONS

TO CALCULATE MAWA - Maximum Applied Water Allowance	
ETo	55.6
LA	85,514
SLA	
MAWA (Gallons)	1,326,527
MAWA (Inches per sq.ft.)	24.9
MAWA (Inches per DAY)	0.07

DEFINITIONS	
Eto	Reference provided in Appendix A - CIMIS
LA	Landscaped area
SLA	Special landscaped area WITHIN the landscaped area
P.F.	Plant water use factor- WUCLOS
H.A.	Hydro zone area = irrigated area
I.E.	Irrigation efficiency. Must exceed 0.71



PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			SHRUBS	
	17	5 GAL	AGAVE AMERICANA 'OCTOPUS'/ CENTURY PLANT	PROVIDE NURSERY TAGS/ .2
	37	5 GAL	BOUGAINVILLEA 'OO LA LA'/ DWARF BOUGAINVILLEA	PROVIDE NURSERY TAGS/ .2
	196	1 GAL	DIETES BICOLOR/ FORTNIGHT LILY	PROVIDE NURSERY TAGS/ .5
	33	1 GAL	HEMEROCALLIS HYBRIS/ DAY LILY	PROVIDE NURSERY TAGS/ .5
	180	1 GAL	LANTANA 'SPREADING SUNSHINE'/ S.S. LANTANA	PROVIDE NURSERY TAGS/ .2
	231	5 GAL	LEUCOPHYLLUM F. 'GREEN CLOUD' / TEXAS RANGER	PROVIDE NURSERY TAGS/ .2
	46	1 GAL	MUHLENBERGIA R. / PURPLE MUHLY	
	21	5 GAL	NANDINA D. 'MOYERS RED'/ HEAVENLY BAMBOO	PROVIDE NURSERY TAGS/ .5
			VINES	
	76	1 GAL	MACFEDYENA UNGUIS-CATI/ CAT'S CLAW	PROVIDE NURSERY TAG/ .2 ATTACH TO FENCE
			GROUNDCOVER	
	130	1 GAL	ACACIA REDOLENS 'LOW BOY'/ L.B. ACACIA	PROVIDE NURSERY TAGS/ .2
	94	1 GAL	JUNIPERUS H. 'BLUE RUG' / BLUE RUG JUNIPER	PROVIDE NURSERY TAGS/ .2
	13,004 SF	FLAT	LONICERA J./ JAPANESE HONEYSUCKLE	PLANT AT 24" O.C./ .2
	17,332 SF	FLAT	ROSMARINUS O. 'HUNTINGTON CARPET'/ ROSEMARY	PLANT AT 24" O.C./ .2
	22,335 SF	1 GAL	LOW PROFILE- NATIVE GRASSES-HYDROSEED MIX NON-IRRIGATED	FROM S&S SEED
NOT SHOWN	62,179 SF		MULCH IN ALL PLANTER BEDS FOR MOISTURE RETENTION AND WEED CONTROL/ PER CITY STANDARDS	

MAINTENANCE RESPONSIBILITY NOTE:

THE OWNER OF WILL BE RESPONSIBLE FOR ALL MAINTENANCE AND WATER MANAGEMENT WITHIN THE PROJECT.

WATER CONSERVATION STATEMENT:

STB LANDSCAPE ARCHITECTS, Inc. WILL FOLLOW AND MEET ALL WATER CONSERVATION REQUIREMENTS SET FORTH IN BOTH THE CITY AND STATE ORDINANCES. STB WILL ACHIEVE THESE GOALS THROUGH THE USE OF HIGHLY EFFICIENT ROTATOR STREAM SPRAYS IN TURF AREAS, DRIPLINES AND EMITTERS TO ALL PLANTER AREAS, COMBINED WITH SUPPLEMENTAL BUBBLERS TO ALL TREES AND A "SMART" E.T. BASED CONTROLLER WITH A RAIN SHUT-OFF DEVICE. THE CONTROLLER WILL RECEIVE E.T. INFORMATION THAT WILL ALLOW THE CONTROLLER TO UP-DATE R.C.V. RUN TIMES ON A DAILY BASES THERE BY REDUCING THE NEED FOR MANUALLY ADJUSTING THE CONTROLLER FOR WEEKLY OR SEASONAL WEATHER CHANGES

NORTH

20 0 20 40 60

Scale 1" = 20'

PRELIMINARY-NOT FOR CONSTRUCTION

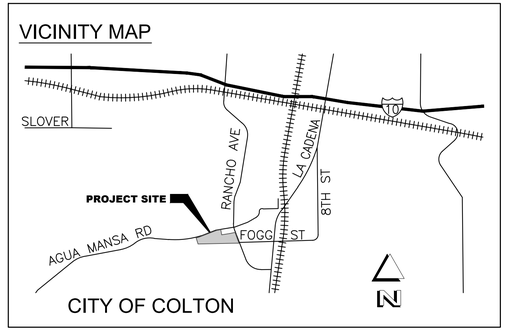
PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			TREES	
	5	15 GAL	ARBUTUS UNEDO / STRAWBERRY TREE	NATURAL MULTI-STEM/ .2 PROVIDE NURSERY TAGS
	14	15 GAL	CERCIS CANADENSIS 'FOREST PANSY'/ EASTERN REDBUD	TREE FORM/ .5
	10	15 GAL	CHITALPA TASHKENTISIS / CHITALPA	NATURAL MULTI-TRUNK/ .2 PROVIDE NURSERY TAGS
	22	15 GAL	GEIJERA PARVIFLORA / AUSTRALIAN WILLOW	TREE FORM/ .5
	6	15 GAL	EUCALYPTUS CITRIODORA/ LEMON CENTED GUM	TREE FORM/ .2

PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			TREES	
	27	15 GAL	PINUS ELDARICA / MONDEL PINE	LOW BRANCHED/ .2
	34	15 GAL	LAGERSTROEMIA INDICA 'TUSKEGEE'/ CRAPE MYRTLE	TREE FORM/ .5 STREET TREE
	6	15 GAL	SAMBUCUS MEXICANA/ MEXICAN ELDERBERRY	TREE FORM/ .2
	6	10' BTH	WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM	BTH=BROWN TRUNK HEIGHT/ .2

VICINITY MAP



UNDERGROUND SERVICE ALERT
CALL: TOLL FREE
811
TWO WORKING DAYS BEFORE YOU DIG

REGISTERED LANDSCAPE ARCHITECT
SHAWN T. BUNCH
exp. date
signature
date
2725
STATE OF CALIFORNIA

STB LANDSCAPE ARCHITECTS, INC
LANDSCAPE ARCHITECTURE IRRIGATION CONSULTANTS WATER FEATURE DESIGNS
15 SOUTH 5TH STREET
REDLANDS, CALIFORNIA 92373
PH (909) 798-1049 FAX (909) 798-1620
CA LIC. NO. 2725 NV LIC. NO. 466
LOW VOLTAGE LIGHTING

CONCEPTUAL LANDSCAPE PLAN

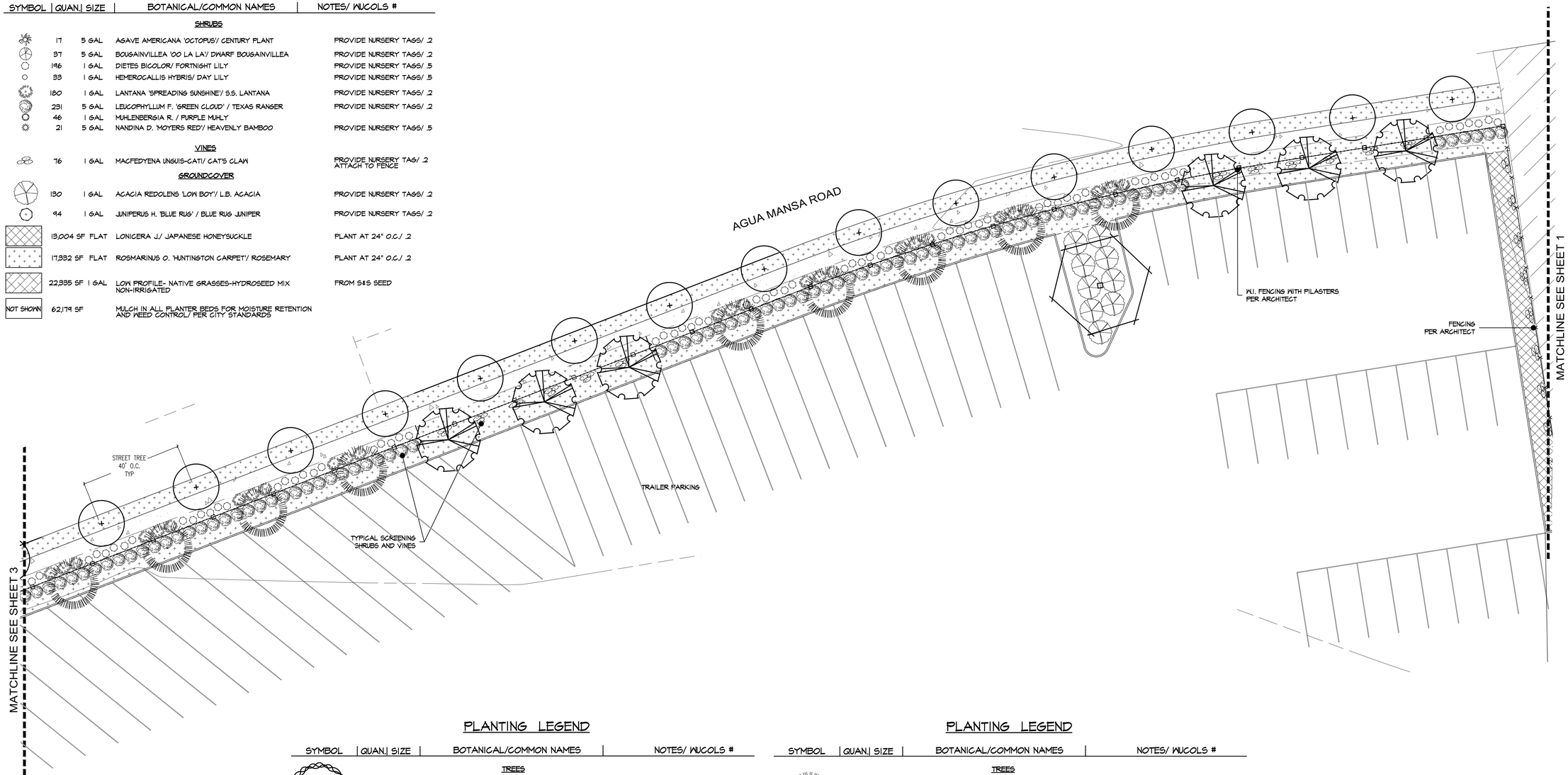
SOUTHWEST REGIONAL OPERATIONS CENTER
SOUTHWEST CORNER
AGUA MANSA ROAD AND RANCHO AVE.
COLTON, CA

REVISIONS

DRAWN BY	CAD
DESIGNED BY	CR
CHECKED BY	STB
DATE	9/23/15
JOB NO.	15-08PRE
SCALE	1"=20'
SHEET	1
OF	4 SHEETS

PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			SHRUBS	
	17	5 GAL	AGAVE AMERICANA 'OCTOPUS'/ CENTURY PLANT	PROVIDE NURSERY TAGS/ .2
	37	5 GAL	BOUGAINVILLEA '00 LA LA'/ DWARF BOUGAINVILLEA	PROVIDE NURSERY TAGS/ .2
	146	1 GAL	DIETES BICOLOR/ FORTNIGHT LILY	PROVIDE NURSERY TAGS/ .5
	33	1 GAL	HEMEROCALLIS HYBRIS/ DAY LILY	PROVIDE NURSERY TAGS/ .5
	180	1 GAL	LANTANA 'SPREADING SUNSHINE'/ S.S. LANTANA	PROVIDE NURSERY TAGS/ .2
	231	5 GAL	LEUCOPHYLLUM F. 'GREEN CLOUD' / TEXAS RANGER	PROVIDE NURSERY TAGS/ .2
	46	1 GAL	MUHLENBERGIA R. / PURPLE MUHLY	
	21	5 GAL	NANDINA D. 'MOYERS RED'/ HEAVENLY BAMBOO	PROVIDE NURSERY TAGS/ .5
			VINES	
	76	1 GAL	MACFEDYENA UNGUIS-CATI/ CAT'S CLAW	PROVIDE NURSERY TAG/ .2 ATTACH TO FENCE
			GROUNDCOVER	
	130	1 GAL	ACACIA REDOLENS 'LOW BOY'/ L.B. ACACIA	PROVIDE NURSERY TAGS/ .2
	94	1 GAL	JUNIPERUS H. 'BLUE RUG' / BLUE RUG JUNIPER	PROVIDE NURSERY TAGS/ .2
	13,004 SF	FLAT	LONICERA J./ JAPANESE HONEYSUCKLE	PLANT AT 24" O.C./ .2
	17,332 SF	FLAT	ROSMARINUS O. 'HUNTINGTON CARPET'/ ROSEMARY	PLANT AT 24" O.C./ .2
	22,335 SF	1 GAL	LOW PROFILE- NATIVE GRASSES-HYDROSEED MIX NON-IRRIGATED	FROM S&S SEED
NOT SHOWN	62,179 SF		MULCH IN ALL PLANTER BEDS FOR MOISTURE RETENTION AND WEED CONTROL/ PER CITY STANDARDS	



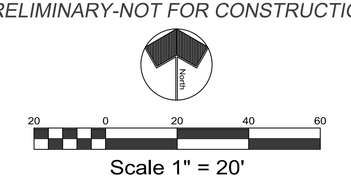
PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			TREES	
	5	15 GAL	ARBUTUS UNEDO / STRAWBERRY TREE	NATURAL MULTI-STEM/ .2 PROVIDE NURSERY TAGS
	14	15 GAL	CERCIS CANADENSIS 'FOREST PANSY'/ EASTERN REDBUD	TREE FORM/ .5
	10	15 GAL	CHITALPA TASHKENTISIS / CHITALPA	NATURAL MULTI-TRUNK/ .2 PROVIDE NURSERY TAGS
	22	15 GAL	GEIJERA PARVIFLORA / AUSTRALIAN WILLOW	TREE FORM/ .5
	6	15 GAL	EUCALYPTUS CITRIODORA/ LEMON CENTED GUM	TREE FORM/ .2

PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			TREES	
	27	15 GAL	PINUS ELDARICA / MONDEL PINE	LOW BRANCHED/ .2
	34	15 GAL	LAGERSTROEMIA INDICA 'TUSKEGEE'/ CRAPE MYRTLE	TREE FORM/ .5 STREET TREE
	6	15 GAL	SAMBUCUS MEXICANA/ MEXICAN ELDERBERRY	TREE FORM/ .2
	6	10' BTH	WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM	BTH=BROWN TRUNK HEIGHT/ .2

PRELIMINARY-NOT FOR CONSTRUCTION



UNDERGROUND SERVICE ALERT
CALL: TOLL FREE
811
TWO WORKING DAYS BEFORE YOU DIG

REGISTERED LANDSCAPE ARCHITECT
SHAWN T. BURCH
exp. date
signature
date
2725
STATE OF CALIFORNIA

STB LANDSCAPE ARCHITECTS, INC
LANDSCAPE ARCHITECTURE IRRIGATION CONSULTANTS WATER FEATURE DESIGNS
15 SOUTH 5TH STREET
REDLANDS, CALIFORNIA 92373
PH 909.798.1060 FAX 909.798.1066
CA LIC. NO. 2725 NV LIC. NO. 466
LOW VOLTAGE LIGHTING

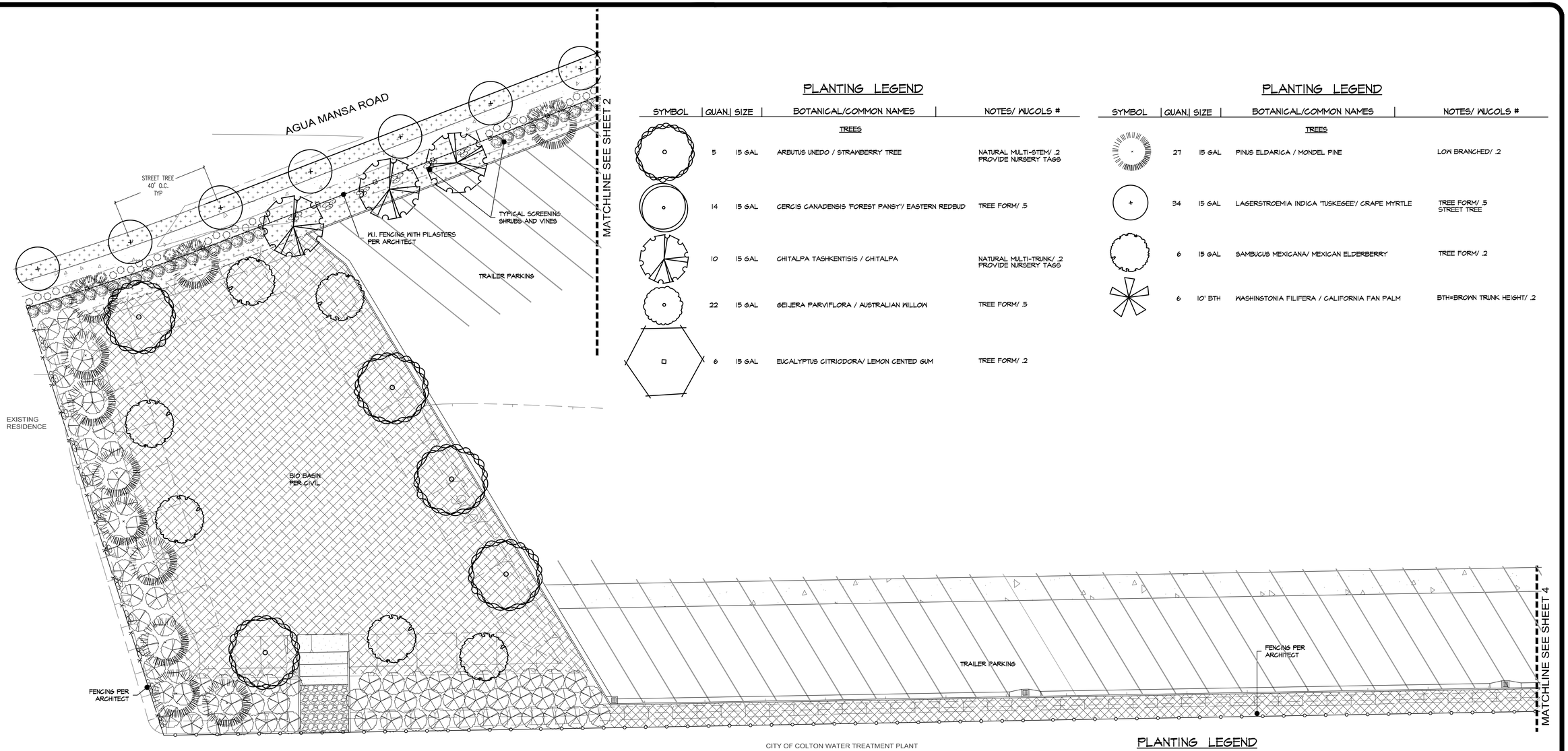
CONCEPTUAL LANDSCAPE PLAN

SOUTHWEST REGIONAL OPERATIONS CENTER
SOUTHWEST CORNER
AGUA MANSA ROAD AND RANCHO AVE.
COLTON, CA

REVISIONS

DRAWN BY	CAD
DESIGNED BY	CR
CHECKED BY	STB
DATE	9.21.15
JOB NO.	15-08PRE
SCALE	1"=20'
SHEET	2

OF 4 SHEETS



PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			TREES	
	5	15 GAL	ARBUTUS UNEDO / STRAWBERRY TREE	NATURAL MULTI-STEM/ .2 PROVIDE NURSERY TAGS
	14	15 GAL	CERCIS CANADENSIS 'FOREST PANSY'/ EASTERN REDBUD	TREE FORM/ .5
	10	15 GAL	CHITALPA TASHKENTISIS / CHITALPA	NATURAL MULTI-TRUNK/ .2 PROVIDE NURSERY TAGS
	22	15 GAL	GEIJERA PARVIFLORA / AUSTRALIAN WILLOW	TREE FORM/ .5
	6	15 GAL	EUCALYPTUS CITRIODORA/ LEMON CENTED GUM	TREE FORM/ .2

PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			TREES	
	27	15 GAL	PINUS ELDARICA / MONDEL PINE	LOW BRANCHED/ .2
	34	15 GAL	LAGERSTROEMIA INDICA 'TUSKEGEE'/ CRAPE MYRTLE	TREE FORM/ .5 STREET TREE
	6	15 GAL	SAMBUCUS MEXICANA/ MEXICAN ELDERBERRY	TREE FORM/ .2
	6	10' BTH	WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM	BTH=BROWN TRUNK HEIGHT/ .2

PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			SHRUBS	
	17	5 GAL	AGAVE AMERICANA 'OCTOPUS'/ CENTURY PLANT	PROVIDE NURSERY TAGS/ .2
	37	5 GAL	BOUGAINVILLEA 'OO LA LA'/ DWARF BOUGAINVILLEA	PROVIDE NURSERY TAGS/ .2
	196	1 GAL	DIETES BICOLOR/ FORTNIGHT LILY	PROVIDE NURSERY TAGS/ .5
	33	1 GAL	HEMEROCALLIS HYBRIS/ DAY LILY	PROVIDE NURSERY TAGS/ .5
	180	1 GAL	LANTANA 'SPREADING SUNSHINE'/ S.S. LANTANA	PROVIDE NURSERY TAGS/ .2
	231	5 GAL	LEUCOPHYLLUM F. 'GREEN CLOUD' / TEXAS RANGER	PROVIDE NURSERY TAGS/ .2
	46	1 GAL	MUHLENBERGIA R. / PURPLE MUHLY	
	21	5 GAL	NANDINA D. 'MOYERS RED'/ HEAVENLY BAMBOO	PROVIDE NURSERY TAGS/ .5
			VINES	
	76	1 GAL	MACFEDYENA UNGUIS-CATI/ CAT'S CLAW	PROVIDE NURSERY TAG/ .2 ATTACH TO FENCE
			GROUNDCOVER	
	130	1 GAL	ACACIA REDOLENS 'LON BOY'/ L.B. ACACIA	PROVIDE NURSERY TAGS/ .2
	94	1 GAL	JUNIPERUS H. 'BLUE RUG' / BLUE RUG JUNIPER	PROVIDE NURSERY TAGS/ .2
	13,004 SF	FLAT	LONICERA J./ JAPANESE HONEYSUCKLE	PLANT AT 24" O.C./ .2
	17,332 SF	FLAT	ROSMARINUS O. 'HUNTINGTON CARPET'/ ROSEMARY	PLANT AT 24" O.C./ .2
	22,335 SF	1 GAL	LOW PROFILE- NATIVE GRASSES-HYDROSEED MIX NON-IRRIGATED	FROM S&S SEED
NOT SHOWN	62,179 SF		MULCH IN ALL PLANTER BEDS FOR MOISTURE RETENTION AND WEED CONTROL/ PER CITY STANDARDS	

MAWA WATER USE CALCULATIONS

TO CALCULATE MAWA - Maximum Applied Water Allowance	
o	55.6
	85,514
A	
MAWA (Gallons)	1,326,527

DEFINITIONS	
Eto	Reference provided in Appendix A - CIMIS
LA	Landscaped area
SLA	Special landscaped area WITHIN the landscaped area
P.F.	Plant water use factor- WUCLOS

PRELIMINARY-NOT FOR CONSTRUCTION

North

20 0 20 40 60

Scale 1" = 20'

UNDERGROUND SERVICE ALERT
CALL: TOLL FREE
811
TWO WORKING DAYS BEFORE YOU DIG

REGISTERED LANDSCAPE ARCHITECT
SHAWN T. BURGIN
exp. date
signature
date
2725
STATE OF CALIFORNIA

LOW VOLTAGE LIGHTING
115 SOUTH 5TH STREET
REDLANDS, CALIFORNIA 92373
PH (909) 798-1088 FAX (909) 798-1089
CA LIC. NO. 2725 NV LIC. NO. 465
STB LANDSCAPE ARCHITECTS, INC.
LANDSCAPE ARCHITECTURE IRRIGATION CONSULTANTS WATER FEATURE DESIGNS

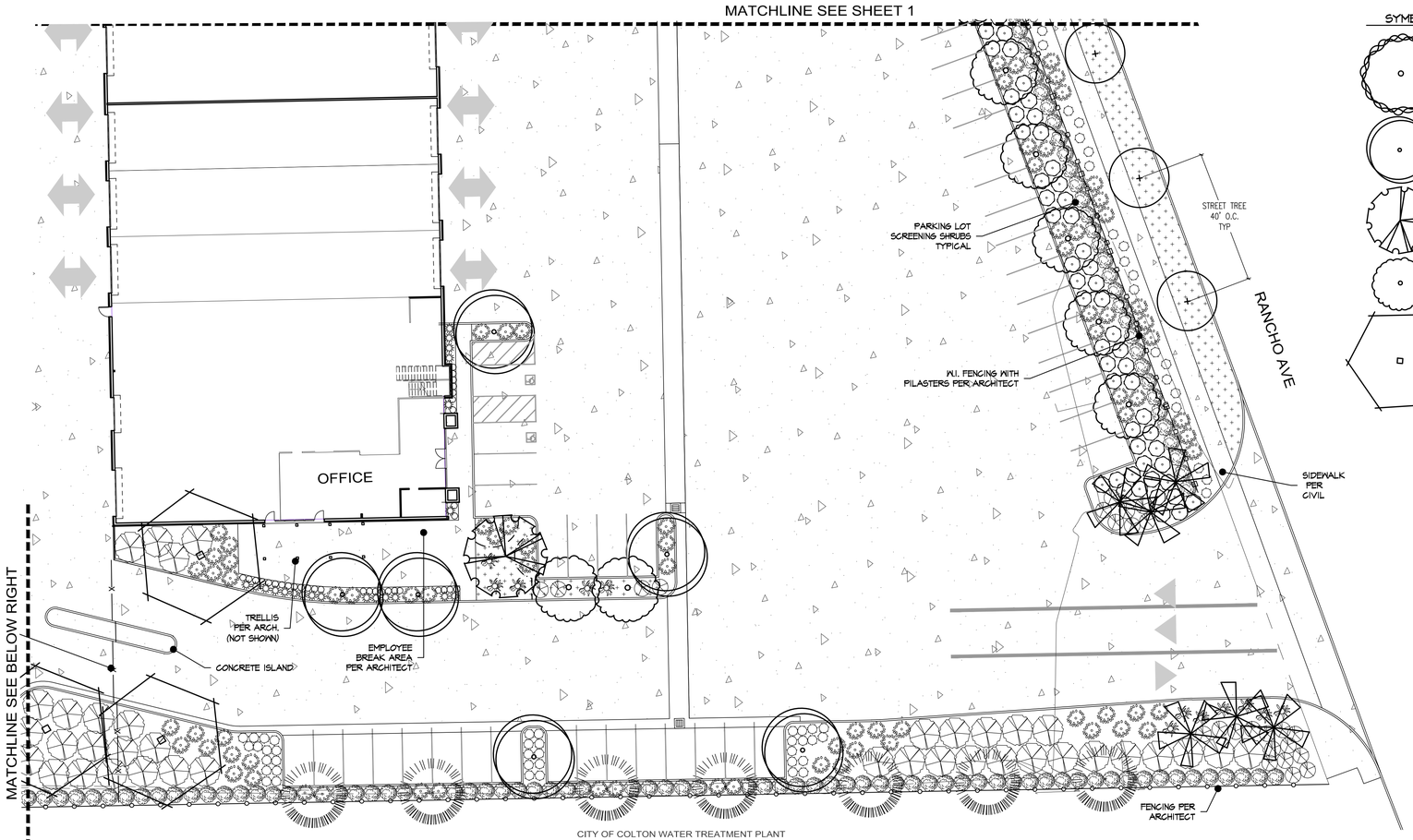
CONCEPTUAL LANDSCAPE PLAN

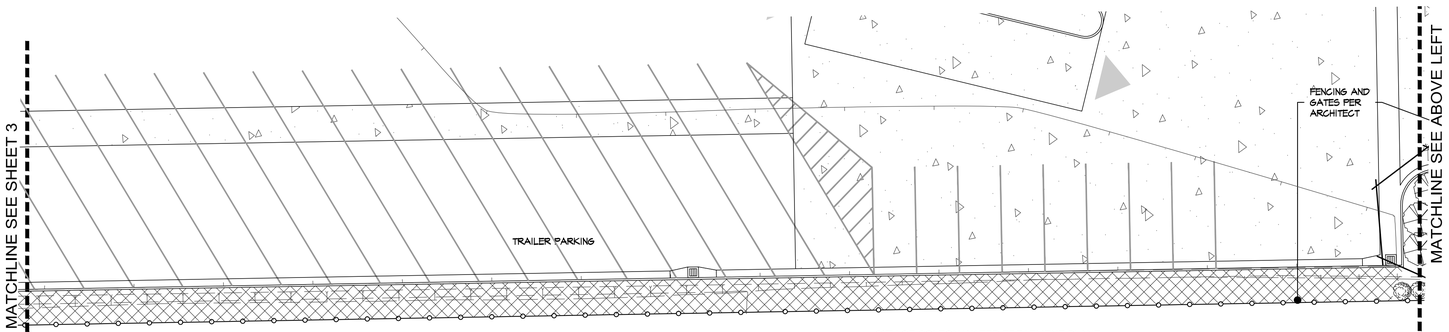
SOUTHWEST REGIONAL OPERATIONS CENTER

SOUTHWEST CORNER
AGUA MANSA ROAD AND RANCHO AVE.
COLTON, CA

REVISIONS

DRAWN BY	CAD
DESIGNED BY	CR
CHECKED BY	STB
DATE	9.21.15
JOB NO.	15-08PRE
SCALE	1"=20'
SHEET	3
OF	4 SHEETS





UNDERGROUND SERVICE ALERT
CALL: TOLL FREE
811
TWO WORKING DAYS BEFORE YOU DIG

PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			TREES	
	5	15 GAL	ARBUTUS UNEDO / STRAWBERRY TREE	NATURAL MULTI-STEM/ .2 PROVIDE NURSERY TAGS
	14	15 GAL	CERCIS CANADENSIS 'FOREST PANSY'/ EASTERN REDBUD	TREE FORM/ .5
	10	15 GAL	CHITALPA TASHKENTISIS / CHITALPA	NATURAL MULTI-TRUNK/ .2 PROVIDE NURSERY TAGS
	22	15 GAL	GEIJERA PARVIFLORA / AUSTRALIAN WILLOW	TREE FORM/ .5
	6	15 GAL	EUCALYPTUS CITRIODORA/ LEMON CENTED GUM	TREE FORM/ .2

PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			TREES	
	27	15 GAL	PINUS ELDARICA / MONDEL PINE	LOW BRANCHED/ .2
	34	15 GAL	LAGERSTROEMIA INDICA 'TUSKEGEE'/ CRAPE MYRTLE	TREE FORM/ .5 STREET TREE
	6	15 GAL	SAMBUCUS MEXICANA/ MEXICAN ELDERBERRY	TREE FORM/ .2
	6	10' BTH	WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM	BTH=BROWN TRUNK HEIGHT/ .2

PLANTING LEGEND

SYMBOL	QUAN.	SIZE	BOTANICAL/COMMON NAMES	NOTES/ WUCOLS #
			SHRUBS	
	17	5 GAL	AGAVE AMERICANA 'OCTOPUS'/ CENTURY PLANT	PROVIDE NURSERY TAGS/ .2
	37	5 GAL	BOUGAINVILLEA '00 LA LA'/ DWARF BOUGAINVILLEA	PROVIDE NURSERY TAGS/ .2
	196	1 GAL	DIETES BICOLOR/ FORTNIGHT LILY	PROVIDE NURSERY TAGS/ .5
	33	1 GAL	HEMEROCALLIS HYBRIS/ DAY LILY	PROVIDE NURSERY TAGS/ .5
	180	1 GAL	LANTANA 'SPREADING SUNSHINE'/ S.S. LANTANA	PROVIDE NURSERY TAGS/ .2
	231	5 GAL	LEUCOPHYLLUM F. 'GREEN CLOUD' / TEXAS RANGER	PROVIDE NURSERY TAGS/ .2
	46	1 GAL	MUHLENBERGIA R. / PURPLE MUHLY	
	21	5 GAL	NANDINA D. 'MOYERS RED'/ HEAVENLY BAMBOO	PROVIDE NURSERY TAGS/ .5
			VINES	
	76	1 GAL	MACFEDYENA UNGUIS-CATI/ CAT'S CLAW	PROVIDE NURSERY TAG/ .2 ATTACH TO FENCE
			GROUNDCOVER	
	130	1 GAL	ACACIA REDOLENS 'LOW BOY'/ L.B. ACACIA	PROVIDE NURSERY TAGS/ .2
	94	1 GAL	JUNIPERUS H. 'BLUE RUG' / BLUE RUG JUNIPER	PROVIDE NURSERY TAGS/ .2
	13,004 SF	FLAT	LONICERA J./ JAPANESE HONEYSUCKLE	PLANT AT 24" O.C./ .2
	17,332 SF	FLAT	ROSMARINUS O. 'HUNTINGTON CARPET'/ ROSEMARY	PLANT AT 24" O.C./ .2
	22,335 SF	1 GAL	LOW PROFILE- NATIVE GRASSES-HYDROSEED MIX NON-IRRIGATED	FROM S&S SEED
NOT SHOWN	62,179 SF		MULCH IN ALL PLANTER BEDS FOR MOISTURE RETENTION AND WEED CONTROL/ PER CITY STANDARDS	

PRELIMINARY-NOT FOR CONSTRUCTION

NORTH

20 0 20 40 60

Scale 1" = 20'

REGISTERED LANDSCAPE ARCHITECT
SHAWN T. BURGH
exp. date
signature
date
2725
STATE OF CALIFORNIA

STB LANDSCAPE ARCHITECTS, INC.
115 SOUTH 5TH STREET
REDLANDS, CALIFORNIA 92373
PH (909) 798-1049 FAX (909) 798-1656
CA LIC. NO. 2725 / NV LIC. NO. 465
LANDSCAPE ARCHITECTURE IRRIGATION CONSULTANTS WATER FEATURE DESIGNS LOW VOLTAGE LIGHTING

CONCEPTUAL LANDSCAPE PLAN

SOUTHWEST REGIONAL OPERATIONS CENTER

SOUTHWEST CORNER
AGUA MANSA ROAD AND RANCHO AVE.
COLTON, CA

REVISIONS

DRAWN BY	CAD
DESIGNED BY	CR
CHECKED BY	STB
DATE	9.21.15
JOB NO.	15-08PRE
SCALE	1"=20'
SHEET	4
OF	4 SHEETS

MILLER

ARCHITECTURAL CORPORATION

1177 IDAHO ST. REDLANDS, CA 92374. | www.MILLER-AIP.com
PHONE: (909) 335-7400 | FAX: (909) 335-7299

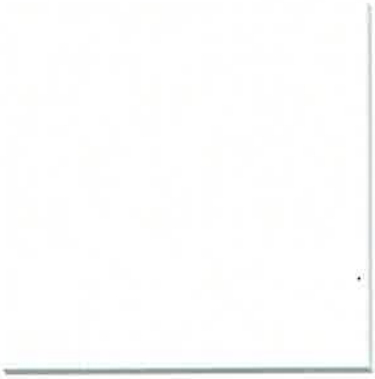
SROC

COLTON CA, 92234

EXTERIOR COLOR BOARD

MILLER
architecture
interiors
planning

PAINT
SHERWIN WILLIAMS
SW6524 COMMADORE



PAINT
SHERWIN WILLIAMS
SW7006 EXTRA WHITE

PAINT
SHERWIN WILLIAMS
SW2849 WINCHESTER GREY

ALUMINUM STOREFRONT
KAWNEER
CLEAR ANODIZED ALUMINUM FINISH

METAL PANEL
VARCO PRUDEN
COOL GRANITE GRAY

Planning Commission Staff Report

City of Colton
Development Services Department

MEETING DATE: **July 26, 2016**

FILE INDEX NUMBER(S): **DAP-001-230**

REQUEST: **A Conditional Use Permit** to allow a truck and trailer storage use and **Architectural Site Plan Review** for a 19,913 square foot office building and ancillary uses including fuel station and truck washing facility on property measuring approximately 11.12 acres in an area located in the M-2 (Heavy Industrial) and M-1 (Light Industrial) Zones.

APPLICANT: Southwest Regional Operations Center

PROPERTY OWNER: Will-Hunt 1, LLC

***ACTIONS*:**
APPLICATION FILED: 04/13/2015
ADMINISTRATIVE REVIEW COMMITTEE: 05/11/2015 and 08/27/2015
HISTORIC PRESERVATION COMMISSION: 07/13/2016_Action: Approved, subject to Conditions.
PLANNING COMMISSION MEETING: 07/26/2016; **ACTION**: _____.
ENVIRONMENTAL DETERMINATION: A Mitigated Negative Declaration (MND) is being proposed - Mitigation measures to reduce impacts to less than significant levels have been provided in the following environmental categories: Biological Resources, Cultural Resources, Geology and Soils, Noise, and Transportation/Traffic.

PROPERTY INFORMATION:

1. Location: 602 Agua Mansa Road (APN: 0275-041-36 (9.03 acres) and 0163-452-07 (2.09 acres)).
2. Lot Size: 11.12 acres
3. Existing Land Use: Partially vacant and single family home
4. General Plan Land Use Designation: Light Manufacturing and Heavy Industrial
5. Zoning: M-1 (Light Industrial) and M-2 (Heavy Industrial)
6. Historic District: Agua Mansa Historic District

Surrounding Properties:

	Existing Land Use	Zoning	General Plan Land Use Designation
North	Vacant / Mining / Single Family Homes	M-1, AM/SP	Light Manufacturing and County Specific Plan
South	City - Sewer Facilities	M-1 and M-2	Light Manufacturing and Heavy Industrial
East	Industrial / Institutional	M-1 and M-2	Light Manufacturing and Heavy Industrial
West	Single Family Home	M-1	Light Manufacturing

Past Historic Preservation and Planning Actions

None Found

Building Permits

None Found

Location: The proposed project location is on the southwest corner of Rancho Avenue and Agua Mansa Road consisting of two lots located within the M-1 (Light Industrial) and M-2 (Heavy Industrial) Zones. The aerial map below provides a visual of zoning and existing lot shape:

Proposed Uses: The main building of the project and trucking use / storage is being proposed within the M-2 Zone portion of the property. The Zoning Code allows a truck and trailer storage use with approval of a Conditional Use Permit. An existing home, main entry to the site and automobile parking is designed within the M-1 (Light Industrial) part of the site. The table below breaks down the specific detailed uses within each zoning district:

Zone	Uses
M-1	Existing Home and Parking Lots
M-2	19,900 square foot office building; fuel island (12,000-Gallon aboveground storage tank); truck wash, service facility and warehouse area; and parking for cars, trailers, and trucks. The facility would be used by drivers as a rest stop and would include amenities such as showers, laundry facilities, truck maintenance, kitchen/cafeteria, and secure parking.

Pursuant to the Initial Study description, the existing trucking facility is located at 2549 South Willow Avenue in Bloomington. The site is not big enough to accommodate the future growth of the business. Therefore, the Southwest Regional Operations Center is proposed to be relocated to the City of Colton. They plan to expand the operations at the new trucking facility proposed in Colton by the addition of a swing shift (a work shift from mid-afternoon to around midnight).

Hours of Operation: Office Hours: 7:00 a.m to 6:00 p.m.; Monday through Friday; Driver Amenities 24 hours, 7 days a week.

Fleet Inventory: 125 trucks (3 axle trucks, with trailers) **Employees:** The proposed project would have approximately eight office employees, eight shop employees and approximately 125 truck drivers.

Trucking Driving Break-Down: The 125 truck drivers would be divided as follows:

Approximately into 5 local trucks home daily per shift;

25 local regional home three times per week;

35 over-the-road (OTR) home once weekly;

40 OTR home once every two weeks; and

20 OTR home once per month.

"Office hours" – for administrative employees

"Home daily per shift" means local residents who drive day cabs and cannot sleep in their trucks.

"Local regional" means drivers who keep a home in the area but may not be residents of the area; they can sleep in their trucks but mostly stay regional.(Source-Initial Study)

Architectural and Site Plan Review. As designed, the proposed building will be setback approximately 175 feet from Rancho Avenue and behind perimeter block walls along the side yard areas and landscaping. The landscaping is designed along the entire project site. The applicant's environmental document describes the landscaping as follows:

"The perimeters and some interior sections of the project site would be planted with various trees and shrubs. Lemon scented gum, crape myrtle, mondel pine, eastern redbud, Australian willows, and chitalpa trees would be planted along the outer and inner perimeter of the site. Additionally, several varieties of shrubs, vines, and groundcover (e.g., century plant, dwarf bougainvillea, fortnight and day lilies, lantana, Texas ranger, purple muhly, heavenly bamboo, acacia, blue rug juniper, Japanese honeysuckle, rosemary, and hydroseed mixes) would be planted along the perimeters of the site and near the proposed office building and accessory structures. The proposed detention basin at the western end of the project site would have strawberry trees and Mexican elderberry trees planted around it. California fan palms would be planted at the entrance to the site on South Rancho Avenue.

Per Section 18.28.130 of the City's municipal code, the M-2 zone requires landscaping to cover a minimum of 15 percent of the lot area, and it should provide a mixture of shrubs, trees, groundcover, flowers, and lawns. The proposed landscaping would comply with this 15 percent requirement. Additionally, the project would have drought-resistant landscaping and a drip irrigation system to reduce water usage on the site and to comply with state water reduction requirements."

The site is presently adjacent to five homes located within the M-1 zone. One of the homes is located on the site which is proposed to be apart from the main industrial use proposed for the project site. The existing home, also known as the Peter's Home, is a candidate to be listed as a

federal, state and local historic resource. According to the Initial Study, the Peter's Home is described as an adobe residence built circa 1875.

California Environmental Quality Act (CEQA): The Initial Study document prepared for the proposed project analyzes the degree of environmental impacts the proposed project may create. The Initial Study and Appendixes have been available for the Planning Commission and the public for review from June 6 through July 6, 2016. The Initial Study and Mitigation Monitoring Program are Exhibit B of Planning Commission Resolution No. R-28-16. (Attachment 3 – Exhibit "B")

Agua Mansa Historic District: In 1999, Ordinance No. 0-2-99 amended the previous Historic Preservation Ordinance to allow for the creation and placement of historic districts on the list of nominated resources. City Council Resolution R-82-00 was subsequently approved Cultural Resources Preservation Element of the General Plan, which included designation of six designated historic districts, including Agua Mansa as "significant in Colton's agricultural history and the origin of the town's Hispanic population."

Agua Mansa (i.e., "gentle water") is a former settlement, founded by a group of New Mexican settlers, in an unincorporated area of San Bernardino County. It once was the largest settlement in San Bernardino County. The town was established in 1845 on the Santa Ana River, across from the town of La Placita, on land given to the settlers by Juan Bandini, owner of the Jurupa Rancho. Agua Mansa and La Placita were the first non-native settlements in the San Bernardino Valley. Together known as "San Salvador", they were also the largest settlements between New Mexico and Los Angeles in the 1840s. The settlements were based upon farming, and raising cattle, horses and sheep. An adobe church, known as San Salvador Church, was built in Agua Mansa and became the center of community social life. In 1854, a cemetery, Agua Mansa Cemetery, was built behind the church and is now designated a California Historical Landmark (No. 121). The marker is located at Agua Mansa Pioneer Cemetery, one half mile to the southwest, the only site that remains of the once flourishing town that spurred the establishment of the Agua Mansa Historic District. No physical features or artifacts associated with the Agua Mansa historic village remain on the site. Pictures below are from the Cultural Study completed as part of the Mitigated Negative Declaration – Attachment 2).

Draft Cultural Resource Survey Report for the Southwest Regional Operations Project, Colton, San Bernardino County, California

. 602 Agua Mansa; view facing southwest.

. 602 Agua Mansa Road; view facing northwest.

Historic Preservation Commission Review. On July 13, 2016, the Historic Preservation Commission recommended that the Planning Commission approve Mitigated Negative Declaration and Mitigation Monitoring Program for the project and approved the Major Certificate of Appropriateness, subject to conditions of approval. (Attachment 2)

Zoning Code Compliance

As shown by attached Zoning Code Compliance Table, the proposed development meets or exceeds code requirements of the M-1 and M-2 zones. Based on this, the applicant may obtain a building permit upon approval of this application without any additional zoning entitlements.

M-2 Zone Standard	Required/Allowed	Proposed/Provided	Compliance
Lot area	15,000 square feet minimum	11.12 Acres	Yes
Lot width	100 feet minimum	360 feet	Yes
Lot depth	100 feet minimum	1,360,feet	Yes
Floor Area Ratio	0.5 Floor Area Ratio (FAR)	0.04 FAR	Yes
Building height	50 feet maximum (3 stories)	28 feet, two stories	Yes
Street Side Setback	15 feet	N/A	N/A
Side setbacks	0 feet	64 feet	Yes
Rear setback	0 feet	1,104 feet	Yes
Fence height	8 feet	8-10 feet	Yes
Parking	1/250 Office = 32 parking spaces 1/600 square feet - Truck Repair Bays = 17 parking spaces	114 parking spaces 52 truck and	Yes

M-2 Zone Standard	Required/Allowed	Proposed/Provided	Compliance
	1/1000 first 10,000 square feet warehouse area = 3 parking spaces Total: 52 required + 52 truck and 101 trailer parking spaces	101 trailer parking spaces	
Accessible Parking Spaces	2 parking spaces (1 van accessible)	2 parking spaces	Yes
Landscaping	15% of Lot Area	15%	Yes
Trees	Minimum 1/tree 3 parking spots	trees	Yes*

* Conditioned to comply.

ANALYSIS:

Development Standards. The project is in compliance with the City Development Standards. The applicant will need to provide a detailed landscape and irrigation plan during the plan check review process in reviewing specific landscape requirements. Drought-resistant landscaping and irrigation will be required to comply with City Code. The City Code requires a minimum eight foot high block wall to screen the truck & trailer parking areas located on the southwest portion of the site. The wall will be required to be up to nine feet in height to buffer sound generated by the proposed corporate trucking facility to abutting residential uses.

Perimeter Screening of Truck Storage Area. Because the proposed industrial use includes outside storage of trucks and truck trailers, the Section 18.38.040 (Height and Location – Nonresidential Zones) of the Zoning Code requires the height of screen for all storage areas or industrial operations to be eight feet. A Noise Impact Study was completed by Kunzman and Associates to address noise/vibration impacts resulting from the proposed project and to identify mitigation measures necessary to reduce the noise impacts, which are identified and included as conditions of approval in Exhibit "B" Initial Study & Mitigation and Monitoring Program within Attachment 3 of this staff report.

The Noise Impact Analysis recommends additional noise reduction measures between the existing residential units located on the north of the project site. The on-site mitigation measure pertaining to this noise reduction measure states the following:

> *"The project shall construct a barrier such that the effective height is 9 feet. The wall can consist of earthen berm and/or concrete masonry wall. The wall shall have no holes, cracks or openings and the wall shall extend all the way to the ground surface. The wall shall be positioned at the top of slope or pad, whichever is greater such that it provides optimum sound attenuation for residencies located to the north of the project site."*

There are additional conditions of approval that also lessen noise impacts related to construction and vibration such as monitoring the vibration for the Peter's adobe building when ground disturbance equipment operates within 20 foot radius of the house.

Traffic Impact Analysis. The proposed project will not generate substantial negative impacts towards traffic/circulation within the project site, along adjacent street and intersection and regionally because the traffic/circulation impacts are adequately mitigated to reduce traffic impacts generated by the proposed project.

I-10 Freeway intersection at north Rancho Avenue. Pursuant to the Initial Study, the project's fair share of identified intersection costs is $34.800. This funding will go towards construction of a new bridge at the intersection of I-10 and Rancho Avenue which includes on-ramp improvements.

Secondary Arterial comments. After further review of the existing right-of-way improvements, staff has confirmed that the initial "Secondary Arterial Cross section" change is not necessary. The City's Major Arterial Type "A" or "B" cross section will handle the proposed project traffic impact requirements without having to process a General Plan Amendment going from a Major Arterial to a Secondary Arterial as stated in response to comments Attachment 1 of this staff report. This is then a clarification of an initial review by staff which has now been clarified for the Planning Commission to move forward with a decision without having to contemplate amendment of the Mobility Element.

Transit Stops. No transit stops have been identified at this time. Pursuant to Omni Trans " *there is not a high demand for transit service in this project area*" and Omni Trans "does not anticipate needing a bus stop at this location at any time in the near future."

The Cultural Resources Review. There are seven mitigation measures that need to be met in order to lessen the potential environmental impact. See pages nine through 13 of the attached Mitigation Monitoring Plan (MMP) on the specific conditions related to Cultural Resources. This area also includes a condition of approval requiring the Applicant to prepare a Historic Preservation Work Plan for 602 Agua Mansa Road prior to start of construction, subject to review and approval by the Development Services Department.

> **Peter's Home:** The applicants are aware that the Peter's Property will need to be preserved and comply with the mitigation measures proposed in the Initial Study. One of the key mitigation measures is for the applicant to prepare a Historic Preservation Work Plan. Page 9, Mitigation Measure CUL-1 state the following:
>
> ***"Historic Preservation Work Plan.*** *Prior to the start of the proposed project, the City of Colton shall require the project sponsor retain a preservation team of qualified preservation professionals to develop a Historic Preservation Work Plan (HPWP) for 602 Agua Mansa Road. The preservation team shall include, but not be limited to, an architectural historian who meets the Secretary of the Interior's Professional Qualifications Standards and a structural engineer with demonstrated experience with historic buildings and structures, such as adobe residences. In developing an HPWP, the preservation project team shall determine the existing structural condition of the property and identify the features that contribute to its historical significance, including both the buildings and surrounding property.*
>
> *The HPWP shall determine the extent of deterioration in existing features and the feasibility of repairing deteriorated features. Appropriate treatments for deteriorated features shall be determined according to the applicable Preservation Briefs and the Preservation Tech Notes that are provided by the National Park*

Service in its Technical Preservation Services. Specifically, the project sponsor and the preservation team shall investigate the existing foundation, adobe walls, roof, and windows. In addition, the HPWP shall identify and document the property's character-defining features. This process will include an examination of not only the buildings at 602 Agua Mansa Road, but also the buildings at surrounding property. The HPWP shall present an approach that preserves the property's character-defining features in conformance with the "Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings," ensuring that the property retains its ability to convey its historical significance.

Prior to the issuance of construction permits, the City of Colton shall review and approve the HPWP. If it is determined that the structural condition of the property is compromised and subject to damage, work shall be done to stabilize the property before any ground-disturbing activities commence. Other work presented in the HPWP may be performed concurrently as the proposed project and shall be proposed under the supervision of the preservation team. Subsequent to completion of the elements presented in the HPWP, the preservation team shall prepare a short memorandum that confirms the HPWP was completed as proposed."

Findings

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, with mitigation measures adopted herein, and the site's location on a major street that will be improved to City of Colton standards along the entire frontage along Agua Mansa Road and Rancho Avenue of subject site in sufficient width and capacity to accommodate projected traffic generation; analyzed by the traffic impact analysis (TIA) for the proposed 19,913 square foot industrial building including truck repair bays, truck washing bay, office, warehouse/storage, and other ancillary uses. Pursuant to the MND, Kunzman, Associates (Traffic Engineers), the end result showed that *"only one intersection (Intersection #3, La Cadena Drive [NS] at Rancho Avenue) would operate at unacceptable LOS during peak hours without improvements during Year 2035 Without Project and Year 2035 With Project scenarios. The proposed project would cumulatively contribute to this intersection's deficient LOS. Mitigation is required to ensure the project pays fair-share fees for the improvements. With implementation of Mitigation Measure TRAF-1, this intersection would operate at an acceptable LOS and impacts would be less than significant. Additionally, during the City's development review process, the project applicant would be required to comply with the requirements in effect at the time building permits are issued. This includes payment of the required transportation impact fees per the San Bernardino Associated Governments Nexus Fee Program, which include fair share costs for regional improvements to the intersection of Rancho Avenue and the I-10 freeway eastbound ramps."*

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 truck and trailer storage and office uses. The MND attached in Exhibit "B" contains an in depth review and discussion of topical sections within the Initial Study. Pursuant to the MND *"implementation of the proposed project would result in potentially significant impacts in the areas of biological resources, cultural resources, geology and soils, noise, and transportation/traffic, which may cause adverse effects on human beings. However, feasible mitigation measures have been identified to reduce these impacts to less than significant levels. Therefore, the proposed project would have no substantial adverse effects on human beings."*

3. **The project provides on-site landscaping that provides adequate protection to neighboring properties from detrimental features of the proposed development.** These protections include 16.9% landscaping provided, where 15% minimum is required, 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 truck bay areas of the proposed industrial building;

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. The proposed project is a metal building and all design guidelines have been considered as related to the environment, building form, windows and doors, roofs, and landscaping as contained in the Colton Municipal Code, Section 18.15.070. The proposed building includes enhanced entry; and

6. **The proposed project will impose an undue burden upon off-site public services, including sewer, water and streets, which conclusion shall be based upon a written report of the City Engineer; and there is no provision in the capital works program of the City to correct the specific burden within a reasonable period after the project will be completed** in that the Public Works Department has reviewed the proposed project and has provided written comments / conditions of approval recommending approval of the project, subject to conditions. No specific burden will be placed on the City or the City's Capital Works Program (CIP) with approval of this project since Agua Mansa Road and Rancho Road will be fully developed and widened, as applicable, to include street gutter, curb, sidewalks and street landscaping.

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the project herein identified will have no significant environmental impact in compliance with Section 15070 of California Environmental Quality Act (CEQA) guidelines. The Project site is not on a Hazardous Materials Site list compiled pursuant to Government Code section 65962.5. A Mitigated Negative Declaration (MND) with a Mitigation Monitoring Program (MMP) is being proposed in conjunction with the above proposal. Mitigation measures to reduce environmental impacts to less than significant levels have been provided in the following environmental categories: Biological Resources, Cultural Resources, Geology and Soils, Noise, and Transportation/Traffic.

Staff received and responded to the four comments received from the following agencies:

- Gabrieleno Band of Mission Indians – Kizh Nation
- South Coast Air Quality Management District
- California Department of Transportation (Caltrans)
- San Bernardino Department of Public Works

The majority of the comments and clarifications were addressed through the mitigation measures proposed for the project. The comment by the South Coast Air Quality Management District was clarified by the environmental consultant, PlaceWorks, after a detailed explanation that the type of trucks would not be idling continuously overnight as it is prohibited by law. In addition, according to the applicant, the trucks onsite would use advanced battery-electric auxiliary power unit (APU) systems to provide heating, cooling and electrical power to the ancillary cab appliances. Therefore, changes to the air quality and health risk assessment are not warranted as trucks would not be idling continuously overnight.

The comments from Caltrans were noted and addressed by the mitigation measures which included responses to questions from Caltrans about the current intersection configuration at Interstate 10 (I-10) on ramp from northbound Rancho Avenue not being able to accommodate trucks and that improvements are needed at this intersection; clarification of trip generation methodology, street classification designation on Rancho Avenue and potential coordination of adding transit stops in close proximity with Omni Trans. The detailed responses to the questions, were provided in Attachment -1 of this staff report. The Mitigated Negative Declaration and Mitigation Monitoring Program are provided within Exhibits A of the draft Resolution No. R-28-16 in Attachment 3 attached hereto.

The comments by the Gabrieleno Band of Mission Indians – Kizh Nation and San Bernardino Department of Public Works, were noted and addressed by PlaceWorks as being mitigated through the MMP.

RECOMMENDATION:

Staff recommends that the Planning Commission approve the **Conditional Use Permit to allow the truck/trailer storage use and Architectural and Site Plan Review** by adopting the CEQA Mitigated Negative Declaration and the Mitigation Monitoring Program, through adoption of the attached Resolution No. R-28-16 entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A CONDITIONAL USE PERMIT TO ALLOW A TRUCK AND TRAILER STORAGE USE AND ARCHITECTURAL SITE PLAN REVIEW FOR A 19,913 SQUARE FOOT OFFICE BUILDING AND ANCILLARY USES INCLUDING FUEL STATION AND TRUCK WASHING FACILITY ON PROPERTY MEASURING APPROXIMATELY 11.12 ACRES IN AN AREA LOCATED IN THE M-2 (HEAVY INDUSTRIAL) AND M-1 (LIGHT INDUSTRIAL) ZONES. (FILE INDEX NO. DAP-001-230)

Prepared by:
Mario Suarez, AICP, Senior Planner

Approved by:
Mark Tomich, AICP, Director

Attachments:

Attachment-1 Responses to Comments of the proposed Mitigated Negative Declaration
Attachment-2 Historic Preservation Commission Action Form
Attachment-3 Draft P.C. Resolution No. R-28-16, with attached Exhibit "A" (MND and MMP) and Exhibit "B" (Conditions of Approval) / CD provided with Appendixes.
Attachment-4 Plans – Site, Floor, Building Elevations, Grading, Landscaping, Colored Perspective and Sample Board and Materials Sheet

Attachment 1

Response to Comments – CEQA

July 2016 | Initial Study/MND Response to Comments
State Clearinghouse No. 2016061001

SOUTHWEST REGIONAL OPERATIONS CENTER RESPONSE TO COMMENTS

City of Colton

Prepared for:

City of Colton
Contact: Mario Suarez, AICP, CNU-A, Senior Planner
659 N. La Cadena Drive
Colton, California 92324
909.370.5079
msuarez@coltonca.gov

Prepared by:

PlaceWorks
Contact: JoAnn Hadfield, Principal
Nicole Vermilion, Associate Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

PLACEWORKS

1. Response to Comments

The following is a list of agencies that submitted comments on the Southwest Regional Operations Center Initial Study/Mitigated Negative Declaration (IS/MND) during the 30-day public review period, which started on June 6, 2016, and ended July 6, 2016. Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the IS/MND are excerpted in this document, the sections are shown indented. Changes to the IS/MND text are shown in underlined text for additions and ~~strikeout~~ for deletions.

Number Reference	Commenting Agency/Person	Date of Comment	Page No.
Agencies			
A1	Gabrieleno Band of Mission Indians – Kizh Nation	June 29, 2016	3
A2	South Coast Air Quality Management District	July 1, 2016	7
A3	California Department of Transportation (Caltrans)	July 5, 2016	11
A4	San Bernardino County Department of Public Works	July 6, 2016	19

Response to Comments

This page intentionally left blank.

LETTER A1 – Gabrieleno Band of Mission Indians – Kizh Nation (1 page)

GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

RE: AB52 consultation response for the Southwest Regional Operations Center

Dear Mario Suarez
AICP Senior Planner

June 29, 2016

Please find this letter in response to your request for consultation dated June 6, 2016. I have reviewed the project site and do have concerns for cultural resources. Your project lies in an area where the Ancestral territories of the Kizh (Kitc) Gabrieleño's villages adjoined and overlapped with each other, at least during the Late Prehistoric and Protohistoric Periods. The homeland of the Kizh Gabrieleño was probably the most influential Native American group in aboriginal southern California (Bean and Smith 1978a:538), was centered in the Los Angeles Basin, and reached as far east as the San Bernardino-Riverside area. The homeland of our neighbors the Serranos was primarily the San Bernardino Mountains, including the slopes and lowlands on the north and south flanks. Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/ base sites are marked by midden deposits often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies of ten left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources. A1-1

Due to the project location and the high sensitivity of the area location, we would like to request one of our certified Native American Monitor to be on site during any and all ground disturbances (including but not limited to pavement removal, post holing, auguring, boring, grading, excavation and trenching) to protect any cultural resources which may be effected during construction or development. In all cases, when the Native American Heritage Commission states there are "no records of sacred sites in the project area" the NAHC will always refer lead agencies to the respective Native American Tribe because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & Tribal Historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. While the property may be located in an area that has been previously developed, numerous examples can be shared to show that there still is a possibility that unknown, yet significant, cultural resources will be encountered during ground disturbance activities. Please note, if they haven't been listed with the NAHC, it doesn't mean that they aren't there. Not everyone reports what they know. A1-2

The recent implementation of AB52 dictates that lead agencies consult with Native American Tribes who can prove and document traditional and cultural affiliation with the area of said project in order to protect cultural resources. However our tribe is connected Ancestrally to this project location area, what does Ancestrally or Ancestral mean? The people who were in your family in past times, Of, belonging to, inherited from, or denoting an ancestor or ancestors http://www.thefreedictionary.com/ancestral. Our priorities are to avoid and protect without delay or conflicts – to consult with you to avoid unnecessary destruction of cultural and biological resources, but also to protect what resources still exist at the project site for the benefit and education of future generations. A1-3

CC: NAHC

With respect,

Andrew Salas, Chairman
cell (626)926-4131

Andrew Salas, Chairman
Albert Perez, treasurer I
Nadine Salas, Vice-Chairman
Martha Gonzalez Lemos, treasurer II
Christina Swindall Martinez, secretary
Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723
www.gabrielenoindians@yahoo.com
gabrielenoindians@yahoo.com

Response to Comments

This page intentionally left blank.

A1. Response to Comments from the Gabrieleno Band of Mission Indians – Kizh Nation, Andrew Salas, Chairman, dated June 29, 2016.

A1-1 Comment noted.

A1-2 The commenter states that the project is located in a culturally sensitive area and requests a Native American Monitor from the Gabrieleno Band of Mission Indians – Kizh Nation to be on the project site during any ground disturbance activities. Cultural resources and paleontological resources surveys were prepared by SWCA Environmental Consultants for the proposed project and included mitigation measures requiring a Cultural Resources Monitoring and Discovery Plan; preconstruction worker training; archaeological resources construction monitoring, and paleontological resources construction monitoring (see Mitigation Measures CUL-2 through CUL-4, and CUL-6). Additionally, if inadvertent discoveries of archaeological resources or human remains occur, Mitigation Measures CUL-5 and CUL-7 would be implemented to reduce potential impacts to cultural materials or burials, including those specific to Native American tribes.

The specific archaeological monitoring by the Gabrieleño Band of Mission Indians – Kizh Nation would duplicate the work already required under Mitigation Measures CUL-2 through CUL-7 in the IS/MND.

A1-3 See response to Comment A1-2 above. Implementation of Mitigation Measures CUL-2 through CUL-7 would prioritize the protection of potential cultural resources in the project area.

Response to Comments

This page intentionally left blank.

LETTER A2 – South Coast Air Quality Management District (1 page)

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:
msuarez@ci.colton.ca.us

July 1, 2016

Mario Suarez, Senior Planner
City of Colton Development Services
659 North La Cadena Dr.
Colton, CA 92324

Draft Mitigated Negative Declaration (Draft MND) for the Proposed Southwest Regional Operations Center

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND. The Lead Agency proposes to develop an industrial trucking facility consisting of a 19,000 square foot office building; fueling station; truck wash facility; and parking lot. Intro

The Lead Agency determined that regional operational emissions were less than significant. The SCAQMD staff has concerns about the assumptions used in the Air Quality Analysis and Health Risk Assessment, which likely underestimated health risks. The Air Quality Analysis estimates that 120 truck drivers (non "Local Regionals") can sleep/idle in their cabs daily. However, the Air Quality Analysis and Health Risk Assessment assumed that trucks will only idle for 15 minutes and did not include emissions generated from the overnight idling of diesel trucks. SCAQMD staff recommends reevaluating idling times and incorporating those emissions into the analysis. Should the Lead Agency determine after revising the air quality analysis that project operational air quality impacts still exceed the SCAQMD recommended regional daily significance thresholds, the SCAQMD staff recommends mitigation measures be incorporated into the project description and air quality analysis in the Final CEQA document pursuant to Section 15126.4 of the CEQA Guidelines to reduce those impacts below significant levels. A2-1

The SCAQMD staff is available to work with the Lead Agency to address these concerns and any other air quality questions that may arise. Please contact Jack Cheng, Air Quality Specialist at (909) 396-2448, if you have any questions regarding these comments. We look forward to reviewing and providing comments for the Final MND associated with this project. A2-2

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

JW:JC
LAC 160607-14
Control Number

Response to Comments

This page intentionally left blank.

A2. Response to Comments from the South Coast Air Quality Management District, Jillian Wong, Ph.D., Program Supervisor, Planning, Rule Development & Area Sources, dated July 1, 2016.

A2-1 The South Coast Air Quality Management District (SCAQMD) requested clarification regarding the truck idling assumptions used in the air quality and health risk analysis. The air quality analysis and the health risk analysis assumed that the truck idling of associated with the 128 daily trucks would be restricted to a maximum of 15 minutes per truck in accordance with the California Air Resources Board (CARB) idling restrictions. As of January 1, 2008, sleeper berth vehicles are no longer allowed to idle during periods of sleep and rest.

The proposed facility would provide comprehensive services for System Transport truck drivers when away from home including, showers, laundry facilities, truck maintenance, kitchen/cafeteria, and secure parking. As identified in the Initial Study, "local" truck drivers would not sleep in their trucks. Additionally, "local regional" truck drivers can sleep in their trucks but since mostly stay regional, they do not sleep overnight in their trucks. Only truck drivers that are over-the-road (OTR) trucks would sleep in their trucks for a maximum of 8 hours. These trucks represent a maximum of 15 percent of the daily truck traffic at the project site, or approximately 19 trucks.

At the request of SCAQMD, a sensitivity run for the health risk assessment was conducted to determine if auxiliary engines associated with the 19 heavy duty trucks would exceed the 10 in a million health risk significance criteria with a hypothetical scenario if they continuously idled for an 8-hour period. As identified in Appendix A, even if the OTR trucks idled for 8-hours, overnight idling would not exceed the 10 in a million health risk significance criteria. This scenario would not occur because operators are now required to use some form of idle-reduction technology to comply with the CARB rules regarding sleeper berth idle restrictions. These include use of zero and low-emissions technologies, such as battery-powered systems to eliminate long-term idling.

The applicant has identified that trucks onsite would use advanced battery-electric auxiliary power unit (APU) systems to provide heating, cooling and electrical power to ancillary cab appliances. The APU are already installed on System Transport's current fleet to achieve CARB regulations. The battery packs require approximately 2-6 hours of charge time and can run the air conditioning system for up to 12 hours per full charge.[1] Use of the APU would circumvent the need for overnight truck idling at the project site. Therefore, changes to the air quality and health risk assessment are not warranted as trucks would not be idling continuously overnight.

A2-2 Comment noted.

[1] California Air Resources Board. 2015, January 7. Idle Reduction Technologies for Sleeper Berth Trucks. http://www.arb.ca.gov/msprog/cabcomfort/cabcomfort.htm

Response to Comments

This page intentionally left blank.

LETTER A3 – Caltrans (3 pages)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING (MS 725)
464 WEST 4th STREET, 6th FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 388-7017
FAX (909) 383-5936
TTY 711
www.dot.ca.gov/dist8

Serious Drought. Help save water!

RECEIVED
JUL 06 2016
CITY OF COLTON
DEVELOPMENT SERVICES DEPARTMENT

July 5, 2016

File: 08-SBd-10-PM R22.12

Mario Suarez
Development Services Department
City of Colton
659 N. La Cadena Drive
Colton, CA 92324

Southwest Regional Operations Center – Traffic Impact Analysis

Dear Mr. Suarez:

Thank you for providing the California Department of Transportation (Caltrans) the opportunity to review and comment on the Traffic Impact Analysis (TIA) for the City of Colton Southwest Regional Operations Center (Project), located at the southwest corner of the intersection of Agua Mansa Road and Rancho Avenue in the City of Colton. The project proposes an approximately 11-acre trucking facility consisting a 19,000 office building, fuel island, truck wash and service facility, and parking for cars, trailers, and trucks.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act, it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Colton, due to the project's potential impact to the State facilities, including Interstate 10 (I-10) and Interstate 215 (I-215), it is also subject to the policies and regulations that govern the SHS. We offer the following comments: Intro

- The right turn movement to I-10 EB on-ramp from NB Rancho Avenue Cannot accommodate trucks. Improvement is needed for the truck turning movement at the intersection. A3-1

- The project's trip generation was developed from driveway counts of the existing facility on page 12. However, the new facility will have more advanced activities, lager capacity and will handle a lot more trucks than the existing. A3-2

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Response to Comments

Mr. Suarez
July 5, 2016
Page 2

- Verify Rancho Avenue Roadway classification on Page 18. Note that in Figure 4-Existing Through Travel Lanes and Intersection Controls, Rancho Avenue is depicted as four lane divided roadway, instead of a four-lane undivided roadway. A3-3

- Include the Project's (Average Daily Traffic) ADTs around SHS, including I-10 and I-215 on page 18. Note that Figure 5-Existing Average Daily Traffic Volumes does not include ADTs around State facilities. The TIA assumes that the new industrial trucking facility has no impact on I-10 or I-215; therefore, there is no traffic analysis prepared for these interchanges. A3-4

- Calculate the trip generation rate based on the Trip Generation Manual, 9th Edition on page 30. A3-5

- Clarify the statement about 2016 ADTs on page 43. A3-6

The Department is committed to providing a safe transportation system for all users. We encourage the City to embark a safe, sustainable, integrated and efficient transportation system and complete street to enhance California's economy and livability. A pedestrian/bike-friendly environment served by multimodal transportation would reduce traffic congestion prevalent in the surrounding areas. (See *Complete Street Implementation Action Plan 2.0* at http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/CSIAP2_rpt.pdf.) A3-7

- Develop Transportation Demand Management (TDM) Strategies to reduce the demand for roadway travel, particularly in single occupancy vehicles. The TDM strategies may consist of parking pricing, ridesharing, car sharing, and transit use. Provide preferential parking for vanpools and carpools, price the parking and/or reduce free parking for employees, as well as secure and convenient bicycle parking within the project area. Encourage the employees to switch from driving to transit by incentivizing the transit use. A3-8

- To reduce Vehicle Miles Traveled and Greenhouse Gases, which are the primary goals of the 2040 California Transportation Plan, it is recommended that the City in coordination with OmniTrans locate transit stops adjacent to the project site due to the expected employment within the project area. A3-9

- Consider Americans with Disability Act, California Highway Design Manual, and Design information Bulletin 82-05 standards and requirements to provide transportation routes for all users and modes, including pedestrian and bicyclists. A3-10

"Provide a safe, sustainable, integrated and efficient transportation
systemto enhance California's economy and livability"

Response to Comments

Mr. Suarez
July 5, 2016
Page 3

These recommendations are preliminary and summarize our review of materials provided for our evaluation. Please continue to keep us informed of the project and other future updates, which could potentially impact the SHS and interfacing transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Adrineh Melkonian at (909) 806-3928 or myself at (909) 383-4557. A3-11

Sincerely,

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

"Provide a safe, sustainable, integrated and efficient transportation systemto enhance California's economy and livability"

Response to Comments

This page intentionally left blank.

A3. Response to Comments from Mark Roberts, Office Chief, Intergovernmental Review, Community and Regional Planning, Caltrans, dated July 5, 2016.

A3-1 The California Department of Transportation (Caltrans) has identified that the current intersection configuration at the Interstate 10 (I-10) on-ramp from northbound Rancho Avenue cannot accommodate trucks and that improvements are needed at this intersection. As noted in Section I.A of the traffic impact analysis, the project does not contribute trips greater than the freeway threshold volume of 100 two-way peak hour trips to the I-10 Freeway and I-215 Freeway. The project does not contribute trips greater than the arterial link threshold volume of 50 two-way trips in the peak hours on intersections outside the City of Colton.

The City of Colton requested that the fair share traffic contribution be calculated at the intersection of Rancho Avenue/I-10 Freeway eastbound (EB) Ramps. The City directed that Southern California Association of Governments (SCAG) growth projections be used to forecast future traffic volumes. Kunzman Associates, Inc. prepared the fair share traffic contribution in a letter dated February 3, 2016. The total cost of needed intersection improvements for the existing intersection is $1,600,000. However, the California Department of Transportation has committed to the contribution of $1,000,000, so the total unfunded cost is $600,000.

Project fair share contributions have been calculated for Year 2040 at the intersection requested by the City. These contributions have been based on the proportion that project peak period traffic represents of the future traffic added by all development through Year 2040. The intersection fair share calculations are based on an average of morning and evening peak period traffic volumes. The traffic contribution at the intersection of Rancho Avenue/I-10 Freeway EB Ramps has been calculated based upon the projected future traffic volumes that were calculated using SCAG growth projections. The project's fair share of identified intersection costs is $34,800.

A3-2 As noted in Section III.B of the traffic impact analysis, the trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. The net increase in trips was added to the existing trip generation in order to estimate the total number of vehicle trips generated by the project. Therefore, the traffic report considers that the new facility will handle more trucks than the existing facility.

The rate used for this project was developed through from driveway counts taken in July 2015 at an existing similar facility located at 2549 South Willow Avenue in Bloomington, CA (See Appendix B of the traffic impact analysis). 45 trucks are based at the existing facility and it has one office employee. The proposed project would have approximately 8 office employees, 8 shop employees, and a base of 125 trucks. The expanded operations at the new facility would include the addition of a swing shift. However, the vast majority of the trips generated by the swing shift would be off-peak, and therefore

Response to Comments

would not alter the peak hour trip generation rates. Though the expanded operations would include additional office and repair employees, the majority of the trips are expected to remain truck trips.

It is standard engineering practice to select a metric with which to develop a trip generation rate. After discussions with the City and the project applicant, the number of trucks based at each facility was deemed to be the most appropriate metric. The units of the subsequent trip generation rate are in vehicle trips per truck based at the facility.

A3-3 As noted in Section II.A of the traffic impact analysis, Rancho Avenue is classified as a Major Arterial (96- to 114-foot right-of-way) on the City of Colton General Plan Mobility Element's Street Classification Plan. However, the City of Colton is in the process of changing the classification to a Secondary Arterial with an 88-foot right-of-way.

A3-4 See Response to Comment A3-1. As noted in Section I.A of the traffic impact analysis, the project does not contribute trips greater than the freeway threshold volume of 100 two-way peak hour trips to the I-10 Freeway and I-215 Freeway. The project does not contribute trips greater than the arterial link threshold volume of 50 two-way trips in the peak hours on intersections outside the City of Colton.

A3-5 See response to Comment A3-2. The Institute of Transportation Engineers (ITE) provides estimate of trip generation for project sites based on survey's conducted throughout the United States. Because the proposed project is already operating, the survey conducted at the existing site in Bloomington, San Bernardino is much more representative of the proposed project operational characteristics than the ITE trip generation rates, since no ITE code is roughly similar to the operations at the project site. As described in Response to Comment A3-2, the trip generation rate developed based on the existing operations was used to approximate the increase in trips from operations at the larger project site in Colton.

A3-6 Caltrans' comment regard clarifying the statement about 2016 ADTs on page 43 is unclear and vague; and therefore, it is not possible to determine what type of clarification they are looking for, or which statement requires clarification. For traffic purposes, the project opening date with full occupancy of the development was evaluated in Year 2016.

A3-7 The City's arterial roadway network identified in the City's recent General Plan Update provides for all users and modes, including pedestrian and bicycles, in accordance with the Complete Streets Act.

A3-8 The proposed project includes shower and kitchen facilities which would also be available to employees who desire to take alternative modes of transportation to work. The study area is not currently served by a transit agency.

Response to Comments

A3-9 The City coordinates with OmniTrans for transit service in the City. Currently, there is no OmniTrans service within the project vicinity. While the City can require applicants to install bus stops along an existing transit route, transit service is coordinated solely by OmniTrans. According to OmniTrans, there is not a high demand for transit service in the project area and OmnitTrans does not anticipate needing a bus stop at that location any time in the near future.[2] Additionally, the project is an industrial development which does not typically generate a high demand for transit service.

A3-10 The proposed project would result in construction of the buildout of the half-width arterial segments in the City's recently adopted General Plan. The City's arterial roadway network identified in the General Plan provides for all users and modes, including pedestrian and bicycles, in accordance with the Complete Streets Act.

A3-11 Comment noted.

[2] Jaiswal, Anna, AICP. Development Planning Manager, OmniTrans. Transit Service – Colton. 2016, July 20.

Response to Comments

This page intentionally left blank.

LETTER A4 – San Bernardino County Department of Public Works (2 pages)

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.7876
www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works
Environmental & Construction • Flood Control
Operations • Solid Waste Management
Surveyor • Transportation

Gerry Newcombe
Director

July 6, 2016

City of Colton
Attn. Mario Suarez, AICP, Senior Planner
Development Services Department
659 N. La Cadena Drive
Colton, CA. 92324
msuarez@ci.colton.ca.us

File: 10(ENV)-4.01

RE: NOTICE OF AVAILABILITY OF A MITIGATED NEGATIVE DECLARATION FOR THE SOUTHWEST REGIONAL OPERATIONS CENTER FOR THE CITY OF COLTON

Dear Mr. Suarez:

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on June 7, 2016** and pursuant to our review, the following comments are provided: Intro

Flood Control Planning Division (David Lovell, PWE III, 909-387-7964):

1. The eastern boundary of the proposed project is adjacent to the San Bernardino County Flood Control District (District) Rancho Avenue Storm Drain (2-703-6A). The project proponent has indicated that they intend to connect to existing underground storm drain. Please be advised that any encroachments on District right-of-way or facilities will require a permit from the District. A4-1

Water Resources Division (Mary Lou Mermilliod, PWE III, 909-387-8213):

1. We recommend that the City of Colton enforce their most current regulations for development within a floodplain. A4-2

Environmental Management Division (Brandy Wood, Ecological Resource Specialist, 909-387-7971):

1. In conformance with California Department of Fish and Wildlife Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (2009), surveys are to be conducted during flowering seasons for the special status plants known from the area, floristic in nature, consistent with conservation ethics, systematically covered all habitat types on site. As the plant species lists consists of only 16 plant species, we are concerned the project proponent did not follow accepted protocols to make the document's determinations. Surveys are one of the preliminary steps to detect a listed or special status plant species or natural community that may be impacted significantly by the A4-3

Response to Comments

project. We recommend conducting appropriate protocol surveys to accurately access the project's impacts to the plant community. A4-3 cont'd

2. While the document noted a San Bernardino Kangaroo Rat biologist assessed the property for suitable habitat, the same could not be said for suitable Delhi Sand's flower loving fly habitat. We recommend a permitted biologist assess the property for suitable DSF habitat and if recommended, conduct protocol surveys for presence. A4-4

If you have any questions, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

NIDHAM ARAM ALRAYES, MSCE, PE, QSD/P
Public Works Engineer III
Environmental Management

A4. Response to Comments from Nidham Aram Alrayes, MSCE, PE, QSD/P, Public Works Engineer II, Environmental Management, San Bernardino County Department of Public Works, dated July 6, 2016.

A4-1 Comment acknowledged. The project applicant would comply with San Bernardino County Flood Control District (District) requirements to apply for a permit prior to any encroachment on District right-of-way or facilities, including the existing underground storm drain (Rancho Avenue Storm Drain 2-703-6A).

A4-2 The project site is not in a floodplain or a Federal Emergency Management Agency (FEMA)-designated 100-year flood zone (or Special Flood Hazard Area), as indicated on FEMA's Flood Insurance Rate Map Number 06071C8687H (revised August 28, 2008) covering the project area. The project site is in Zone X, an area of minimal flood hazard and outside of 100-year flood zone; Zone X also includes areas that are higher than the elevation of the 0.2 percent annual chance (or 500-year) flood. Therefore, development of the proposed project would not place people or structures at risk of flooding in a 100-year flood zone, nor would it place structures in a 100- year flood zone that would redirect flood flows. No flooding impact would occur and no mitigation measures are necessary.

A4-3 The Biological Resources Report prepared by Alden Environmental for the proposed project (Appendix B of the IS/MND) includes a description of methodology used to conduct background research, the general biological survey and vegetation community/land cover type mapping.

Prior to conducting the field visit, a California Natural Diversity Database data search was conducted to identify potentially occurring sensitive plant species on the site, as called for in the *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW 2009). The search identified 3 sensitive plant species with potential to occur: Slender-horned spineflower, marsh sandwort, and salt marsh bird's beak. Based on the lack of suitable habitat characteristics, each of these species was determined to have no potential to occur on the site. This information was provided in Section 4.2.1 of the Biological Resources Report for the project. No other sensitive plant species were anticipated to occur on the site based on available data for the site and vicinity.

As noted in the Biological Resources Report (Section 4.2.1), special attention was paid to the potential for sensitive species to occur on site during the general biological survey of the site. The entire site was walked and searched for sensitive species and a floristic inventory was taken during the spring season. The site has been heavily disturbed by agricultural activities, including disking, and has a resultant overall low species richness. The site is essentially a large, disturbed, agricultural field that supports no native vegetation community. Additionally, the disking and other activities conducted on site further preclude the establishment of native vegetation.

Response to Comments

The California Department of Fish and Wildlife (CDFW) 2009 protocols states that it is appropriate to conduct a botanical field survey when:

- Natural (or naturalized) vegetation occurs on the site, and it is unknown if special status plant species or natural communities occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
- Special status plants or natural communities have historically been identified on the project site; or
- Special status plants or natural communities occur on sites with similar physical and biological properties as the project site.

The site does not meet any of these conditions. It is heavily disturbed, does not support native or naturalized vegetation communities, and lacks historical (database) records of sensitive species on site. Given these conditions, the site would not require additional botanical surveys per the CDFW 2009 protocol.

A4-4 The potential for the Delhi Sand's flower loving fly (DSF) to occur was assessed in Section 4.3.1 of the Biological Resources Report. DSF occur in Delhi sands, particularly clean dune formations composed of Aeolian sands. Conversely, soils and sands deposited by fluvial processes from alluvial fans do not support DSF. In addition, three indicator plant species are usually present: California buckwheat (*Eriogonum fasciculatum*), telegraph weed (*Heterotheca grandiflora*), and croton (*Croton californicus*). Soils on the site are mapped as San Emigdio gravelly sandy loam (2 to 9 percent slopes) and San Emigdio fine sandy loam (2 to 9 percent slopes). This soil is alluvial in nature and not known to support the DSF. Additionally, the native species associated with the DSF do not occur on the site.

According to the U.S. Fish and Wildlife Services DSF survey protocol, an adequate survey should be completed by a permitted biologist for the DSF if the proposed project contains Delhi series soils and the site is located within the range of the animal. The project site does not support this soil series. Additionally, the site is a heavily disturbed agricultural area that is disked and does not support the native species typically present. Given the lack of suitable soils and heavily disturbed/agricultural condition of the site, no additional assessments or surveys for the DSF are warranted.

Appendix

Appendix A – HRA Idling Sensitivity Calculations

Appendix

This page intentionally left blank.

Idling Emissions
Southwest Regional Operations Center
Colton, CA 92324

Operation: Shipping and Receiving, Truck Activities - DPM Idling Emissions

	hours	days	weeks
Temporal Profile:	24	5	52
	24	2	52

Truck Activity:

Heavy Duty Trucks/Day	103	
Truck Bays	8	
15% of trucks idling 8-Hours for sleeper berth	19	84
Idling Duration (min)	480	15

Idling Emissions:

30-yr PM10/DPM Emission Factor (g/hr) [1]	0.015	0.015
30-yr PM10/DPM Idling Emissions (g/sec)	2.62E-05	3.57E-06
30-yr PM10/DPM Idling Emissions (g/sec/bay)	3.27E-06	4.46E-07

Combined Emissions (g/sec/bay)	**3.72E-06**

Point Source Specifications (verticle release): [2]

Stack Velocity	51.71	m/s
Stack Temperature	366	K
Stack Diameter	0.33	ft
Stack Release Height [3]	4.15	m

(1) For the adult lifetime scenario, 30-year weighted average of PM10 idling emission factors for HHDT cla
obtained from CARB (EMFAC2014 v1.0.7) for analysis years 2016-2045.
DPM emission factor is assumed to be the same as the PM10 emission factor.
(2) Diesel exhaust stack parameters from San Joaquin Valley APCD Health Risk Assessment Workshop
for "Vertical Exhaust Stack Parameters" (2010).
(3) Stack release height from CARB's Risk Reduction Plan to Reduce Particulate Matter Emissions from Di
Engines and Vehicles (2000).

Table 1
MER Concentration Worksheet
Toxic Air Contaminants

Toxic Air Contaminants						
Residential Receptors						
Source No.	Source	Pollutant	Weight Fraction	Model Output[1]	Emission Rates [2]	Maximum Exposed Receptor (MER)
				($\mu g/m^3$)	(g/s)	($\mu g/m^3$)
(a)	(b)	(c)	(d)	(e)	(f)	(g)
				Annual Average	30-Year	
1	HDT Truck Running	DPM	1.00E+00	121.36	2.18E-05	**2.64E-03**
2	MDT Truck Running	DPM	1.00E+00	121.36	8.25E-06	**1.00E-03**
3	HDT Truck Idling	DPM	1.00E+00	536.80	3.72E-06	**1.99E-03**
4	MDT Truck Idling	DPM	1.00E+00	536.80	7.10E-07	**3.81E-04**

MER UTM coordinates: 469012.39E, 3768138.34N

Preschool Receptors						
Source No.	Source	Pollutant	Weight Fraction	Model Output[1]	Emission Rates [2]	Maximum Exposed Receptor (MER)
				($\mu g/m^3$)	(g/s)	($\mu g/m^3$)
(a)	(b)	(c)	(d)	(e)	(f)	(g)
				Annual Average	30-Year	
1	HDT Truck Running	DPM	1.00E+00	25.21	2.18E-05	**5.49E-04**
2	MDT Truck Running	DPM	1.00E+00	25.21	8.25E-06	**2.08E-04**
3	HDT Truck Idling	DPM	1.00E+00	332.30	3.72E-06	**1.23E-03**
4	MDT Truck Idling	DPM	1.00E+00	332.30	7.10E-07	**2.36E-04**

Daycare Facility UTM coordinates: 469198.63E, 3768293.82N

[1] AERMOD Output based on unit emission rates (1 g/s), per emission source.

[2] Emission Rates from Source Emissions Inventories.

Table 2a
Quantification of Carcinogenic Risks to Residents
30-Year Exposure Scenario

Source Number	Source	MER Conc.	Contaminant	URF	CPF	Dose				Carcinogenic Risks				
						3rd Trimester	0 < 2 years	2 < 16 years	16 < 30 years	3rd Trimester	0 < 2 years	2 < 16 years	16 < 30 years	Total
		($\mu g/m^3$)		$(\mu g/m^3)^{-1}$	$(mg/kg/day)^{-1}$	(mg/kg-day)	(mg/kg-day)	(mg/kg-day)	(mg/kg-day)	per million	per million	per million	per million	per million
(a)	(b)	(c)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
1	HDT Truck Running	2.64E-03	Diesel Particulate	3.0E-04	1.1E+00	9.1E-07	2.8E-06	1.9E-06	8.5E-07	2.9E-02	7.0E-01	8.6E-01	1.3E-01	1.7E+00
2	MDT Truck Running	1.00E-03	Diesel Particulate	3.0E-04	1.1E+00	3.5E-07	1.0E-06	7.1E-07	3.2E-07	1.1E-02	2.7E-01	3.2E-01	4.9E-02	6.5E-01
3	HDT Truck Idling	1.99E-03	Diesel Particulate	3.0E-04	1.1E+00	6.9E-07	2.1E-06	1.4E-06	6.4E-07	2.2E-02	5.3E-01	6.5E-01	9.8E-02	1.3E+00
4	MDT Truck Idling	3.81E-04	Diesel Particulate	3.0E-04	1.1E+00	1.3E-07	4.0E-07	2.7E-07	1.2E-07	4.2E-03	1.0E-01	1.2E-01	1.9E-02	2.5E-01
MER UTM coordinates: 469012.39E, 3768138.34N												**Total Cancer Risk**		**3.92**

		3rd Trimester	0 < 2 years	2 < 16 years	16 < 30 years
Dose Exposure Factors:	exposure frequency (days/year)	350	350	350	350
	inhalation rate (L/kg-day) [1]	361	1090	745	335
	inhalation absorption factor	1	1	1	1
Risk Calculation Factors:	age sensitivity factor	10	10	3	1
	exposure duration (years)	0.25	2	14	14
	averaging time (years)	70	70	70	70
	fraction of time at home	0.85	0.85	0.72	0.73

[1] Inhalation rate taken as the 95th percentile breathing rates (OEHHA, 2015).

Table 2b
Quantification of Carcinogenic Risks - Preschool Students and Staff

Source No.	Source	MER Concentrations		Contaminant	URF	CPF	Dose (by age bin)		Carcinogenic Risks (by age bin)	
		Student ($\mu g/m^3$)	Staff ($\mu g/m^3$)		$(\mu g/m^3)^{-1}$	$(mg/kg/day)^{-1}$	Students (mg/kg-day)	Staff (mg/kg-day)	Student per million	Staff per million
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
1	HDT Truck Running	5.49E-04	5.49E-04	Diesel Particulate	3.0E-04	1.1E+00	1.7E-07	8.3E-08	0.023	0.031
2	MDT Truck Running	2.08E-04	2.08E-04	Diesel Particulate	3.0E-04	1.1E+00	6.6E-08	3.1E-08	0.009	0.012
3	HDT Truck Idling	1.23E-03	1.23E-03	Diesel Particulate	3.0E-04	1.1E+00	3.9E-07	1.9E-07	0.053	0.070
4	MDT Truck Idling	2.36E-04	2.36E-04	Diesel Particulate	3.0E-04	1.1E+00	7.4E-08	3.6E-08	0.010	0.013
							Total Cancer Risk		**0.09**	**0.13**

Daycare Facility UTM coordinates: 469198.63E, 3768293.82N

		Students	Staff
	age bin:	2 < 9	16 < 70
Dose Exposure Factors:[1]	exposure frequency (days/year):	180	240
	inhalation rate (L/kg-8-hours) [2]:	640	230
	inhalation absorption factor:	1	1
Risk Calculation Factors:[1]	age sensitivity factor:	3	1
	exposure duration:	3	25
	averaging time (years):	70	70

[1] Office of Environmental Health Hazard Assessment (OEHHA), 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. http://oehha.ca.gov/air/hot_spots/hotspots2015.html

[2] Inhalation rate taken as the 95th percentile 8-hour breathing rates, moderate intensity activities (OEHHA, 2015).

Table 3a
Quantification of Non-Carcinogenic Risks
Chronic Hazards - Residents

Source No.	Source	MER Conc. ($\mu g/m^3$)	Weight Fraction	Pollutant	REL ($\mu g/m^3$)	Toxicological Endpoints*											
						CV	CNS	IMMUN	KIDNEY	GILV	REPRO	RESP	SKIN	EYE	BONE	ENDO	BLOOD
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Chronic Hazards																	
1	HDT Truck Running	2.64E-03	1.0E+00	Diesel Particulate Exhaust	5.0E+00							5.3E-04					
2	MDT Truck Running	1.00E-03	1.0E+00	Diesel Particulate Exhaust	5.0E+00							2.0E-04					
3	HDT Truck Idling	1.99E-03	1.0E+00	Diesel Particulate Exhaust	5.0E+00							4.0E-04					
4	MDT Truck Idling	3.81E-04	1.0E+00	Diesel Particulate Exhaust	5.0E+00							7.6E-05					
TOTAL						0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1.2E-03	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
						Maximum Chronic Hazard		**1.2E-03**	RESP								

* Key to Toxicological Endpoints

CV	Cardiovascular System
CNS	Central Nervous System
IMMUN	Immune System
KIDN	Kidneys
GILV	Gastrointestinal Tract and Liver/Alimentary Tract
REPRO	Reproductive System
RESP	Respiratory System
SKIN	Skin irritation and/or other effects
EYE	Eye irritation and/or other effects
BONE	Bones and Teeth
ENDO	Endocrine System
BLOOD	Hematological System

Table 3b
Quantification of Non-Carcinogenic Risks
Chronic Hazards - Preschool

Source No.	Source	MER Conc. ($\mu g/m^3$)	Weight Fraction	Pollutant	REL ($\mu g/m^3$)	Toxicological Endpoints*											
						CV	CNS	IMMUN	KIDNEY	GILV	REPRO	RESP	SKIN	EYE	BONE	ENDO	BLOOD
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Chronic Hazards																	
1	HDT Truck Running	5.49E-04	1.0E+00	Diesel Particulate Exhaust	5.0E+00							1.1E-04					
2	MDT Truck Running	2.08E-04	1.0E+00	Diesel Particulate Exhaust	5.0E+00							4.2E-05					
3	HDT Truck Idling	1.23E-03	1.0E+00	Diesel Particulate Exhaust	5.0E+00							2.5E-04					
4	MDT Truck Idling	2.36E-04	1.0E+00	Diesel Particulate Exhaust	5.0E+00							4.7E-05					
TOTAL						0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	4.5E-04	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
						Maximum Chronic Hazard		**4.5E-04**	RESP								

* Key to Toxicological Endpoints

CV	Cardiovascular System
CNS	Central Nervous System
IMMUN	Immune System
KIDN	Kidneys
GILV	Gastrointestinal Tract and Liver/Alimentary Tract
REPRO	Reproductive System
RESP	Respiratory System
SKIN	Skin irritation and/or other effects
EYE	Eye irritation and/or other effects
BONE	Bones and Teeth
ENDO	Endocrine System
BLOOD	Hematological System

Attachment 2

Notice of Action & Exhibit A – Conditions of Approval

Historic Preservation Commission Final Action

City of Colton
Development Services Department

MEETING DATE: July 13, 2016

FILE INDEX NUMBER: HPO-000-046

APPLICANT: Christos Hardt, MILLER Architectural Corporation

PROPERTY OWNER: Will-Hunt 1, LLC

REQUEST: **Major Certificate of Appropriateness** to allow a trucking operation to be operated from a 19,000 square foot office building and to also include ancillary uses, such as a fuel station and truck washing facility on property measuring approximately 11.12 acres in area located in the M-2 (Heavy Industrial) and M-1 (Light Industrial) Zones within the Agua Mansa Historic District.

***ACTIONS*:**
APPLICATION FILED: 04/13/2015
ENVIRONMENTAL DETERMINATION: A Mitigated Negative Declaration (MND) is being proposed - Mitigation measures to reduce impacts to less than significant levels have been provided in the following environmental categories: Biological Resources, Cultural Resources, Geology and Soils, Noise, and Transportation/Traffic.
APPLICATION COMPLETE: 04//18/16
HISTORIC PRESERVATION COMMISSION ACTION: _Approved, with Conditions **DATE:** 07/13/2016
APPEAL PERIOD ENDS: (10 days): _7/25/2016
EXPIRATION: (18 months): 12/13/2017___

PROPERTY INFORMATION:

1. Location: 602 Agua Mansa Road (APN: 0275-041-36 (9.03 acres) and 0163-452-07 (2.09 acres)).
2. Lot Size: 11.12 acres
3. Existing Land Use: Partially vacant and single family home
4. General Plan Land Use Designation: Light Manufacturing and Heavy Industrial
5. Zoning: M-1 (Light Industrial) and M-2 (Heavy Industrial)
6. Historic District: Agua Mansa Historic District

Surrounding Properties:

	Existing Land Use	Zoning	General Plan Land Use Designation
North	Vacant / Mining / Single Family Homes	M-1, AM/SP	Light Manufacturing and County Specific Plan
South	City - Sewer Facilities	M-1 and M-2	Light Manufacturing and Heavy Industrial
East	Industrial / Institutional	M-1 and M-2	Light Manufacturing and Heavy Industrial
West	Single Family Home	M-1	Light Manufacturing

Findings:

Based on this, staff has prepared the following findings for consideration for approval of the application.

1. *The project is consistent with the Historic Preservation chapter of the Municipal Code.*

   The project is consistent with the Historic Preservation chapter of the Municipal Code since the proposed structure provides architectural style and materials that is compatible with the neighborhood. Additionally, the impact of the height of the proposed 2-story industrial building is compatible and to scale with the existing neighborhood.

2. *The project will not be detrimental to the historic district.*

   The proposal will not be detrimental to the historic district since the proposed design, although consistent with the architectural style and material in the near vicinity of the subject lot, will not prevent other future developments in the district from providing more distinctive architectural design depending on its surroundings.

3. *The proposal is consistent with the general plan.*

For the reasons stated above, the proposal is consistent with the **Cultural Resources Element Policy 2f**: "Ensure future development is compatible with existing structures and distinct characteristics," **Land Use Element Policy LU-3.2:** "Retain industrial land for businesses that provide jobs for manufacturing and processing of goods, and that create local revenue sources," and **Land Use Element Policy LU-6.4**: "Promote the use of buildings, setbacks, walls, landscaping, and other design features to buffer and reduce conflicts between adjacent properties."

Environmental Determination: Based on the findings set forth above this Notice of Action & Conditions of Approval, pursuant to the California Environmental Quality Act (CEQA) Guidelines: the Historic Preservation Commission recommends the Planning Commission that the project herein identified will have no significant environmental impact in compliance with Section 15070 of California Environmental Quality Act (CEQA) guidelines. The Project site is not on a Hazardous Materials Site list compiled pursuant to Government Code section 65962.5. A Mitigated Negative Declaration (MND) and Mitigation Monitoring Program (MMP) are being proposed in conjunction with the above proposal. to reduce environmental impacts to less than significant levels have been provided in the following environmental categories: Biological Resources, Cultural Resources, Geology and Soils, Noise, and Transportation/Traffic as provided in Attachments 1 and 2 herein made part of the Notice of Action & Conditions of Approval.

THE APPLICANT SHALL COMPLY WITH ALL CONDITIONS AS SET FORTH IN THE CONDITIONS OF APPROVAL.

1. This approval is for HP0-000-046, as shown on site plans stamped received on June 15, 2015 by the Development Services Department, except as amended by these conditions.

2. HOLD HARMLESS. 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.

3. This action by the Historic Preservation Commission shall be final unless an appeal of the action is filed with the city clerk's office in writing, pursuant to Section 18.40.120.D of the Colton Municipal Code.

4. A copy of these conditions of approval shall be placed or included on separate sheet of the Building Plan Review Plans, subject to review and approval by the Development Services Department.

5. This approval shall become null and void unless construction is commenced within eighteen (18) months of this approval, as provided for by Section 18.40.100.A.10.

6. The applicant shall install an eight feet hall screen around the industrial operations visible from Agua Mansa Road and Rancho Avenues and a minimum of 25 feet on the interior property lines from the public right of way prior to business occupancy permit approval – unless called for a higher fence by the Mitigated Negative Declaration Mitigation Measures, subject to review and approval by the Development Services Department.

7. The applicant shall prohibit the playing of loud music or loitering of employees in rear truck storage / parking areas and other parking areas of the site.

8. The Historic Preservation Work Plan for 602 Agua Mansa Road shall be prepared and approved by the City of Colton prior to the start of the proposed project (i.e., issuance of construction permits).

9. Any plans submitted for building plan check and construction plans for this Project shall contain an exact reproduction of these conditions of approval on one of its sheets or have a sheet attached with these conditions.

10. Electric Utility Department General Conditions and Requirements:

    a. It has been determined that the project is within the City of Colton. The City of Colton will provide service to this project. The developer shall meet all City of Colton Electric Utility service requirements and pay all applicable fees.

    b. The project developer/applicant shall comply with all customer service policies of the City of Colton Electric Utility Department. The developer shall provide the Electric Utility with all information necessary to determine the project's electric service requirements; and if 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.

11. Electric Utility Department Conditions and requirements specific to the project:

a. The project developer/applicant shall be responsible for installing an underground secondary vault/conduit system for the entire project.

b. The project developer/applicant shall be responsible for all costs associated with the installation of street lighting.

c. The project developer/applicant shall give Colton Electric Department, if needed, easements associated with the project area.

12. Conform to the requirements of the Public Works Department, where applicable (sidewalk, curb and gutter will be required along Agua Mansa Road and Rancho Avenue).

a. The development shall conform with all the requirements of the city of Colton's Municipal Code requiring on-site fire protection prior to construction.

b. Access roadways shall be provided in accordance with the City's Municipal Code. (26 foot clear width minimum)

c. A water supply system shall be installed, capable of providing the required fire flow for the proposed type of construction. Minimum fire flow for this project shall be 1,875 g.p.m. (Public Fire Hydrants)

d. On-site fire hydrants shall be required for this project, and installed prior to construction. Detailed drawings with supporting calculations shall be submitted to the Fire Department/Fire Safety Division for review, approval, and permit issuance prior to installation.

e. An engineered automatic fire sprinkler system is required for this project. Detailed drawings and calculations shall be submitted to the fire department for review, approval and permit issuance, and prior to installation.

f. Premise identification shall be provided in accordance with the City's' Security Ordinance #0-13-89, Section XIV (residential), Section XV (commercial).

g. 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.

h. 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.

i. A "Knox" vault shall be provided for the retention of the facility's pre-fire plan, business plan, and material safety data sheets (M.S.D.S.). Location shall be determined by the fire prevention field inspector.

j. Visible hazard identification signs (placards) in accordance with the International Fire Code and as specified by N.F.P.A 704 shall be provided and placed at the entrances to locations where hazardous materials are stored, dispensed, or used in quantities.

k. A Fire Department Permit will be required for your operations in accordance with Section 105 of the International Fire Code. The fire permit shall be obtained from the Fire Safety Division of the Fire Department.

l. Portable fire extinguishers shall be required for this project. Size, type, and locations shall be determined by the fire department's field inspector.

m. The proposed facility's use and/or operations shall be designed and maintained in accordance with the 2012/2013 editions of the International Fire and Building Codes / California Fire and Building Codes (Title 24).

n. 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 with supporting calculations shall be submitted to the fire department for review, approval and permit issuance, and prior to the installation.

o. Deferred plan submittals and separate permits are required on the following:

- automatic fire suppression/sprinkler systems
- fire alarms
- onsite fire mains and fire hydrants
- above ground fuel storage tanks (AST's)

p. All fences constructed adjacent to fuel modification areas, as determined by the fire chief, shall be of non- combustible materials as defined by the International Building Code.

q. Chapter 6.95 of the California Health and Safety Code requires that facilities that handle hazardous materials or generate hazardous wastes must comply with hazardous material disclosure laws. a "business emergency /contingency plan" will be required for this project prior to occupancy.

r. The applicant shall comply with all Fire Department requirements as noted during the business occupancy process. (B.O.P.)

13. Conform with requirements of the Building & Safety Division including but not limited to:

a. The project shall comply with the current California Codes (CBC, CEC, CMC and the CPC) as well as city ordinances. Plans shall be submitted to the Building & Safety Division as a separate submittal. The 2013 edition of the California Codes became effective for all permit applications submitted after January 1, 2014.

b. Applicant shall submit improvement plans for review and approval prior to construction and occupancy.

c. Prior to final inspection, all plans will be placed on a CD Rom for reference and verification. Plans will include "as built" plans, revisions and changes. The CD will also include Title 24 energy calculations, structural calculations and all other pertinent information. It will be the responsibility of the developer and or the building or property owner(s) to bear all costs required for this process. The CD will be presented to the Building & Safety Division for review prior to final inspection and building occupancy. The CD will become the property of the Colton Building & Safety Division at that time. In addition, a site plan showing the path of travel from public right of way and building to building access with elevations will be required.

d. Pursuant to California Business and Professions Code Section 6737, this project is required to be designed by a California licensed architect or engineer.

e. The project developer/applicant shall comply with the State of California Water Efficient Landscape Ordinance. The developer shall provide the Development Services Department (Building Official) with all information necessary to determine the project's water efficient requirements.

Attachments:
1. Initial Study
2. Mitigation Monitoring Program (MMP)

Based on the findings in this Action Form, and the information contained in the administrative record for this project, the Historic Preservation Commission does hereby approve HPO-000-012, subject to the above final conditions of approval.

Mario Suarez, AICP, CNU-A
Senior Planner

Mario Suarez

DATE: July 14, 2013

Attachment 3

P.C. Reso No. R-28-16

RESOLUTION NO. R-28-16

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON APPROVING A CONDITIONAL USE PERMIT TO ALLOW A TRUCK AND TRAILER STORAGE USE AND ARCHITECTURAL SITE PLAN REVIEW FOR A 19,913 SQUARE FOOT OFFICE BUILDING AND ANCILLARY USES INCLUDING FUEL STATION AND TRUCK WASHING FACILITY ON PROPERTY MEASURING APPROXIMATELY 11.12 ACRES IN AN AREA LOCATED IN THE M-2 (HEAVY INDUSTRIAL) AND M-1 (LIGHT INDUSTRIAL) ZONES. (FILE INDEX NO. DAP-001-230)

WHEREAS, an application (File Index No. DAP 001-230) was filed with the City of Colton by Miller Architectural Corporation (hereinafter "Applicant") for a **Conditional Use Permit** to allow a truck and trailer storage use and **Architectural Site Plan Review** for a 19,913 square foot office building and ancillary uses including fuel station and truck washing facility on property measuring approximately 11.12 acres in an area located in the M-2 (Heavy Industrial) and M-1 (Light Industrial) Zones; and

WHEREAS, on July 12, 2016, the Historic Preservation Commission of the City of Colton held a duly noticed meeting for a **Major Certificate of Appropriateness** at which time all persons wishing to testify in connection with the application were heard and the Application was fully examined with a majority vote recommending approval and that the Planning Commission approve Mitigated Negative Declaration, subject to conditions of approval; and

WHEREAS, on July 26, 2016, 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 (hereinafter "MND") was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the MND.

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 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, with mitigation measures adopted herein, and the site's location on a

major street that will be improved to City of Colton standards along the entire frontage along Agua Mansa Road and Rancho Avenue of subject site in sufficient width and capacity to accommodate projected traffic generation; analyzed by the traffic impact analysis (TIA) for the proposed 19,913 square foot industrial building including truck repair bays, truck washing bay, office, warehouse/storage, and other ancillary uses. Pursuant to the MND, Kunzman, Associates (Traffic Engineers), the end result showed that *"only one intersection (Intersection #3, La Cadena Drive [NS] at Rancho Avenue) would operate at unacceptable LOS during peak hours without improvements during Year 2035 Without Project and Year 2035 With Project scenarios. The proposed project would cumulative contribute to this intersection's deficient LOS. Mitigation is required to ensure the project pays fair-share fees for the improvements. With implementation of Mitigation Measure TRAF-1, this intersection would operate at an acceptable LOS and impacts would be less than significant. Additionally, during the City's development review process, the project applicant would be required to comply with the requirements in effect at the time building permits are issued. This includes payment of the required transportation impact fees per the San Bernardino Associated Governments Nexus Fee Program, which include fair share costs for regional improvements to the intersection of Rancho Avenue and the I-10 freeway eastbound ramps."*

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 truck and trailer storage and office uses. The MND attached in Exhibit "B" contains an in depth review and discussion of topical sections within the Initial Study. Pursuant to the MND *"implementation of the proposed project would result in potentially significant impacts in the areas of biological resources, cultural resources, geology and soils, noise, and transportation/traffic, which may cause adverse effects on human beings. However, feasible mitigation measures have been identified to reduce these impacts to less than significant levels. Therefore, the proposed project would have no substantial adverse effects on human beings."*

3. **The project provides on-site landscaping that provides adequate protection to neighboring properties from detrimental features of the proposed development.** These protections include 16.9% landscaping provided, where 15% minimum is required, 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 truck bay areas of the proposed industrial building;

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. The proposed project is a metal building and all design guidelines have been considered as related to the environment, building form, windows and doors, roofs, and landscaping as contained in the Colton Municipal Code, Section 18.15.070. The proposed building includes enhanced entry; and

6. **The proposed project will impose an undue burden upon off-site public services, including sewer, water and streets, which conclusion shall be based upon a written report of the City Engineer; and there is no provision in the capital works program of the City to correct the specific burden within a reasonable period after the project will be completed** in that the Public Works Department has reviewed the proposed project and has provided written comments / conditions of approval recommending approval of the project, subject to conditions. No specific burden will be placed on the City or the City's Capital Works Program (CIP) with approval of this project since Agua Mansa Road and Rancho Road will be fully developed and widened, as applicable, to include street gutter, curb, sidewalks and street landscaping.

SECTION 2. The Planning Commission has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration 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 imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment. The Planning Commission further finds that the MND reflects the independent judgment and analysis of the Planning Commission. The Planning Commission has also reviewed and considered the 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.

SECTION 3. Based upon the findings set forth in Sections 1 and 2 of this Resolution, the Planning Commission hereby approves a **Conditional Use Permit** to allow a truck and trailer storage use and **Architectural Site Plan Review** for a 19,913 square foot office building and ancillary uses including fuel station and truck washing facility on property measuring approximately 11.12 acres in an area located in the M-2 (Heavy Industrial) and M-1 (Light Industrial) Zones, subject to the attached conditions of approval (Exhibit "A"), the attached and the attached Mitigated Negative Declaration and Mitigation Monitoring Program (Exhibit "B").

SECTION 4. This action by the Planning Commission shall be final unless an 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.

SECTION 5. This land use entitlement shall become null and void if not exercised within one (1) year of this approval and the applicant has not been granted an extension of time by the Planning Commission, pursuant to Section 18.58.070 of the Colton Municipal Code.

SECTION 6. The Secretary shall certify the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 26th day of July, 2016.

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 July 26, 2016, by the following vote of the Planning Commission:

AYES:
NOES:
ABSENT:
ABSTAIN:

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 a **Conditional Use Permit** to allow a truck and trailer storage use and **Architectural Site Plan Review** for a 19,913 square foot office building and ancillary uses including fuel station and truck washing facility, as shown on plans stamped approved and dated July 19, 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.

8. Any requests for modifications, including any deviation from the approved plans and/or conditions of approval, shall be submitted to the Development Services Director for review, prior to implementation of the modification. Significant deviations from the approved plans or conditions of approval shall be subject to review and approval by the Planning Commission. The applicant requesting the modification shall supply information deemed necessary by the Director and/or Planning Commission to make a determination.

9. The Applicant shall comply with all environmental mitigation measures & conditions of approval adopted for this project on July 26, 2016, Planning Commission Resolution No. R-28-16, with this Resolution and attached thereto as Exhibit "B."

10. All site, grading, landscape, irrigation and street improvement plans shall be coordinated for consistency prior to issuance of any permits and completed prior to Final Building Permit Sign off for the proposed 19,930 square foot industrial building, subject to review and approval by the Development Services Department.

11. Prior to implementation of any physical modifications to the site (including walls or fences), the applicant shall be completed prior to issuance of a Final Building Permit for construction of the 19,930 square foot industrial building, subject to review and approval by the Development Services Department.

12. 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).
    b. The proposed Toyon species is more of a shrub than a tree. Use this plant species for shrub planting for the site. Replace this shrub species with another tree species such as Palo Verde (Cercidium, Parkinsonia Aculeata) or other evergreen tree.
    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. Use evergreen and canopy shape tree species for parking lot area instead of the proposed Chitalpa tashkentensis, which is a deciduous flowering tree.
    e. 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.
    f. 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.
    g. Berms along the street planters shall have meandering and undulating shapes and have a minimum height of three feet at the crest of the crowns.
    h. Twenty-five percent of the trees shall be 24-inch box size, another twenty-five percent of 36-inch box size and the remainder may be a minimum of 15-gallon size.

i. The Applicant shall show all proposed transformers on the landscape plan. All transformers shall be screened with landscape treatment such as trelliswork block walls with climbing vines or City approved substitute.

j. No trees shall be planted within electric utility easements. Easement location shall be clearly shown on construction landscape plan.

k. A uniform hardscape and street furniture design including seating benches, trash receptacles, free standing potted plants, bike racks, light bollards, etc., shall be utilized and be compatible with the architectural style. Detailed design shall be submitted for review and approval.

13. 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.

14. 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.

15. 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.

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 screening is necessary, it shall be approved by the Planning Division and installed prior to final inspection and occupancy.

19. 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.

20. 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.

21. The Applicant shall underground all new utilities, and utility drops, and shall underground all existing overhead utilities to the closest power pole off-site.

22. 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.

23. 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

24. 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.

25. 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.

26. 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 a color-matching paint. The expectation for graffiti cover up is an appearance that the graffiti never existed.

27. The applicant shall grant "right of access" by the city or agent to remove graffiti.

28. 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 projected light does not interfere or hinder the vision of police officers or security personnel patrolling the areas. All lighting will be properly shielded so as to not trespass or disturb neighboring residences, adjacent businesses, or persons while driving vehicles upon the roadway. In the event a lighting fixture becomes inoperable, property management will have the lighting repaired within 72 hours.

29. General Parking: Parking lot shall be maintained in accordance with Title 18 of the Colton Municipal Code, zoning ordinance requirements for paving and striping. Parking shall include the required amount of Disabled parking to ADA specifications and dimensions. All parking lot entrances will be posted in compliance with Vehicle Code 22658 which minimally includes: A substantive statement prohibiting public parking, states vehicles will be towed at owner's expense, references Vehicle Code 22658, and must be a minimum of 17"X 22" with a minimum of 1" letters. In addition, the sign will indicate the name of the private towing company and phone number above the police department name and phone.

30. Disabled Parking: All disabled parking spaces will comply with Americans with Disabilities Act (ADA) requirements and Vehicle Code 22511.8. In addition, disabled parking will be clearly indicated by all three indicia: 1) blue wheel stop and/or curb, 2) blue sign with white wheelchair symbol at head of space, and 3) blue field with wheelchair symbol and blue striping painted on the ground. All parking lot entrances will be posted in accordance with Vehicle Code 22511.8(d).

31. 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.

32. Signage: Applicant will fully comply with Colton Municipal Code18.50 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.

33. 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.

34. 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.

35. 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.

36. 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.

37. 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.

BUILDING & SAFETY DIVISION (909 370-5079

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 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.

43. Commercial buildings on the site shall be accessible per California Building Code (CBC) 11B.

44. Separate submittals and permits are required for all accessory structures such as but not limited to, parking lot light standards, retaining walls, screen walls and fences, trash enclosures, patios, block walls and storage buildings.

45. Pursuant to California Business and Profession Code Section 6737, this project is required to be designed by a California licensed architect or engineer, based on change of use and potential exiting and fire safety improvements.

FIRE DEPARTMENT (909) 370-5100

46. The development shall conform with all the requirements of the city of Colton's Municipal Code requiring on-site fire protection prior to construction.

47. Access roadways shall be provided in accordance with the City's Municipal Code. (26 foot clear width minimum)

48. A water supply system shall be installed, capable of providing the required fire flow for the proposed type of construction. Minimum fire flow for this project shall be 1,875 g.p.m. (Public Fire Hydrants)

49. On-site fire hydrants shall be required for this project, and installed prior to construction. Detailed drawings with supporting calculations shall be submitted to the Fire Department/Fire Safety Division for review, approval, and permit issuance prior to installation.

50. An engineered automatic fire sprinkler system is required for this project. Detailed drawings and calculations shall be submitted to the fire department for review, approval and permit issuance, and prior to installation.

51. Premise identification shall be provided in accordance with the City's' Security Ordinance #0-13-89, Section XIV (residential), Section XV (commercial).

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.

54. A "Knox" vault shall be provided for the retention of the facility's pre-fire plan, business plan, and material safety data sheets (M.S.D.S.). Location shall be determined by the fire prevention field inspector.

55. Visible hazard identification signs (placards) in accordance with the International Fire Code and as specified by N.F.P.A 704 shall be provided and placed at the entrances to locations where hazardous materials are stored, dispensed, or used in quantities.

56. A Fire Department Permit will be required for your operations in accordance with Section 105 of the International Fire Code. The fire permit shall be obtained from the Fire Safety Division of the Fire Department.

57. Portable fire extinguishers shall be required for this project. Size, type, and locations shall be determined by the fire department's field inspector.

58. The proposed facility's use and/or operations shall be designed and maintained in accordance with the 2012/2013 editions of the International Fire and Building Codes / California Fire and Building Codes (Title 24).

59. 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 with supporting calculations shall be submitted to the fire department for review, approval and permit issuance, and prior to the installation.

60. Deferred plan submittals and separate permits are required on the following:

- automatic fire suppression/sprinkler systems
- fire alarms
- onsite fire mains and fire hydrants
- above ground fuel storage tanks (AST's)

61. All fences constructed adjacent to fuel modification areas, as determined by the fire chief, shall be of non- combustible materials as defined by the International Building Code.

62. Chapter 6.95 of the California Health and Safety Code requires that facilities that handle hazardous materials or generate hazardous wastes must comply with hazardous material disclosure laws. a "business emergency /contingency plan" will be required for this project prior to occupancy.

63. The applicant shall comply with all Fire Department requirements as noted during the business occupancy process. (B.O.P.)

PUBLIC WORKS DEPARTMENT (909) 370-5065

A. STREET IMPROVEMENTS

a. Construct missing street improvements along the project frontage (along Agua Masa Rd. and Rancho Avenue) consisting of curb, gutter, sidewalk, A.C. pavement, driveway approaches, handicap access ramps, streetlights, street signs, and roadway striping, etc., as per the approved Street Improvement Plans and City of Colton Standard Specifications. This will include dedication of necessary right of way (ultimate) needed along the project frontages.

b. 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.

c. The Developer shall construct improvements to mitigate traffic impacts as identified by the traffic impact study.

d. Prior to the issuance of any grading permits, the applicant shall provide adequate sight distance at all project ingress/egress, in a manner meeting the approval of the City Engineer. The applicant shall make all necessary revisions to the plan to meet the sight distance requirement such as removing slopes or other encroachments from the limited use area in a manner meeting the approval of the City Engineer.

e. 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.

f. Provide access easement for the Colton Wastewater Plant to the driveway access at Rancho Avenue.

B. 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 property owners for the release of concentrated or diverted storm flows. A copy of the recorded drainage easement shall be submitted to the City of Colton for review prior to the recordation of the final map.

b. The proposed development shall be accompanied by hydrology or hydraulic analysis prepared by a licensed engineer and shall be designed per the San Bernardino County Hydrology Manual employing the rational 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. 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. The detention/retention basin and open space areas shall be landscaped and maintained by the Developer.

c. The 10 year storm flow shall be contained within the curb and the 100 year storm flow shall be contained within the street right-of-way. When either of these criteria is exceeded, additional drainage facilities shall be installed.

d. File a Notice of Intent and obtain an NPDES Construction Activity General Permit from 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.

C. GRADING

a. Submit to the City Public Works Department a separate grading plan of a scale of 1" = 20' prepared by a civil engineer registered in the State of California. The grading plan shall include a topographic contour map of the site and 15 feet beyond the property 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 mil mylar, which the City Engineer will sign and retain at the City Engineer Office for record.

b. 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.

c. Place City Standards grading and drainage notes, including NPDES requirements on the grading plan.

d. A pad certification prepared by a licensed Civil Engineer registered in the State of California shall be submitted prior to issuance of building permits.

e. Prior to final project acceptance, applicant to submit an as built of grading plans. No final will be authorized until as-builds are submitted to Public Works Department.

f. Owner/Developer shall notify adjacent property owners about the impact of the proposed development on the drainage configuration of existing adjacent properties. Such notification shall be pre-approved by the City Engineer. These drainage issues shall be resolved prior to the issuance of a grading permit.

g. Provide the Public Works Department with a separate Erosion Control plan of a scale of 1" = 20'.

h. The applicant shall submit a Water Quality Management Plan (WQMP) specifically identifying Best Management Practices (BMPs) that will be used onsite to reduce the pollutants into the storm drain system prior to issuance of grading permit. Forms are available at the City of Colton Public Works Department.

i. All parking lots shall be surfaced with A.C. to a minimum thickness of 4 inches over a minimum aggregate base of 6 inches or surfaced with P.C.C. with a minimum thickness of 6 inches over 4 inch aggregate base. These thicknesses may be waived upon submittal of an R value and pavement thickness testing and analysis submitted by a registered geologist or geotechnical engineer.

j. Submit a soils report prepared by a registered geologist or soils engineer. This report should be based on soil samples taken from the site and should analyze the existing geotechnical conditions of the site to determine if the existing soil is adequate for the development and safe from hazardous or deleterious materials. The report should also satisfactorily address the compaction and soil stability characteristics of the site. The number of soil borings performed on the site shall be strategically located throughout the site.

D. <u>PROJECT DEVELOPMENT</u>

a. No final inspection will be performed until all Public Works Department requirements pertaining thereto are in compliance.

E. <u>FEES</u>

a. A Plan Check fee for all improvement plans and studies for the proposed development shall be paid prior to plan checking proceedings in accordance with the fee schedule in effect at the time the fees are paid.

b. Sewer Connection fees shall be paid prior to the issuance of building permits, in accordance with the fee schedule in effect at the time the fees are paid.

c. Pay Plan Check Fees and Permit Fees for the review of the site grading and drainage plan. Submit a detailed cost estimate to determine the plan checking fee.

d. The applicant/sub divider shall pay the development impact fees and infrastructure fees in effect at the time that building permits are obtained for approved structures. Applicants/sub dividers shall be required to submit detailed plans showing approved Land Uses and the square footage of each structure proposed.

.

F. <u>IMPROVEMENT PLANS AND FINAL MAP</u>

a. Improvement Plans for the proposed project shall be prepared as a separate set of drawings for each of the following categories:
   a) Rough Grading/ Precise Grading and Plot Plan
   b) Street Improvement Plan
   c) Landscaping Plan
   d) Water and Sewer Utility Plan
   e) Parcel Map

b. Submit a copy of the Title Report to the Public Works Department.

c. All plans, including grading plans shall be drawn on 24" x 36" 4 mil Mylar.

d. 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.

e. A small index map shall be included on the title sheet of each set of plans, showing the overall layout of the public improvements.

f. An original mylar of the final map (after it is recorded) shall be provided to the City for the City's map files.

g. 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.

h. 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.

G. CONSTRUCTION & MAINTENANCE OF PUBLIC IMPROVEMENTS

a. 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.

b. Vehicular access shall be maintained at all times to all parts of the proposed project, where construction work is in progress, for emergency vehicles.

c. 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.

d. All required public improvements for the project shall be completed, tested and approved by the Public Works Department prior to the issuance of any Certificate of Occupancy for such tract.

e. Prior to any street construction or relocation, when there are monuments in the project area which control the location of subdivisions, streets or highways, or provide survey 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, in a manner meeting the approval of the City Engineer.

46. **WATER AND WASTEWATER REQUIREMENTS**

a. The development shall meet all the requirements as set forth by the water/wastewater department for 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. Wastewater questionnaire shall be submitted to Water/Wastewater Division for review and comment. No project will be approved unless this information is received prior to submittal for plan check.

d. If the project require new water or sewer service, the developer is required to have a registered civil engineer prepare a **water and sewer onsite utility plan**. The plan must show the size and location of the existing or proposed utilities connection to the existing utility system. Civil engineering plans shall be submitted with an engineer's cost estimate along with the sewer calculations to support the design.

e. Construction of all offsite improvements shall be per the approved water and sewer plans.

f. Developer's civil engineer is required to produce record drawings in both mylar and a compatible electronic file for future archiving and gis conversion after all changes, modifications, and additions requested by the water/wastewater department have been made on the plans.

g. All water and 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.

h. All connection fees and charges shall be levied at rate scheduled by city council at the time of payment by developer. Developer shall remit sewer connection fees to the city of Colton Water/Wastewater Division.

47. **PROJECT DEVELOPMENT:**

a. No final inspection will be performed until all Public Works Department requirements pertaining thereto are in compliance.

b. Submit Parcel Map prepared by a Professional Land Surveyor, registered in the State of California, joining all effected properties.

48. **STUDIES & REPORTS**

a. Submit a soils report prepared by a registered geologist or soils engineer. This report should be based on soil samples taken from the site and should analyze the existing geotechnical conditions of the site to determine if the existing soil is adequate for the development and safe from hazardous or deleterious materials. The report should also satisfactorily address the compaction and soil stability characteristics of the site. The number of soil borings performed on the site shall be strategically located throughout the site.

b. Submit a Traffic Analysis for review and approval by the City. Traffic Study shall identify all traffic related impacts and mitigations from the project.

c. The applicant shall submit a Water Quality Management Plan (WQMP) (if applies) specifically identifying Best Management Practices (BMPs) that will be used onsite to reduce the pollutants into the storm drain system prior to issuance of grading permit. 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.

ELECTRICAL UTILITY DEPARTMENT (909) 370-5104

1. General Conditions and Requirements: General Conditions and Requirements:

   a. It has been determined that the project is within the City of Colton. The City of Colton will provide service to this project. The developer shall meet all City of Colton Electric Utility service requirements and pay all applicable fees.

   b. The project developer/applicant shall comply with all customer service policies of the City of Colton Electric Utility Department. The developer shall provide the Electric Utility with all information necessary to determine the project's electric service requirements; and if 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.

2. Conditions and requirements specific to the project:

   a. The project developer/applicant shall be responsible for installing an underground secondary vault/conduit system for the entire project.

   b. The project developer/applicant shall be responsible for all costs associated with the installation of street lighting.

   c. The project developer/applicant shall give Colton Electric Department, if needed, easements associated with the project area.

June 2016 | Initial Study

SOUTHWEST REGIONAL OPERATIONS CENTER

City of Colton

Prepared for:

City of Colton
Contact: Mario Suarez, AICP, CNU-A, Senior Planner
659 N. La Cadena Drive
Colton, California 92324
909.370.5079
msuarez@coltonca.gov

Prepared by:

PlaceWorks
Contact: JoAnn Hadfield, Principal
Nicole Vermilion, Associate Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

PLACEWORKS

Table of Contents

Table of Contents

APPENDICES

Table of Contents

List of Figures

Table of Contents

List of Tables

Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ADT	average daily traffic
AQMP	air quality management plan
BAU	business as usual
BMP	best management practices
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CF	cubic feet
CFD	Colton Fire Department
CFS	cubic feet per second
CGP	construction general permit
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO	carbon monoxide
COA	conditions of approval
CO_2e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CPD	Colton Police Department
CREC	controlled recognized environmental conditions
CRHR	California Register of Historical Resources
CUP	conditional use permit
CWD	Colton Water Department
CWRF	Colton Wastewater Reclamation Facility
cy	cubic yards

Abbreviations and Acronyms

dB	decibel
dBA	A-weighted decibel
DPR	California Department of Parks and Recreation
EIR	environmental impact report
EOC	emergency operations center
EOP	emergency operations plan
EPA	United States Environmental Protection Agency
ESA	environmental site assessment
FIRM	flood insurance rate map
GHG	greenhouse gases
gpd	gallons per day
GPS	global positioning system
HCOC	hydrologic conditions of concern
HCP	habitat conservation plan
HRA	health risk assessment
HREC	historical recognized environmental conditions
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LID	low impact development
LOS	level of service
LST	localized significance thresholds
MEP	maximum extent practicable
MER	maximum exposed receptor
mgd	million gallons per day
MMT	million metric tons
MND	mitigated negative declaration
MRZ	mineral recovery zone
Mya	million years ago
NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NPL	National Priorities List
NRHP	National Register of Historic Places

Abbreviations and Acronyms

O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	California Office of Emergency Services
PCE	passenger car equivalent
PM	particulate matter
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RIX	rapid infiltration-extraction
RUWMP	regional urban water management plan
RWQCB	regional water quality control board
SBCFD	San Bernardino County Fire Department
SBKR	San Bernardino kangaroo rat
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SFHA	special flood hazard area
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	traffic impact analysis
USFWS	United States Fish and Wildlife Service
VdB	velocity decibels
VOC	volatile organic compound
WQMP	water quality management plan

Abbreviations and Acronyms

This page left blank intentionally.

1. Introduction

The proposed Southwest Regional Operations Center project (proposed project) would result in the development of an 11.12-acre site in the City of Colton into an industrial trucking facility consisting of an office building; fuel station; truck wash facility; and parking for cars, trailers, and trucks. The City of Colton, as lead agency, is responsible for preparing environmental documentation in accordance with the California Environmental Quality Act (CEQA) to determine if approval of the discretionary actions requested and subsequent development would have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an Initial Study is prepared primarily to provide the lead agency with information to use as the basis for determining whether an environmental impact report (EIR), Negative Declaration, or Mitigated Negative Declaration (MND) would be appropriate for providing the necessary environmental documentation and clearance for the proposed project. This Initial Study has been prepared to support the adoption of an MND.

1.1 PROJECT LOCATION

The 11.12-acre project site is in the City of Colton at the southwest corner of Agua Mansa Road and Rancho Avenue in the Agua Mansa Industrial Corridor. Figures 1, *Regional Location*, and 2, *Local Vicinity*, show the location of the site within the regional and local contexts of San Bernardino County and the City of Colton, respectively. The City is in southwestern San Bernardino County and is bordered by the cities of San Bernardino to the north, Loma Linda to the west, Grand Terrace to the south, and Rialto to the west (see Figure 1). The San Bernardino International Airport is about four miles northeast, and the San Bernardino Mountains are about ten miles farther north and east of Colton.

The project site is approximately a mile south of Interstate 10 (I-10), which runs east-west, and approximately 1.5 miles northwest of Interstate 215 (I-215), which runs in a north-southwest direction through the City. I-10 and I-215 provide regional access to the site, while local access is provided by Agua Mansa Road and Rancho Avenue. The Santa Ana River flows northeast–southwest about one-half mile south of the project site.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

As shown on Figure 3, *Aerial Photograph*, the irregularly shaped project site consists of two parcels, which are mostly vacant and undeveloped, with the exception of one historic residence at the northeastern corner of the site. The project site consists of Assessor's Parcel Numbers (APN) 0275-041-36 (9.03 acres) and 0163-452-07 (2.09 acres). Figure 4, *Parcel Map*, identifies the APNs associated with the project site and the APNs of adjacent parcels that are not a part of the proposed project. Southern California Edison (SCE) has an

easement along the southern boundary of the project site. Transmission lines lie to the south of the project site, and power lines are also present on the eastern property boundary along Rancho Avenue.

Historically, the site was used for agriculture, and the site is scattered with remnants of this past use, including fence posts, retaining walls, and irrigation features. The historic Peters Adobe residence at 602 Agua Mansa Road consists of a dwelling unit and a separate garage unit. This historic structure is currently unoccupied and has been boarded up. As shown in Figure 5, *Site Photographs*, the remaining project site is mantled with numerous fences, dry weeds, thick vegetation, and scattered debris. The topography of the site is nearly level, and sheet flow from incidental rainfall flows toward the southeast (Soils Southwest 2015). The site currently consists of generally flat terrain that predominantly supports disked agricultural land dominated by bare ground and nonnative, annual plants. There are signs of off-road vehicle activity on the site as well as trash dumping (Alden 2015).

1.2.2 Surrounding Land Use

The project site is surrounded by residential uses and industrial land uses. The irregularly shaped project site cuts around three residential parcels that abut the northern project boundary. These residential uses are nonconforming uses, as identified in the City of Colton's General Plan land use and zoning maps. The westernmost parcel does not have any permanent structures; however, the other two parcels are currently occupied. These three residential parcels sit on a slightly elevated bluff, approximately 15 feet higher than the project site. A fourth residential parcel is offsite and adjacent to the western site boundary.

Across Agua Mansa Road is vacant and undeveloped land. Additional industrial uses surround the project site, including the former California Portland Cement Plant to the north, car repair shops to the east, and a wastewater treatment plant to the south that is owned and operated by the City of Colton. Commercial uses are also east of the site, and residential homes and San Salvador Preschool are over 325 feet northeast of the site.

Figure 1 - Regional Location
1. Introduction

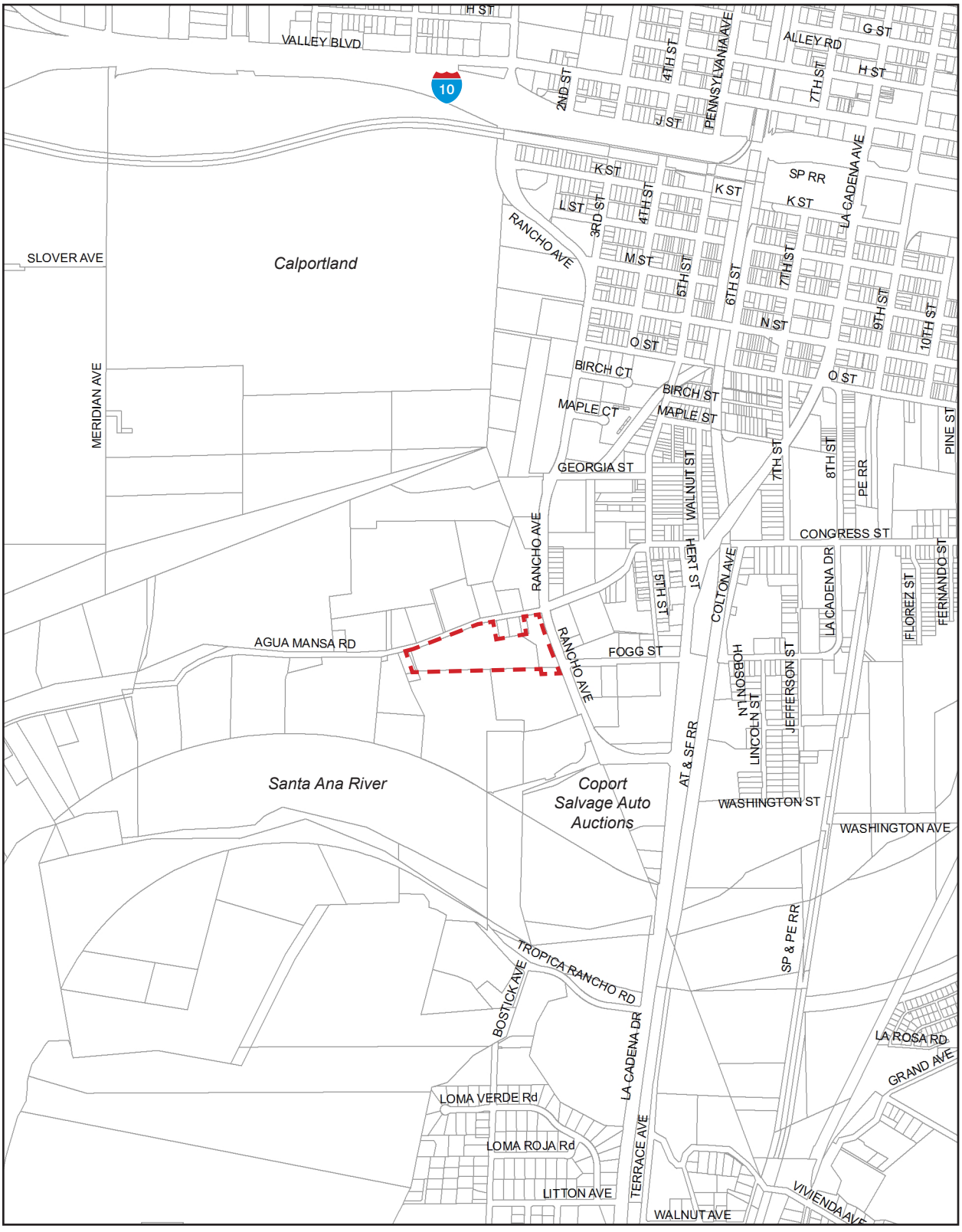
0 5
Scale (Miles)

Base Map Source: ESRI, 2015

1. Introduction

This page intentionally left blank.

Figure 2 - Local Vicinity
1. Introduction



Project Boundary

0 1,300
Scale (Feet)

Base Map Source: ESRI, 2015

1. Introduction

This page intentionally left blank.

Figure 3 - Aerial Photograph
1. Introduction

Project Boundary

Potential Easement

0 250
Scale (Feet)

Base Map Source: NearMap, 2015

1. Introduction

This page intentionally left blank.

Figure 4 - Parcel Map
1. Introduction

Base Map Source: ESRI, 2015

1. Introduction

This page intentionally left blank.

Figure 5 - Site Photographs
1. Introduction

View looking south toward the project site from Agua Mansa Road.

View looking southeast toward the project site from Agua Mansa Road.

View looking north toward the back of the Peters Adobe.

View looking northwest from behind the Peters Adobe.

1. Introduction

This page intentionally left blank.

1.3 EXISTING ZONING AND GENERAL PLAN

According to the City of Colton General Plan land use and zoning maps, the project site is currently designated and zoned for Light (M-1) and Heavy Industrial (M-2) use. The smaller eastern parcel (APN 0163-452-07) is designated M-1 while the larger western parcel (APN 0275-041-36) is designated M-2.

- **Light Industrial (M-1).** The City's Land Use Element describes the Light Industrial designation as supporting a variety of fabrication, manufacturing, assembly, distribution, and warehouse uses and, to a lesser degree, supporting commercial and office uses. The M-1 designation is intended for uses that are compatible with those in nearby commercial and residential districts and do not produce substantial environmental nuisances (e.g., noise, odor, dust/smoke, glare). Based on the City's zoning code, permitted uses related to the proposed project in the M-1 zone include administrative/professional services, business support services, laundry services (heavy and light), repair services, transportation facilities (public and private), utility distribution facilities, and warehousing. Automobile parking, repair, sales/rental, and servicing and contractors' storage yard/corporation yards would be allowed under conditional use permits (CUPs).

- **Heavy Industrial (M-2).** The Heavy Industrial land use designation 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. According to the City's zoning code, permitted uses related to the proposed project in the M-2 zone include administrative/professional services; assembly use; automobile parking, repair, sales/rental, and servicing; business support services; laundry services (heavy and light); repair services; transportation facilities (public and private); utility distribution and operations facilities; and warehousing. Contractors' storage yards/corporation yards would be allowed under CUPs.

The proposed trucking facility would fall under M-1 and M-2 permitted or conditionally permitted uses, including administrative/professional services; assembly use; automobile parking, repair, sales/rental, and servicing; business support services; laundry services (heavy and light); repair services; transportation facilities (public and private); utility distribution and operations facilities; warehousing (see Figure 6, *Existing Zoning*).

As shown on Figure 7, *Proposed Site Plan*, the eastern parcel (APN 0163-452-07) zoned M-1 would consist mainly of paved parking areas; the actual trucking facility (office building, fuel island, and truck bays) would be on the larger western parcel (APN 0275-041-36) zoned M-2. Therefore, neither a general plan amendment nor a zone change is required for the project.

1.4 PROJECT DESCRIPTION

System Transport, represented by Wil Hunt 1 (project applicant), maintains an existing trucking facility at 2549 South Willow Avenue in the unincorporated community of Bloomington in San Bernardino County. There are 45 trucks based at the existing facility and 1 office employee. In order to expand existing operations, the project applicant is proposing to transfer operation of the existing System Transport California Regional Operations Center in Bloomington to the proposed project site in Colton.

1.4.1 Proposed Site Plan

Figure 8, *Elevation Plan*, shows the design of the proposed structures. As shown on Figures 6 and 7, the approximately 11-acre trucking facility would consist of an office building; fuel island; truck wash and service facility; and parking for cars, trailers, and trucks. The facility would be used by drivers as a rest stop and would include amenities such as showers, laundry facilities, truck maintenance, kitchen/cafeteria, and secure parking. Anticipated staff hours of operation are from 7 a.m. to 6 p.m., five days a week. Driver amenities would be open 24 hours a day, seven days a week.

- **Main Office Building.** The approximately 19,900-square-foot building (16,700 SF ground floor and 3,200 SF second story) would have three service bays and one wash bay that would occupy over half of the building space. The remaining area would include a warehouse, storage, showers, lockers and restrooms, laundry rooms, offices, break rooms, work room/lounge, conference room/flex space, a toolbox and shop tool enclosure, parts room, electrical room, and janitor space.

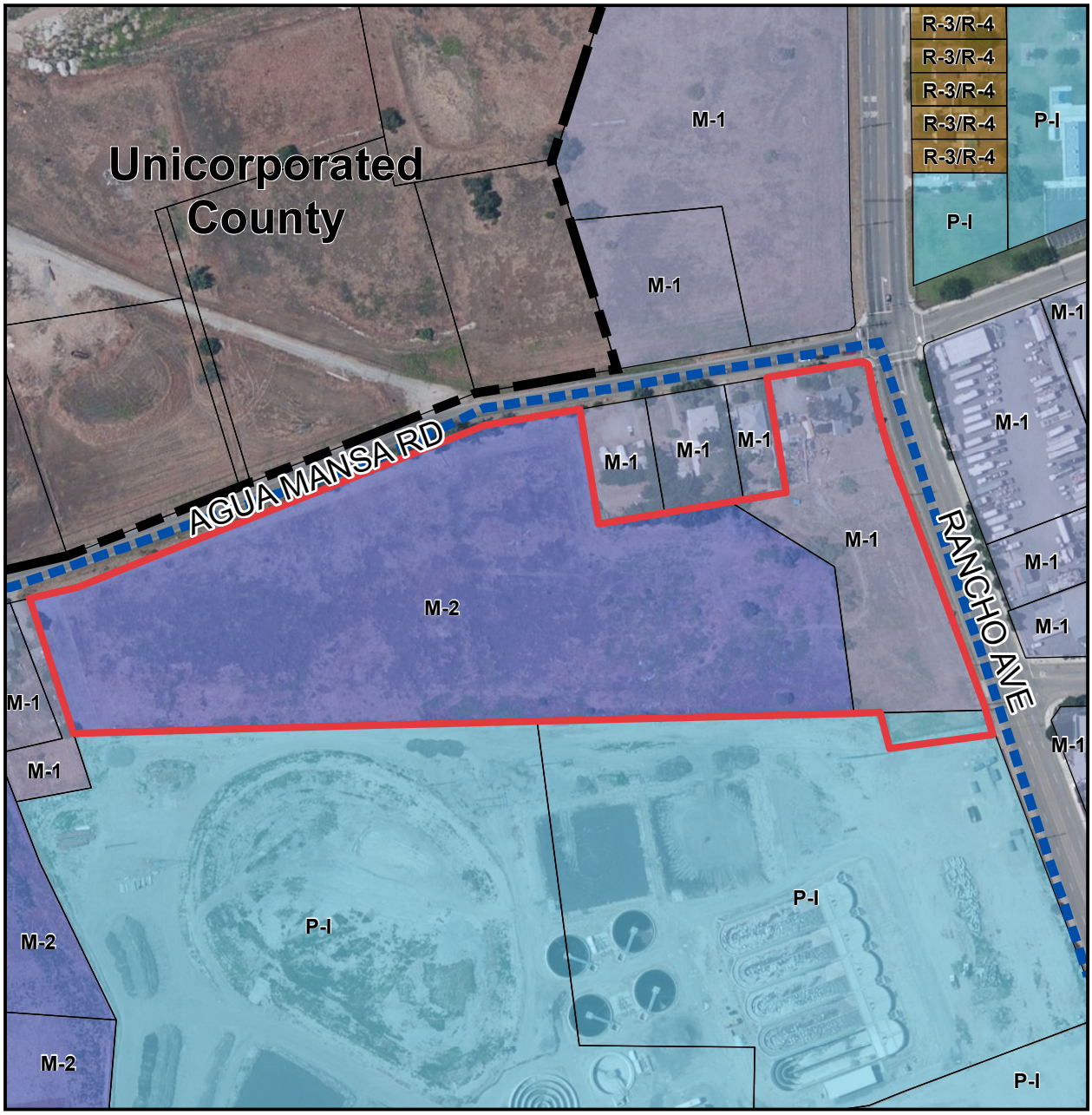
- **Building Materials/Design/Architectural Styles.** The highest point of the main building would be approximately 31 feet. The second-story roof would be approximately 23 feet high with an additional 5-foot parapet. The entire structure would be made of Varco Pruden metal panels in cool granite gray; the doors and accessory frames would be painted with Sherwin Williams white, gray, or commodore (blue). Clear anodized aluminum finish would be painted on the entrance frame to the building.

- **Fuel Island.** The fuel island would be equipped with a 12,000-gallon aboveground storage tank with two pumps. It is anticipated that the fuel island would provide 30,000 to 40,000 gallons of fuel per month.

- **Sidewalks.** Sidewalks would be constructed along Rancho Avenue and Agua Mansa Road along the project perimeter. Additionally, although not shown on Figure 7, *Proposed Site Plan*, the proposed project would require construction of a nine-foot screening wall made of earthen berm and/or concrete masonry along the property lines of the two adjacent residences (to the west) and along the southern lot lines of the two homes within the project site. This is required as part of the project to mitigate noise impacts of the trucking facility.

It is anticipated that approximately 141 employees would work at the proposed trucking facility—8 office staff, 8 repair shop workers, and 125 truck drivers who are employed by System Transport. The 125 truck drivers would be divided approximately into 5 local trucks home daily per shift, 25 local regional home three times per week, 35 over-the-road (OTR) home once weekly, 40 OTR home once every two weeks, and 20 OTR home once per month. "Home daily per shift" means local residents who drive day cabs and cannot sleep in their trucks. "Local regional" means drivers who keep a home in the area but may not be residents of the area; they can sleep in their trucks but mostly stay regional.

Figure 6 - Existing Zoning
1. Introduction

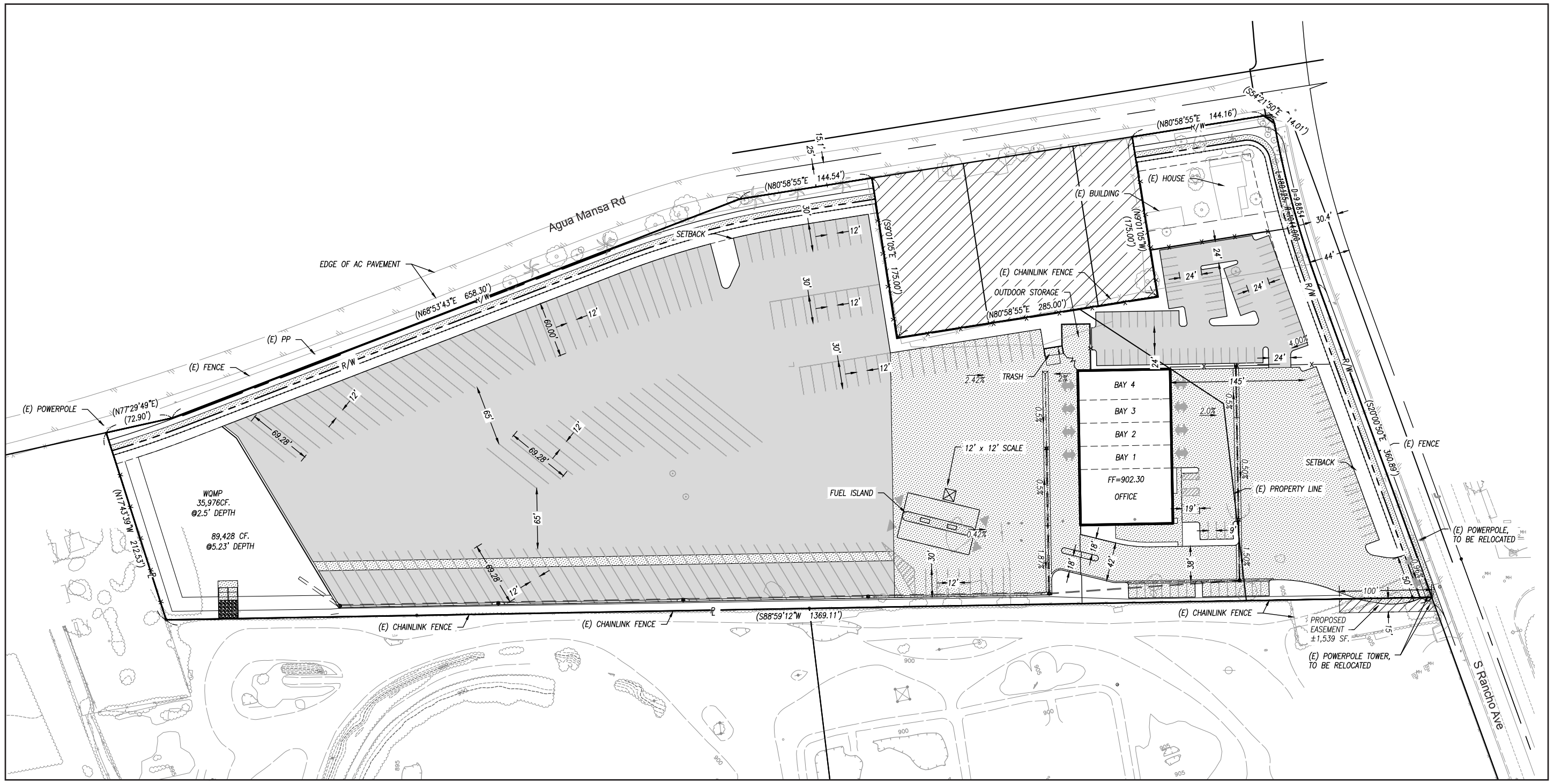


Source: City of Colton 2015

1. Introduction

This page intentionally left blank.

Figure 7 - Proposed Site Plan



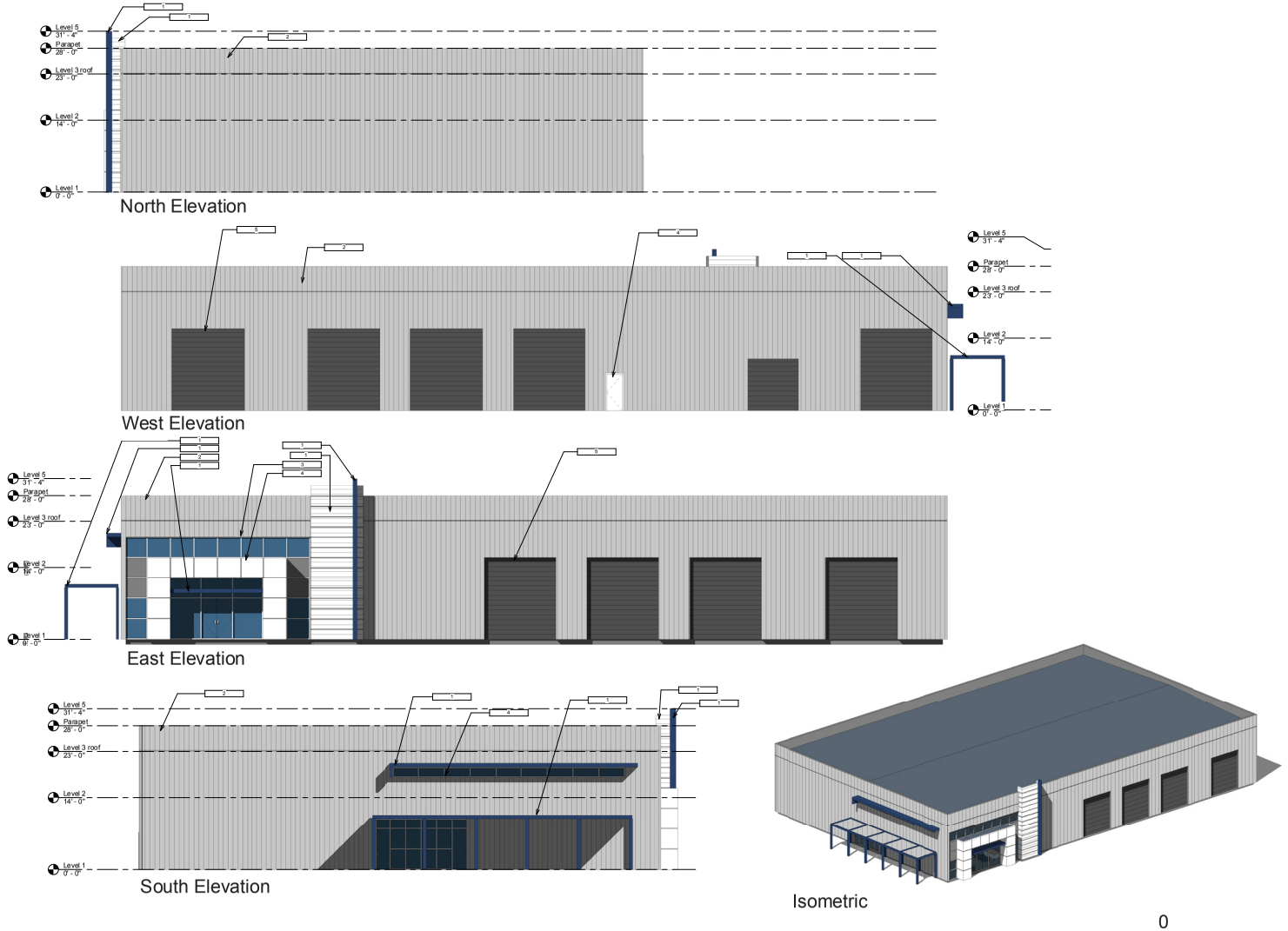
0 100
Scale (Feet)

Base Map Source: Bonadiman, 2015

1. Introduction

This page intentionally left blank.

Figure 8 - Elevation Plan
1. Introduction



Base Map Source: Miller, 2015

1. Introduction

This page left blank intentionally.

Peters Adobe

The 1875 adobe residence at 602 Agua Mansa Road—at the southwest corner of Agua Mansa Road and South Rancho Avenue—is a former agricultural property with a primary residence and secondary outbuilding, both of which are currently vacant. Also known as the Peters Adobe, the primary residence is a two-story, single-family residence designed in a Minimal Traditional style. Rectangular in plan, the building has an adobe brick structural system covered by wood siding with a one-story, exposed adobe brick extension on the south (rear) elevation. With the exception of a double-hung window on the eastern elevation, all windows are currently boarded with plywood. A single-story rectangular outbuilding with a gable roof sheathed in asphalt shingles is immediately to the west of the primary residence. Enclosed by an open post-and-rail wood fence, the subject property features a large open space to the south that was historically used for agricultural purposes. The Peters Adobe is an exceedingly rare property type in San Bernardino County and southern California as a whole. The project does not propose any changes to the Peters Adobe.

Site Access and Parking

Cars and trucks would exit I-10 and travel on designated truck routes on La Cadena Drive and Rancho Avenue, with minimal travel on Agua Mansa Road. Site access would be provided at the southeastern corner of the site on Rancho Avenue. The project applicant is also requesting an easement on a City-owned parcel, APN 0163-452-06 (0.12 acres), to extend Fogg Street westerly in order to provide a safer ingress/egress to the project site. Additionally, offsite improvements include dedication for the half-width right-of-way on Agua Mansa Road and Ranch Avenue. Overall, the project site would provide 108 vehicular spaces, 101 trailer spaces, and 52 tractor spaces.

Landscaping

The perimeters and some interior sections of the project site would be planted with various trees and shrubs. Lemon scented gum, crape myrtle, mondel pine, eastern redbud, Australian willows, and chitalpa trees would be planted along the outer and inner perimeter of the site. Additionally, several varieties of shrubs, vines, and groundcover (e.g., century plant, dwarf bougainvillea, fortnight and day lilies, lantana, Texas ranger, purple muhly, heavenly bamboo, acacia, blue rug juniper, Japanese honeysuckle, rosemary, and hydroseed mixes) would be planted along the perimeters of the site and near the proposed office building and accessory structures. The proposed detention basin at the western end of the project site would have strawberry trees and Mexican elderberry trees planted around it. California fan palms would be planted at the entrance to the site on South Rancho Avenue.

Per Section 18.28.130 of the City's municipal code, the M-2 zone requires landscaping to cover a minimum of 15 percent of the lot area, and it should provide a mixture of shrubs, trees, groundcover, flowers, and lawns. The proposed landscaping would comply with this 15 percent requirement. Additionally, the project would have drought-resistant landscaping and a drip irrigation system to reduce water usage on the site and to comply with state water reduction requirements.

1. Introduction

Security and Lighting

In compliance with Section 18.42.090 of the City's municipal code, security lighting and building illumination onsite would be arranged to reflect away from adjoining property or any public way (e.g., sidewalks and streets) and to be arranged so that they do not cause a nuisance either to roadway traffic or to the living environment.

Infrastructure

Water

The City of Colton Water Department provides potable water to the existing residential uses surrounding the project site and would provide potable water service for the project site. New potable water lines would be extended into the project site to connect with the City's existing public water mains along Agua Mansa Road and South Rancho Avenue.

Potable water infrastructure improvements would include trenching and exposing existing lines for connections, trenching and installing new lines, and break-in connections to existing main lines. Some construction would likely occur within the Agua Mansa Road and South Rancho Avenue public rights-of-way in order to make the necessary infrastructure connections. The new water lines required onsite would be maintained by the City's water department. As required by the Colton Fire Department, fire hydrants may be installed at key locations to the site to meet the hose-pull requirements and provide adequate fire access to the proposed project.

Wastewater

The City of Colton Wastewater Department would provide wastewater collection and treatment services to the project site. Wastewater would be collected onsite via a series of sewer lines installed onsite and would be fed to a connection point with the City's existing sewer lines in South Rancho Avenue. Wastewater collected would be sent to the City's secondary wastewater treatment plant, directly south of the project site at 1201 South Rancho Avenue. The treated wastewater would be directed to a rapid infiltration-extraction 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.

Wastewater infrastructure improvements would include trenching and exposing existing lines for connections, trenching and installing new lines, and break-in connections to existing main lines. Any new connections and sewer lines onsite would be maintained by the City's Wastewater Department.

Drainage

Offsite flows from the east are conveyed southerly along Rancho Road via curb and gutter. Offsite flows from the north are conveyed westerly along Agua Mansa Road via shoulders of the roadway. The three residential lots abutting the northern project boundary drain in a southerly direction through the project site. There does not appear to be any significant offsite flow from the north that impacts the three residential lots to the north or the project site along the frontage of Agua Mansa Road (Bonadiman 2015).

The existing onsite project area is generally flat, sloping to the southwest. The site is poorly covered native soil that has been disturbed from past use. Currently, site runoff flows to the southwest (Bonadiman 2015). Drainage improvements in accordance with the proposed project would include a stormwater retention/detention basin at the western end of the project site. Site runoff would be routed from catch basins onsite through underground storm drain pipes and out to the existing underground storm drain pipe.

Utilities and Service Systems

Plans for utilities and service systems would include the provision of electricity (City of Colton Electric Utility Department), natural gas (Southern California Gas Company), telecommunications facilities (telephone, cable, and data: AT&T), and solid waste (Republic Services). New utility infrastructure for electricity, natural gas, telecommunications, and cable service would be installed underground along Rancho Avenue, except for pad-mounted transformers and other utility boxes required by the utility providers. The developer would be required to meet all service requirements and pay applicable connection fees. Undergrounding of dry utilities would take approximately one year; however, site development may proceed at the same time.

Per the City's electric utility department, the developer would be required to provide all information necessary to determine the project's electric service requirements and, if necessary and at their own expense, install an underground secondary vault/conduit system associated with underground primary/service line extensions and street-lighting, per the electric utility's approved design. The developer would pay all charges associated with the electric utility's cost to construct underground and overhead line extensions and street-lighting. If needed, the developer would provide easements associated with the project area.

Southern California Edison (SCE) also has an easement along the southern boundary of the project site with wood or steel power poles and transmission lines. Development in accordance with the proposed project may require relocating an SCE power pole to shift the access road to align with the existing Fogg Street.

1.4.2 Project Phasing and Construction

The proposed project would be completed in one phase upon acquisition of permits. Construction is estimated to be completed in approximately seven months, beginning in summer 2016. Construction equipment required for ground clearing, excavation, grading, and building activities would include, but is not limited to, rubber-tired dozers, excavators, graders, scrapers, tractors, loaders, and backhoes.

1.5 CITY ACTIONS REQUESTED

This Initial Study examines the environmental impacts of the proposed Southwest Regional Operations Center. This Initial Study is also being prepared to address various actions by the City to adopt and implement the proposed project. It is the intent of this Initial Study to enable the City, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project and make informed decisions with respect to the requested entitlements. The following discretionary actions are required by the City of Colton, as shown in Table 1, *City Actions Requested*.

1. Introduction

Table 1 City Actions Requested

Agency	Action
City of Colton	• Adoption of a Mitigated Negative Declaration • Approval of Conditional Use Permit for Trucking Operation • Approval of Parcel Map (including easement for site access via Fog Avenue) • Approval of Building Plan Check • Approval of Building and Grading Permits • Approval of Architectural Site Plan Review
San Bernardino County Fire Department	• Approval of Building Plan Check for Site Plan and Emergency Access • Approval of Business Plan
Santa Ana Regional Water Quality Control Board	• Issuance of National Pollution Discharge Elimination System (NPDES) Permit • Issuance of Construction General Permit • Issuance of Waste Discharge Requirements
Southern California Edison	• Relocation of Power Poles • Approval to Underground Utilities
South Coast Air Quality Management District	• Permit to Construct/Permit to Operate Diesel Fueling Facility

2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** Southwest Regional Operations Center

2. **Lead Agency Name and Address:**
   City of Colton
   Development Services Department
   659 N. La Cadena Drive
   Colton, CA 92324

3. **Contact Person and Phone Number:**
   Mario Suarez, AICP, CNU-A,
   Senior Planner
   909.370.5079

4. **Project Location:** The 11.1-acre project site is located at the southwest corner of Agua Mansa Road and Rancho Avenue in the Agua Mansa Historic District of the City of Colton in San Bernardino County.

5. **Project Sponsor's Name and Address:**
   Wil Hunt 1, LLC
   PO Box 3456
   Spokane, WA 99220

6. **General Plan Designation:** Light Industrial and Heavy Industrial

7. **Zoning:** Light Industrial (M-1) and Heavy Industrial (M-2)

8. **Description of Project:** The proposed project is an industrial trucking facility consisting of an office building; fuel station; truck wash facility; and parking for cars, trailers and trucks (108 vehicular spaces, 101 trailer spaces, and 52 tractor spaces).

9. **Surrounding Land Uses and Setting:** Two occupied residences are adjacent to the northeastern corner of the project site, and one residence is along the western project boundary. Additionally industrial uses surround the project site, including a cement plant and auto repair shops.

10. **Other Public Agencies Whose Approval Is Required:** San Bernardino County Fire Department, Santa Ana Regional Water Quality Control Board, Southern California Edison, South Coast Air Quality Management District

2.2 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.

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

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

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.

Mario Suarez — 5-27-16

Signature *Date*

Mario Suarez, AICP, CNU-A, Senior Planner

Printed Name *For*

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) **Earlier Analyses Used.** Identify and state where they are available for review.

   b) I**mpacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

2. Environmental Checklist

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. 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 Dept. 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 the 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 non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. 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?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074?		X		
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.			X	
ii) Strong seismic ground shaking?		X		
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
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?				X
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?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
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?				X
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
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?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
j) Inundation by seiche, tsunami, or mudflow?				X
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
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?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
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?				X
XII. 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?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
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?				X
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?				X
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. 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:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
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?				X
XVI. 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?		X		
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?			X	
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?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?			X	
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?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
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?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			X	
e) Result in a determination by the waste water 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?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	
h) Result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation? Incorporate renewable energy or energy efficiency measures into building design, equipment use, transportation or other project features?			X	
XVIII. 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?		X		
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.)		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

a) Have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas are generally defined as views of natural features and landscapes such as mountains, forests, water bodies, or urban skylines. The City of Colton General Plan's Open Space and Conservation Element (1987) identifies mountains surrounding Colton as scenic vistas, including the San Bernardino Mountains to the east and the San Gabriel Mountains to the north and northwest. These mountains are the most visually prominent topographic features that provide scenic vistas in the City. During clear days, views of the San Bernardino Mountains to the east include the Mt. San Gorgonio peak (11,502 feet), San Jacinto Peak (10,804 feet), and several other peaks over 10,000 feet are visible, including Mt. San Antonio (known locally as Mt. Baldy) in the San Gabriel Mountains to the northwest.

The project site is at the southwestern corner of Agua Mansa Road and Rancho Avenue. Views from the City of Colton, including the project area, looking towards the San Bernardino Mountains to the east would be unobstructed due to the far distance and elevation of the mountain ranges. However, views of the San Gabriel Mountains from the project site are blocked by elevation changes, small hills, and the cement plant to the north. Motorists along Agua Mansa Road and Rancho Avenue have intermittent views of the San Bernardino Mountains, although these are partially obscured by existing buildings and tree lines along the roadways. Development of the proposed project would not introduce tall buildings or structures that would obstruct views toward these scenic vistas. As shown on Figure 8, *Elevation Plan*, the proposed two-story building, which would include the four truck bays, offices, lockers, showers, and conference rooms, would be approximately 31 feet at its highest from a protruding roofing element of the building. The actual building would be approximately 28 feet high. Views from the residential uses north of the project site would not be obstructed since the proposed building would be south of these viewers. Views of the San Bernardino Mountains from the commercial and industrial businesses east of the project site would also not be blocked since the trucking facility would be west of these businesses. Other adjacent uses include the City's wastewater treatment plant south of the site, a cement plant north of the site, and undeveloped land. Thus, views of the scenic vistas would not be adversely impacted by the proposed project. Additionally, the height of the San Bernardino Mountains ensures that they will remain a scenic backdrop to Colton. Therefore, no significant impacts on scenic vistas would occur and no mitigation measures are necessary.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Department of Transportation (Caltrans), there are no eligible or officially designated state scenic highways in the City of Colton (Caltrans 2011). Additionally, the project site is vacant and undeveloped, with the exception of one unoccupied historic residence at the northeastern corner of the site. The historic residence would remain as is (see Figure 7, *Proposed Site Plan*). The remaining project site is mantled with numerous fences, dry weed, thick vegetation, and scattered debris. There are also no scenic resources, including trees and rock outcroppings, on the project site that would be impacted. Therefore, no impact would occur and no mitigation measures are necessary.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The proposed project would alter the visual character of the site during construction and project operations.

Project Construction

Project implementation would result in site preparation and construction activities that could have short-term effects, temporarily changing the visual character of the project site and its surroundings. Construction activities would involve site clearing and grading activities. The effects of grading activities could include exposing a portion of the site to landform alteration with the use of heavy construction equipment and related activities. Construction staging areas, including earth stockpiling, storage of equipment and supplies, and related activities would contribute to a generally "disturbed site," which may be perceived by some as a potential visual impact.

However, it is important to note that the potential effects resulting from the various construction activities would be similar to those that are typical of similar development sites in this industrial area of Colton. Additionally, while these activities may be unsightly during the site preparation and construction phases, they are not considered significant because they are temporary and would cease upon completion of the proposed construction activities. As noted in Section 1.4.2, *Project Phasing and Construction*, overall project construction is estimated to take approximately seven months. Once completed, the visual character of the project site and general area would return to the existing character, which is characterized by mostly industrial and undeveloped uses.

Project Operation

As shown in Figures 3, *Aerial Photograph*, and 5, *Site Photographs*, the project site is entirely undeveloped with the exception of one vacant single-family residence at the northeastern corner of the project site. Surrounding uses include a cement plant and vacant land north of Agua Mansa Road, a single residence to the west, the City's wastewater treatment plant to the south, and three residential parcels adjacent to the northern project boundary. Across Rancho Avenue are some commercial, residential, and industrial uses.

Project implementation would change the visual character of the project site; however, it would integrate well with the existing industrial character of the project area. Project development would include a variety of

ornamental trees, shrubs, and groundcover along the project perimeters (on the interior and exterior of the fencing) and internal areas near proposed structures and parking areas. Perimeter trees would include strawberry trees, eastern redbud chitalpa, Australian willow, lemon scented gum, mondel pine, crape myrtle, Mexican elderberry, and California fan palm. Shrub types would include century plant, dwarf bougainvillea, fortnight and day lilies, and purply muhly. Additional groundcover would include blue rug juniper, Japanese honeysuckle, rosemary, and low-profile hydroseed mix. The new trees and overall landscape plan would enhance the visual character of the project site and help soften the features and massing of the proposed project's structures (see Figure 8, *Elevation Plan*).

Additionally, as detailed in Section 3.12, *Noise*, the proposed project would require construction of a nine-foot wall along the property lines of the two adjacent residences and along the southern lot line of the two structures within the project site (see Figures 14, *Operational Mitigated Noise Level*, and 15, *Operational Mitigated Noise Level Contours*). This is required to mitigate noise impacts of the trucking facility; however, it would also minimize the potential aesthetic impacts of the trucking facility to the adjacent residents.

Overall, the proposed project would be compatible with the planned industrial designation of the project site and would not substantially degrade the existing visual quality of the area. Therefore, project development would have a less than significant impact and no mitigation is required.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Nighttime illumination and glare impacts are the effects of a project's exterior lighting upon adjoining uses and areas. Glare can also be generated by light reflecting off passing cars and large expanses of glazing (i.e., glass windows) or other reflective surfaces. Excessive light and/or glare can impair vision, cause annoyance, affect sleep patterns, and generate safety hazards for drivers.

As shown in Figures 3, *Aerial Photograph*, and 5, *Site Photographs*, the project site is predominantly vacant with the exception of one vacant residence at the northeastern corner of the site. Therefore, there are no existing onsite sources of nighttime illumination. Offsite light sources include street lights along Rancho Avenue (none along Agua Mansa Road) and vehicular traffic along both Agua Mansa Road and Rancho Avenue. Lighting from surrounding commercial and industrial uses also exists; however, because the nearby uses are mostly warehouses or automobile repair shops along Rancho Avenue, the nighttime lighting is generally minimal in the project area.

The proposed trucking facility would introduce sources of lighting, including building illumination (interior and exterior), security lighting, parking lot lighting, and signage. Chapter 18.42 of the City's municipal code includes performance standards that protect residential properties and the health and safety of persons from environmental nuisances and hazards (e.g., noise, odors, light, glare, and fire hazards). Under Section 18.42.090 (Light), lighting used to provide illumination onto a property shall be arranged so that it points away from adjoining property or any public way and does not to cause a nuisance either to highway traffic or to the living environment. Section 18.42.100 (Glare) states that no direct or reflected glare, whether produced by floodlight, high-temperature processes (e.g., combustion or welding), or other processes shall be visible from a property boundary line. Sky-reflected glare from building materials or vehicle materials would be

controlled by reasonable means. By adhering to the City's light and glare provisions, the proposed development would not introduce new sources of substantial light and glare that may adversely affect day or nighttime view in the project area. Impacts would be less than significant and no mitigation measures are needed.

3.2 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 Dept. 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 the 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 non-agricultural use?

No Impact. Based on the California Department of Conservation's "San Bernardino County Important Farmland 2012, Sheet 2 of 2," the project site is designated Other Land (DLRP 2015). Other Land is defined as land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing, confined livestock, poultry, or aquaculture facilities; strip mines; borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is also mapped as Other Land.

No areas near the vicinity of the project site or in the City are designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, development of the proposed project would not convert mapped farmland to nonagricultural use. No impacts would occur and no mitigation measures are necessary.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is currently zoned Light Industrial and Heavy Industrial. No agricultural use is allowed in these zones; therefore, no impacts to existing agricultural zoning would occur. There are also no lands under Williamson Act contracts in Colton (DLRP 2013). Overall, no impacts would occur and no mitigation measures are necessary.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. As stated above, the project site is zoned for industrial use, and the proposed project would maintain the existing use. The City of Colton does not have any agricultural zoning, including forest land or timberland. Therefore, no impacts would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See response to Section 3.2.c, above. The City of Colton does not have any forest land. No impact would occur.

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?

No Impact. The project site is undeveloped and vacant with the exception of one vacant historic residence at the northeastern corner. The proposed trucking facility would not alter the existing environment or convert any farmland or forestland to nonforest use. No impact would occur and no mitigation measures are needed.

3.3 AIR QUALITY

This section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxides (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as in either attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated as nonattainment for O_3, $PM_{2.5}$, PM_{10},[1] and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 under the California AAQS.[2]

The analysis in this section is based partly on the following technical study, which is included as Appendix A1 to this Initial Study:

- *Southwest Regional Operations Center Air Quality and Global Climate Change Impact Analysis*, Kunzman Associates, Inc., February 23, 2016.

[1] CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the national AAQS on March 25, 2010 because the SoCAB has not violated federal 24-hour PM_{10} standards during the period from 2004 to 2007. However, the USEPA has not yet approved this request.

[2] CARB has proposed to redesignate the SoCAB as attainment for lead and NO_2 under the California AAQS (CARB 2013).

3. Environmental Analysis

Additionally, the health risk analysis in this section is based on a health risk assessment that was prepared for the proposed project by PlaceWorks and is included in Appendix A2 to this Initial Study.

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?

Less Than Significant Impact. CEQA requires a discussion of any inconsistencies between a proposed project and applicable general plans and regional plans. The regional plan that applies to the proposed project is the SCAQMD Air Quality Management Plan (AQMP). This section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with federal and state air quality standards. If decision makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency. A project should be considered to be 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.

1. 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.

2. 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, short-term construction impacts would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. Additionally, 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 anticipated 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 ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP.

The project site is currently designated Light Industrial and Heavy Industrial in the Colton General Plan. The proposed project is an industrial use, which 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. Thus, 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.

Overall, the proposed project would not conflict with implementation of the AQMP, and impacts are considered to be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. The following describes project-related impacts from short-term construction activities and long-term operation of the proposed trucking facility.

Short-Term Construction Air Quality Impacts

The project would be required to comply with existing SCAQMD Rule 403 for the reduction of fugitive dust emissions. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils; managing haul road dust by application of water; covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); sweeping loose dirt from paved site access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent, stabilizing ground cover on finished sites.

SCAQMD's Rule 403 minimum requirements are the application of the best available dust control measures 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 also require the use of water trucks during all phases with earth-moving operations.

The phases of the construction activities that have been analyzed below are: 1) demolition, 2) grading, 3) building construction, 4) paving, and 5) application of architectural coatings. The application of architectural coatings would occur after the completion of the construction phase. Per SCAQMD Rule 1113, as amended on June 3, 2011, architectural coatings that are applied after July 1, 2014, are limited to an average of 50 grams of volatile organic compounds per liter or less.

The construction-related criteria pollutant emissions for each phase are shown below in Table 2, *Construction-Related Regional Pollutant Emissions*. The table shows that none of the project's emissions would exceed regional thresholds for volatile organic compounds (VOCs), nitrous oxide (NO_x), carbon monoxide (CO), sulfur dioxide (SO_2), or particulate matter (PM_{10} and $PM_{2.5}$). Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

Table 2 Construction-Related Regional Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Grading						
Onsite[1]	6	75	49	<1	6	5
Offsite[2]	<1	<1	1	<1	<1	<1
Total	**7**	**75**	**50**	**<1**	**6**	**5**
Building Construction						
Onsite[1]	3	29	19	<1	2	2
Offsite[2]	1	8	20	<1	3	1
Total	**5**	**36**	**39**	**<1**	**5**	**3**
Paving						
Onsite[1]	2	22	15	<1	1	1
Offsite[2]	<1	<1	1	<1	<1	<1
Total	**2**	**22**	**16**	**<1**	**1**	**1**
Architectural Coating						
Onsite[1]	6	2	2	0	<1	<1
Offsite[2]	<1	<1	2	0	<1	<1
Total	**6**	**2**	**4**	**0**	**1**	**<1**
Total of Overlapping Phases[3]	**13**	**61**	**58**	**<1**	**7**	**4**
Maximum Daily Emissions	**13**	**75**	**58**	**<1**	**7**	**5**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	No	No	No	No	No	No

Source: Kunzman 2016a. Totals may not add to 100 percent due to rounding.
[1] Onsite emissions from equipment operated onsite, not on public roads.
[2] Offsite emissions from equipment operated on public roads.
[3] Construction, architectural coatings, and paving phases may overlap.

Long-Term Operation Air Quality Impacts

The ongoing operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be mainly due to emissions from the project-generated vehicle trips and on-site operational emissions. 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 project's traffic impact analysis (TIA, see Appendix H). The worst-case summer or winter VOC, NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$ emissions created from the proposed project's long-term operations have been calculated and are summarized in Table 3, *Regional Operational Pollutant Emissions*.

Table 3 Regional Operational Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources	9	0	<1	0	0	0
Energy Usage	<1	<1	<1	0	<1	<1
Mobile Sources[1]	4	42	51	<1	7	2
Subtotal Emissions	**13**	**42**	**51**	**<1**	**7**	**2**
Less existing facility[2]	-2	-23	-28	<-1	-4	-1
Total Emissions	**11**	**19**	**23**	**<1**	**3**	**1**
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Kunzman 2016a.

Notes: Highest winter or summer emissions. Totals may not add to 100 percent due to rounding.

[1] Includes a reduction in the emissions for the 2010 California Air Resources Board (CARB) compliant trucks using the site, which would be the only types of trucks allowed on-site. NOx and PM emissions from 2010-compliant trucks are at least 90 percent cleaner than noncompliant trucks.

[2] The existing Systems Transport California Regional Operations Center trucking facility at 2549 South Willow Avenue in Bloomington.

The table shows existing and project-related criteria air pollutant emissions. As previously stated, the project applicant is proposing to transfer operations of the existing Systems Transport California Regional Operations Center in Bloomington to the proposed project site in Colton. There are 45 trucks based at the existing facility and 1 office employee. The proposed project would have approximately 8 office employees, 8 shop employees, and a base of 125 trucks. The existing site would be closed once the proposed site is operational; therefore, the emissions from the existing Bloomington facility are subtracted from the proposed project's regional emissions. As identified in the table, the proposed project would not generate a net increase in emissions that would exceed the SCAQMD regional operational thresholds. Therefore, impacts from the operation of the project are considered less than significant.

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)?

Less Than Significant. The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS, and nonattainment for PM_{10}, NO_X, and lead (Los Angeles County only) under the California AAQS. According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact. The proposed project would not result in an increase in short-term or long-term criteria air pollutants in exceedance of SCAQMD's regional significance threshold (see Table 2 and Table 3). Therefore, the proposed project would not result in a cumulatively considerable net increase in criteria pollutants. Impacts would be less than significant and no mitigation measures are necessary.

3. Environmental Analysis

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Project-related air 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 SoCAB. The proposed project has been analyzed for the potential localized impacts from project-generated vehicular trips and on-site operations. The nearest sensitive receptors to the project site are the single-family detached residential dwellings adjacent to the northeastern and western property line of the project site.

Short-Term Construction Air Quality Impacts

Localized Construction Impacts

Construction-related air emissions may have the potential to exceed the state and federal air quality standards in the project vicinity. Table 4, *Local Construction Emissions at the Nearest Receptor*, shows the on-site emissions for the different construction phases and the calculated emissions thresholds. As shown, 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.

Table 4 Local Construction Emissions at the Nearest Receptor

	On-Site Pollutant Emissions (pounds/day)			
Phase	NO_x	CO	PM_{10}	$PM_{2.5}$
Grading	75	49	6	5
Building Construction	29	19	2	2
Paving	22	15	1	1
Architectural Coating	2	2	<1	<1
SCAQMD Threshold for 25 meters (82 feet)	**270**	**1,746**	**14**	**8**
Exceeds Threshold?	No	No	No	No

Source: Kunzman 2016a.

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. Given the relatively limited number of heavy-duty construction equipment and the relatively 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.

Long-Term Operation Air Quality Impacts

Local CO Emission Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the state and federal CO standards.

To determine if the 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" at a number of intersections in the general project vicinity. The traffic impact analysis showed that the project would generate a maximum of 669 trips. The intersection that would have the highest peak hour volume is La Cadena Drive and Rancho Avenue, which would have a volume of 1,393 vehicles for the Year 2035 With Project scenario. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection with a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Since the intersection with the highest traffic volume falls far short of 100,000 vehicles, no CO "hot spot" modeling was performed, and no significant long-term air quality impact is anticipated to local air quality with implementation of the proposed project.

Localized Air Quality Impacts from Onsite Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, and 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 SoCAB. Table 5, *Local Operational Emissions at the Nearest Receptor*, 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 provided in the table shows that operation of the proposed project would not exceed the local NO_x, CO, PM_{10}, or $PM_{2.5}$ thresholds of significance. Therefore, 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.

3. Environmental Analysis

Table 5 Local Operational Emissions at the Nearest Receptor

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Area Sources	0.00	0.03	0.00	0.00
Energy Usage	0.15	0.13	0.01	0.01
On-Site Vehicle Emissions	6.46	7.81	1.11	0.36
Total Emissions	**6.61**	**7.97**	**1.12**	**0.37**
SCAQMD Threshold for 25 meters (82 feet)	**270**	**1,746**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Source: Kunzman 2016a.

Operational Phase Toxic Air Contaminant Impacts

A health risk assessment (HRA) was prepared to determine if toxic air emissions associated with operational activities at the facility (i.e., diesel truck emissions) could pose a risk to nearby sensitive receptors, such as residents, schools, hospitals, etc. (see Appendix A2 for risk calculations and modeling outputs). The nearest sensitive receptors include the adjacent single-family residences north and east of the project site. Other nearby sensitive receptors include the single-family residences approximately 270 feet to the northeast along Rancho Avenue and San Salvador Preschool to the east across Rancho Avenue on Agua Mansa Road. The HRA evaluated both carcinogenic and noncarcinogenic health risks.

These calculated risk levels were calculated using the US Environmental Impact Agency's (EPA) AERMOD dispersion modeling program (version 9.0) and were based on the latest methodology released by the Office of Environmental Health Hazard Assessment (OEHHA 2015) and SCAQMD recommendations. Utilizing the 2015 OEHHA guidance, the calculated total cancer risk incorporates the individual risk for infant, childhood, and adult exposures into one risk value. Therefore, only one cancer risk value was determined using the 2015 OEHHA Guidance Manual. Additionally, a 24-hour outdoor exposure and an exposure duration of 30 years[3] are assumed. The calculated carcinogenic and non-carcinogenic risks are shown in Table 6, *Offsite Risk Summary*.

[3] Under the 2015 OEHHA Air Toxics Hot Spots Program Guidance Manual, the exposure duration has changed from 70 years to 30 years for operational risk to residents; however, the averaging time remains at 70 years.

Table 6 Offsite Risks Summary

Receptor	Cancer Risk (per million)	Chronic Hazards
Maximum Exposed Receptor	2.81	0.00086
San Salvador Preschool – Students	0.05	0.00024
San Salvador Preschool – Staff	0.07	0.00024
SCAQMD's Significance Thresholds	10	1.0
Exceeds Thresholds	No	NA

Source: Lakes AERMOD View, Version 9.0 (2015).
Note: Cancer risk calculated using 2015 OEHHA HRA guidance.

Carcinogenic Health Risks

Health risks associated with exposure to carcinogenic compounds at the proposed project site can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. California has established that a project would result in a significant impact with regard to increasing exposure to carcinogens regulated under Proposition 65 if the project increases cancer risk by one in 100,000 (1.0×10^{-5}) or more. The SCAQMD has established a maximum incremental cancer risk of 10 in a million (10×10^{-6}) for CEQA projects.

Based on the air dispersion modeling results, the maximum exposed receptor (MER) was determined to be the westernmost single-family residential home of the adjacent residences north of the project site. As shown in Table 6, results of the HRA (see Appendix A2) indicate that the incremental cancer risk for the MER is 2.81 in a million (2.81×10^{-6}), based on the maximum ground-floor concentration for a 30-year, 24-hour outdoor exposure duration. In addition to the MER, the incremental cancer risks for the students and staff at the San Salvador Preschool were calculated at 0.05 and 0.07 in a million (5.0×10^{-8} and 7.0×10^{-8}), respectively. In comparison to the SCAQMD significance threshold of 10 in a million (10×10^{-6}), carcinogenic risks are below the threshold value for the nearest receptors that could be impacted by implementation of the project. Therefore, cancer risk impacts to offsite sensitive receptors would be less than significant and no mitigation measures are necessary.

Noncarcinogenic Health Risks

To quantify noncarcinogenic impacts, the hazard index approach was used. The hazard index assumes that chronic subthreshold exposures adversely affect a specific organ or organ system (toxicological endpoint). To calculate the hazard index, each chemical concentration or dose is divided by the appropriate toxicity value. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds a value of 1.0, a health hazard is presumed to exist. As shown in Table 6, above, the hazard index identified for each toxicological endpoint totaled less than 1.0 for the MER and the students at the preschool. Therefore, noncarcinogenic impacts to offsite sensitive receptors would be less than significant and no mitigation measures are necessary.

3. Environmental Analysis

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The proposed project would not emit objectionable odors that would affect a substantial number of people. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed project is not associated with typical foul odors that could constitute a public nuisance.

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, 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 used, no significant impact related to odors would occur during construction of the proposed project.

Operations-Related Odor Impacts

Potential sources that may emit odors during operation of the proposed project would include odor emissions from diesel truck emissions; odors associated with various small aerosol cleaners, solvents, and other chemicals (e.g., motor oil and grease) associated with automotive repair; and trash storage areas. Odors are dispersed in a similar manner as small particulates. The operational localized significance threshold analysis above has shown that emissions of PM are less than significant at receptor locations, and due to the distance from the automotive repair facility building and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during operation of the proposed project.

Therefore, impacts associated with operation- and construction-generated odors would be less than significant and no mitigation measures are necessary.

3.4 BIOLOGICAL RESOURCES

The analysis in this section is based partly on the following technical study, which is included as Appendix B to this Initial Study:

- *Biological Resources Report for the Southwest Regional Operations Center Project,* Alden Environmental, Inc., September 13, 2015.

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?

Less Than Significant Impact With Mitigation Incorporated. According to the biological resources report, five upland vegetation communities/land cover types occur onsite, including ornamental, arundo, agriculture, disturbed habitat, and developed (see Figure 9, *Biological Resources*). Table 7, *Vegetation Communities*, provides the acreage onsite of each of these communities/land cover types.

Table 7 Vegetation Communities

Vegetation Community Type	Acres
Ornamental	0.29
Arundo	0.02
Agriculture	10.40
Disturbed Habitat	0.29
Developed	0.60
Total	**11.60**

Source: Alden 2015.

Additionally, 16 plant species were observed onsite, including giant reed (*Arundo donax*), slender wild oat (*Avena barbata*), blue elderberry (*Sambucus nigra* ssp. *caerulea*), Peruvian pepper tree (*Schinus molle*), Mexican fan palm (*Washingtonia robusta*), western sunflower (*Helianthus annuus*), perennial mustard (*Hirschfeldia incana*), sisymbrium (*Sisymbrium* sp.), prostrate amaranth (*Amaranthus blitoides*), goosefoot (*Chenopodium murale*), tumbleweed (*Salsola australis*), horehound (*Marrubium vulgare*), olive (*Oleo europaea*), tree of heaven (*Ailanthus altissima*), tree tobacco (*Nicotiana glauca*), and Jimson weed (*Datura wrightii*). The most prevalent species were nonnative tumbleweed and slender wild oat.

Fourteen animal species were also observed or detected onsite (two reptiles, eight birds, and four mammals): western fence lizard (*Sceloporus occidentalis*), common side-blotched lizard (*Uta stansburiana*), red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaida macroura*), American kestrel (*Falco sparverius*), cliff swallow (*Petrochelidon pyrrhonota*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), western kingbird (*Tyrannus verticalis*), coyote (*Canis latrans*), Botta's pocket gopher (*Thomomys bottae*), desert cottontail (*Sylvilagus audubonii*), and California ground squirrel (*Otospermophilus beecheyi*).

3. Environmental Analysis

Sensitive Vegetation Communities

Sensitive vegetation communities are vegetation assemblages, associations, or subassociations that have cumulative losses throughout the region, have relatively limited distribution, support or potentially support sensitive plant or wildlife species, or have particular value to other wildlife. Typically, sensitive vegetation communities are considered as such whether or not they have been disturbed. Sensitive vegetation communities are regulated by various local, state, and federal resource agencies. The California Natural Diversity Database (CNDDB) provides an inventory of vegetation communities that are considered sensitive by state and federal resource agencies, academic institutions, and conservation groups such as the California Native Plant Society (CNPS). Determination of the level of sensitivity is based on the Nature Conservancy Heritage Program Status Ranks that rank both species and plant communities on a global and statewide basis according to the number and size of remaining occurrences, as well as recognized threats such as proposed development, habitat degradation, and invasion by nonnative species. No sensitive vegetation communities occur on the project site.

Sensitive Plant Species

Sensitive plant species include those that are:

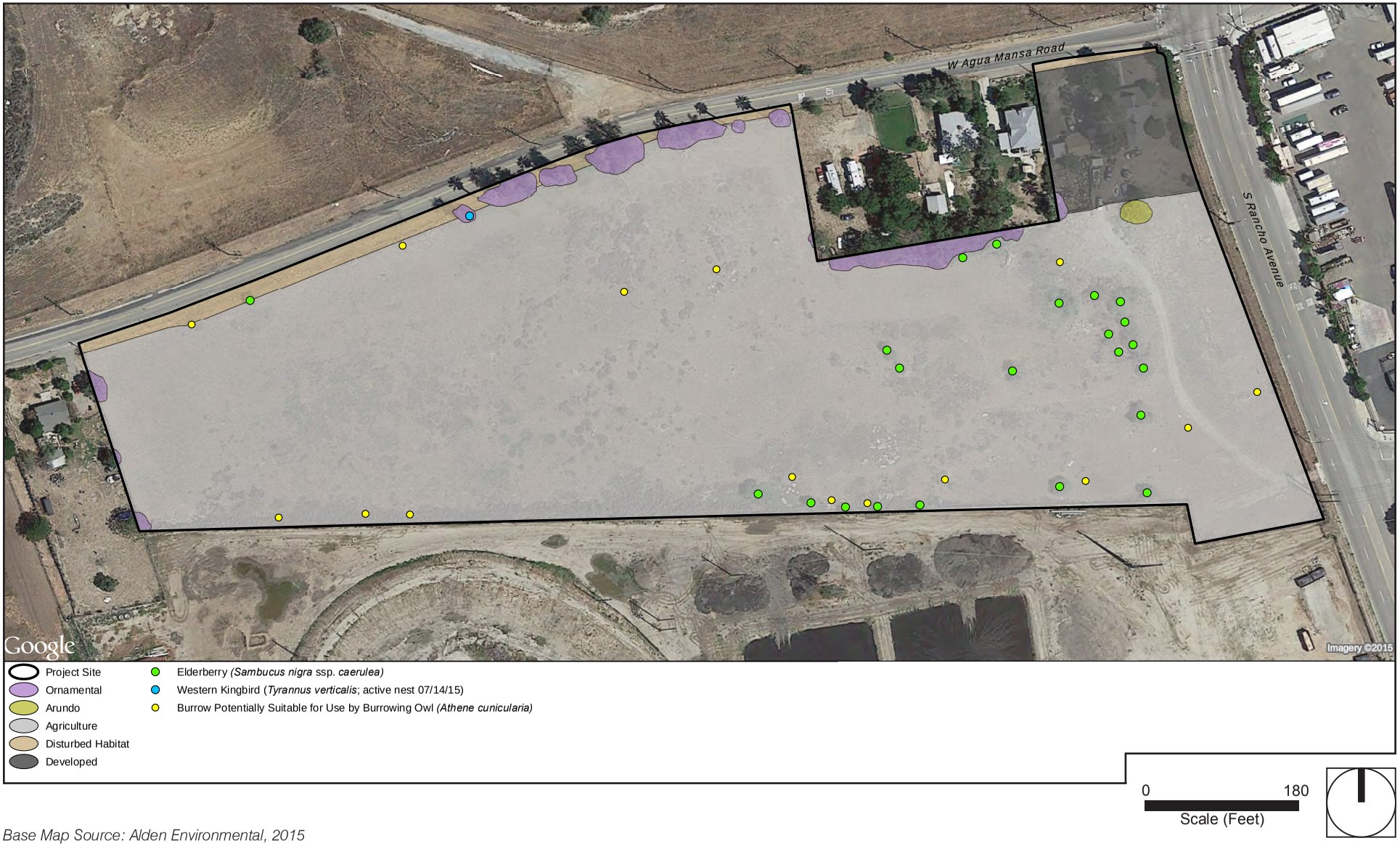
- Listed or proposed for listing by the USFWS or CDFW as Threatened, Endangered, or Rare
- CNPS Rare Plant Rank 1B (Rare, Threatened, or Endangered in California and elsewhere)
- CNPS Rare Plant Rank 2B (Rare, Threatened, or Endangered in California but more common elsewhere)

The CNPS listing is sanctioned by the California Department of Fish and Wildlife (CDFW) and essentially serves as an early warning list of potential candidate species for threatened or endangered status.

According to the US Fish and Wildlife Services (USFWS), a federal endangered species is defined as a species facing extinction throughout all or a significant portion of its geographic range, and a federal threatened species is defined as a species that is likely to become endangered within the foreseeable future throughout all or a significant part of its range. CDFW defines an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy; a threatened species as one present in such small numbers throughout its range that it is likely to become endangered in the near future in the absence of special protection or management; and a rare species as one present in such small numbers throughout its range that it may become endangered if its present environment worsens.

Due to the long history of disturbance onsite, the potential for sensitive plant species to occur is considered very low. Additionally, the general biological survey of the site concluded that there is no potential for sensitive species to occur onsite. Therefore, a focused survey for sensitive plant species is not necessary. Three sensitive plant species were reported to the CNDDB in the vicinity of the project site—the slender-horned spineflower (*Dodecahema leptoceras*), marsh sandwort (*Arenaria paludicola*), and salt marsh bird's beak (*Chloropyron maritimus* ssp. *maritimus*). However, none of these sensitive plant species have any potential to occur onsite.

Figure 9 - Biological Resources
3. Environmental Analysis



Base Map Source: Alden Environmental, 2015

3. Environmental Analysis

This page intentionally left blank.

Sensitive Animal Species

Sensitive animal species include:

- Species listed or proposed for listing as threatened or endangered by USFWS or CDFW
- Species designated as fully protected by CDFW
- Federal birds of conservation concern
- State species of special concern
- State watch list birds
- Nesting birds

According to the USFWS, a federal endangered species is defined as a species facing extinction throughout all or a significant portion of its geographic range, and a federal threatened species is defined as a species that is likely to become endangered within the foreseeable future throughout all or a significant part of its range. CDFW defines an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy; a threatened species as one present in such small numbers throughout its range that it is likely to become endangered in the near future in the absence of special protection or management; a fully protected species as one that is rare or faces possible extinction; and a California Species of Special Concern as one that is declining in numbers.

None of the animal species observed or detected onsite meet the definition of "sensitive." However, nesting birds onsite are sensitive during nesting activity. An active western kingbird (*Tyrannus verticalis*) nest was observed during the general biological survey in a tree onsite (see Figure 9, *Biological Resources*). All of the bird species observed onsite build a variety of nest types that can be placed in a variety of locations; therefore, additional onsite nesting is possible. Thus, mitigation is provided to ensure nesting birds are not adversely impacted by the proposed project.

Due to the long history of disturbance on the site, the potential for sensitive animal species to occur onsite is considered low. However, the site supports potential burrowing owl habitat (agricultural land), and a number of California ground squirrel (*Otospermophilus beecheyi*) burrows were observed onsite that are potentially suitable for use by the burrowing owl (see Figure 9, *Biological Resources*). Neither burrowing owl nor any burrowing owl signs were observed onsite; however, mitigation is provided to ensure impacts to potential burrowing owls and their nests are reduced to less than significant levels.

A habitat assessment for the San Bernardino kangaroo rat (SBKR) was also conducted. Based on current conditions, the project site is not occupied by any species of kangaroo rat. Furthermore, based on surrounding land uses and location of the project site, there is no potential for future colonization of the site by SBKR from currently identified SBKR populations located several miles away.

In addition to the SBKR, six other sensitive animal species were reported to the CNDDB in the vicinity of the project site—Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), San Diego desert woodrat (*Neotoma lepida intermedia)*, Western mastiff bat (*Eumops perotis californicus*), and pocketed

free-tailed bat (*Nyctinomops femorosaccus*). However, none of these sensitive animal species have potential to occur onsite.

Mitigation Measures

BIO-1 **Burrowing Owl Survey.** Prior to construction activities, a qualified biologist shall conduct a preconstruction, take-avoidance survey in accordance with current California Department of Fish and Wildlife (CDFW) guidelines for burrowing owl surveys to reduce impacts on potential burrowing owls and habitat onsite. The guidelines recommend conducting four site visits: 1) at least one between February 15 and April 15 and 2) a minimum of three site visits, at least three weeks apart, between April 15 and July 15, with at least one visit after June 15. The preconstruction survey shall be completed no less than 14 days prior to initiating ground disturbance. The applicant shall provide the City of Colton Development Services Department with the results of the preconstruction survey for approval prior to commencement of construction activities. The survey shall cover the project site and all potential burrowing owl habitat within 500 feet of the site, as feasible. If there is no sign of burrowing owl occupation, then no mitigation is required.

If sign of occupation is present, the following mitigation shall be implemented.

- Direct impacts to occupied burrowing owl burrows shall be avoided during the breeding period from February 1 through August 31. "Occupied" is defined as a burrow that shows sign of burrowing owl occupancy within the last three years.
- Direct impacts to occupied burrows shall also be avoided during the nonbreeding season. Burrow exclusion is a technique of installing one-way doors in burrow openings during the nonbreeding season to temporarily exclude burrowing owl, or permanently exclude burrowing owl and close burrows after verifying burrows are empty by site monitoring and scoping. Eviction of burrowing owl during the nonbreeding season would require prior CDFW approval of a Burrowing Owl Exclusion Plan.
- The burrowing owl and its habitat offsite, if present, shall be protected in place, and disturbance impacts shall be minimized through the use of buffer zones, visual screens, or other measures deemed necessary by a qualified biologist.
- Mitigation for direct, permanent impacts to nesting, occupied, and satellite burrows and/or burrowing owl habitat shall be required so that the habitat acreage and number of burrows and burrowing owls impacted are replaced based on the burrowing owl life history information provided in Appendix A of the CDFW Staff Report on Burrowing Owl Mitigation (2012), site-specific analysis, and consultation with the CDFW. A Burrowing Owl Mitigation Plan shall be prepared and submitted to the City and CDFW for approval prior to impacts to the burrowing owl and/or its habitat.

BIO-2 **Nesting Birds.** In order to minimize potential impacts on nesting birds onsite, construction activities that include vegetation clearing shall take place outside the general avian breeding

season (which generally occurs from February 1 through August 31). Tree removal/trimming shall take place outside the raptor/owl breeding season (which generally occurs from January 1 through August 31). If vegetation clearing and tree removal/trimming cannot occur outside the general avian and raptor/owl breeding seasons, then a preconstruction survey for avian nesting shall be conducted by a qualified biologist on the project site and within 500 feet of the site (on undeveloped land and as feasible) within seven calendar days prior to the start of construction. The applicant shall provide the City of Colton with the results of the preconstruction survey for approval prior to commencement of vegetation clearing and tree removal/trimming. If nests are not observed and the City approves the results of the preconstruction survey, vegetation clearing and/or tree removal/trimming may proceed.

If nests are found, work may proceed provided that activity is:

1) at least 500 feet from raptor/owl nests;

2) at least 300 feet from federal- or state-listed bird species' nests; and

3) at least 100 feet from nonlisted bird species' nests.

A qualified biologist shall conspicuously mark the buffer so that vegetation clearing and tree removal/trimming does not encroach into the buffer until the nest is no longer active (i.e., the nestlings fledge, the nest fails, or the nest is abandoned, as determined by the qualified biologist).

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

No Impact. According to the biological resources report, no potential Waters of the U.S. or Waters of the State protected by the United States Army Corps of Engineers and CDFW, respectively, were found on the project site. Therefore, no jurisdictional delineation is required and no impact would occur. No mitigation is required.

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?

No Impact. See response to Section 3.4.b, above. There are no protected wetlands onsite.

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?

No Impact. The project site is in the Agua Mansa Industrial Corridor and consists of disked agricultural land that is surrounded by other agricultural lands, a cement plant, and a mix of commercial and industrial

facilities, including a wastewater treatment plant between the site and the Santa Ana River 0.2 mile to the south. The project site is not part of a large tract of undeveloped land, nor does it provide a connection between undeveloped tracts of land. Specifically, it is not adjacent to the Santa Ana River, which provides opportunities for wildlife movement from the San Bernardino National Forest to the east and the Cleveland National Forest to the west. The site also does not contain specialized wildlife nursery sites, such as heron rookeries or sites for bat maternal colonies.

Therefore, the project would not interfere substantially with the movement of any wildlife species or with established wildlife corridors. The site also does not contain specialized wildlife nursery sites. Therefore, the project would not impede the use of native wildlife nursery sites. No impact would occur and no mitigation is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The City of Colton does not have any adopted local policies or ordinances protecting biological resources. No impact would occur and no mitigation measures are required.

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?

No Impact. The City has a Draft West Valley Habitat Conservation Plan for the Delhi Sands flower-loving fly. However, because there is no habitat for the species on the project site, the project would not conflict with the draft plan's provisions, and no mitigation is required.

3.5 CULTURAL RESOURCES

The analysis in this section is based partly on the following technical studies, which are included as Appendices C1 and C2 to this Initial Study:

- *Cultural Resources Survey Report for the Southwest Regional Operation Center Project, Colton, San Bernardino County, California,* SWCA Environmental Consultants, October 2015.
- *Paleontological Resources Survey Report for the Southwest Regional Operations Center, City of Colton, San Bernardino County, California,* SWCA Environmental Consultants, September 2015.

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Less Than Significant Impact With Mitigation Incorporated. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

On June 25, 2015, SWCA conducted an intensive survey of the built environment, which included an examination of any buildings, structures, and objects in the project area. Research was conducted to confirm the dates of construction and any exterior alterations. All information obtained was incorporated and considered during the process of evaluating the property for National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and local-level eligibility. To determine if the project would result in any indirect impacts, SWCA also completed an intensive survey of properties immediately adjacent to the project area and area of potential indirect impacts, and a reconnaissance survey of the surrounding area to identify potential historic districts or historic landscapes.

Whenever cultural materials were encountered, SWCA collected all data necessary to complete the appropriate State of California Department of Parks and Recreation (DPR) 523 series forms. Resources were mapped with a handheld mapping-grade Trimble GeoXT global positioning system (GPS) unit with submeter accuracy and differential correction. All GPS data were exported into geographic information system (GIS) geodatabases and plotted onto the associated geo-referenced US Geological Survey 7.5-minute quadrangle to ensure accuracy and to produce location maps of all resources. In addition to mapping, SWCA documented all resources with overview photographs. No artifacts were collected during the surveys. SWCA assigned temporary field numbers using the prefix "COL" (Colton) and the designation "S" for sites. Each feature and artifact isolate was assigned an individual provenience designation number. All field notes, photographs, and records related to the study are on file at the SWCA Pasadena, California, office.

Records Search Results

Results of the cultural resources records search indicate that 17 previous cultural resource studies have been conducted within a half mile of the project area; seven of these were conducted within the project site. Additionally, the South Central Coastal Information Center (SCCIC) records search results identified five previously recorded cultural resources within a half mile of the project area; one of these (P-36-016417) is in the project site and is discussed in greater detail below. The records search also revealed that there are six additional resources within a half mile that relate to the area's irrigation development and are listed by the SCCIC as pending recordation. None of these have been formally recorded and none are located on the project site. Details pertaining to these resources are presented in Table 8, *Previously Recorded Cultural Resources within a Half-Mile of the Project Area.*

3. Environmental Analysis

Table 8 Previously Recorded Cultural Resources within a Half-Mile of the Project Area

Primary No.	Trinomial	Resource Description	CRHR/NRHP/SHL Eligibility Status	Recorded By and Year	Proximity to Project Area
P-36-016417	—	Historic Road – San Bernardino-Sonora Road	California Point of Historical Interest	California Department of Parks and Recreation 1973; Baallester, Daniel 2003.	Within
P-36-000021	CA-SBR-21	Rock Shelter, Midden Deposit	Not evaluated	Bierman and Mohr 1948	Outside (within half mile)
P-36-000087	CA-SBR-87	Artifact scatter including ceramics, lithics, and groundstone	Not evaluated	Bierman and Mohr 1949	Outside (within half mile)
P-36-001575	CA-SBR-1575	San Salvador School Adobe	Not evaluated	Smith, G.A. 1946	Outside (within half mile)
P-36-015223	CA-SBR-15223H	South Colton Historic District	Possibly ineligible	Castaneda, A. and J. Pitti 1979	Outside (within half mile)
P1074-104H	—	Old Meeks and Daley Ditch	Not evaluated	Unknown	Outside (within half mile)
P1074-105H	—	Meeks and Daley Ditch	Not evaluated	Unknown	Outside (within half mile)
P1074-107H	—	Warm Creek	Not evaluated	Unknown	Outside (within half mile)
P1074-108H	—	Stockman Connection	Not evaluated	Unknown	Outside (within half mile)
P1074-109H	—	Parks Connection	Not evaluated	Unknown	Outside (within half mile)
P1074-110HH	—	San Salvador Ditch	Not evaluated	Unknown	Outside (within half mile)

Source: SWCA, October 2015.

P-36-016417

P-36-016417 is the San Bernardino-Sonora Road, which is currently listed as a California Point of Historical Interest. Although the SCCIC records identify a portion of this historical wagon road as running through the project area, the associated documentation confirms that the resource has not been recorded in the project area or within a 0.8- km (0.5-mile) radius. The California Historical Resources Information System documentation for the resource includes excerpts from unspecified secondary sources, the California DPR of Historical Interest record from 1972, and a DPR form from 2003, which recorded a segment of the road approximately 5.4 miles to the east in Redlands.

Agua Mansa Historic District

Additional background research also indicates that the project area is in the Agua Mansa Historic District, which is identified in the City of Colton General Plan Cultural Resources Preservation Element (2000). The Agua Mansa Historic District is bounded by Riverside Avenue to the west, the Santa Ana River to the south, Agua Mansa Road to the north, and La Cadena Drive to the east. According to the cultural resources

preservation element, the district is significant in Colton's agricultural history and the origins of the town's Hispanic population. The cultural resources preservation element indicates that the district was identified during a 1992 historic landmark survey, but coordination with the SCCIC and subsequent research failed to identify any additional documentation about the district. In the absence of this documentation, it is unclear how the district's boundaries were determined, if contributing resources were identified, and if it was evaluated using the criteria required for listing in the NRHP, CRHR, and/or local designation. A reconnaissance-level survey completed by SWCA determined that the district is currently characterized by a number of industrial facilities as well as some current or former agricultural properties. For the purposes of CEQA and according to CEQA Guidelines Section 15064.5(a)(3), the Agua Mansa Historic District can be considered a historical resource because it has been identified as historically significant by the City of Colton in the adopted cultural resources preservation element.

Cultural Resources Survey Results

SWCA identified and recorded one historic archaeological site (COL-S-01) and one historic built environment resource (602 Agua Mansa Road) in the project area. In addition, SWCA identified four historic built-environment resources (516 Agua Mansa Road, 604 Agua Mansa Road, 606 Agua Mansa Road, and 608 Agua Mansa Road) within the area of potential indirect impacts (see Figure 10, *Cultural Resources Map*).

Site COL-S-01 – Onsite

Site COL-S-01 is a historical mid-twentieth-century agricultural or ranching site. The site measures approximately 1,274 by 654 feet and comprises 5 features associated with water distribution and control, 7 fence or post features, a retaining wall, an access road, 18 concentrations of secondary historic refuse deposits, and a diffuse scatter of building materials (see Table 9, *Summary of COL-2-01 Features*). The refuse deposits consist primarily of fragmented building materials such as brick, concrete, cinder blocks, milled lumber, asphalt, and metal. Some domestic trash is present, including glass and ceramic fragments as well as cans. Additional details on Site COL-S-01 features can be found in SWCA's cultural resource survey report in Appendix C1.

3. Environmental Analysis

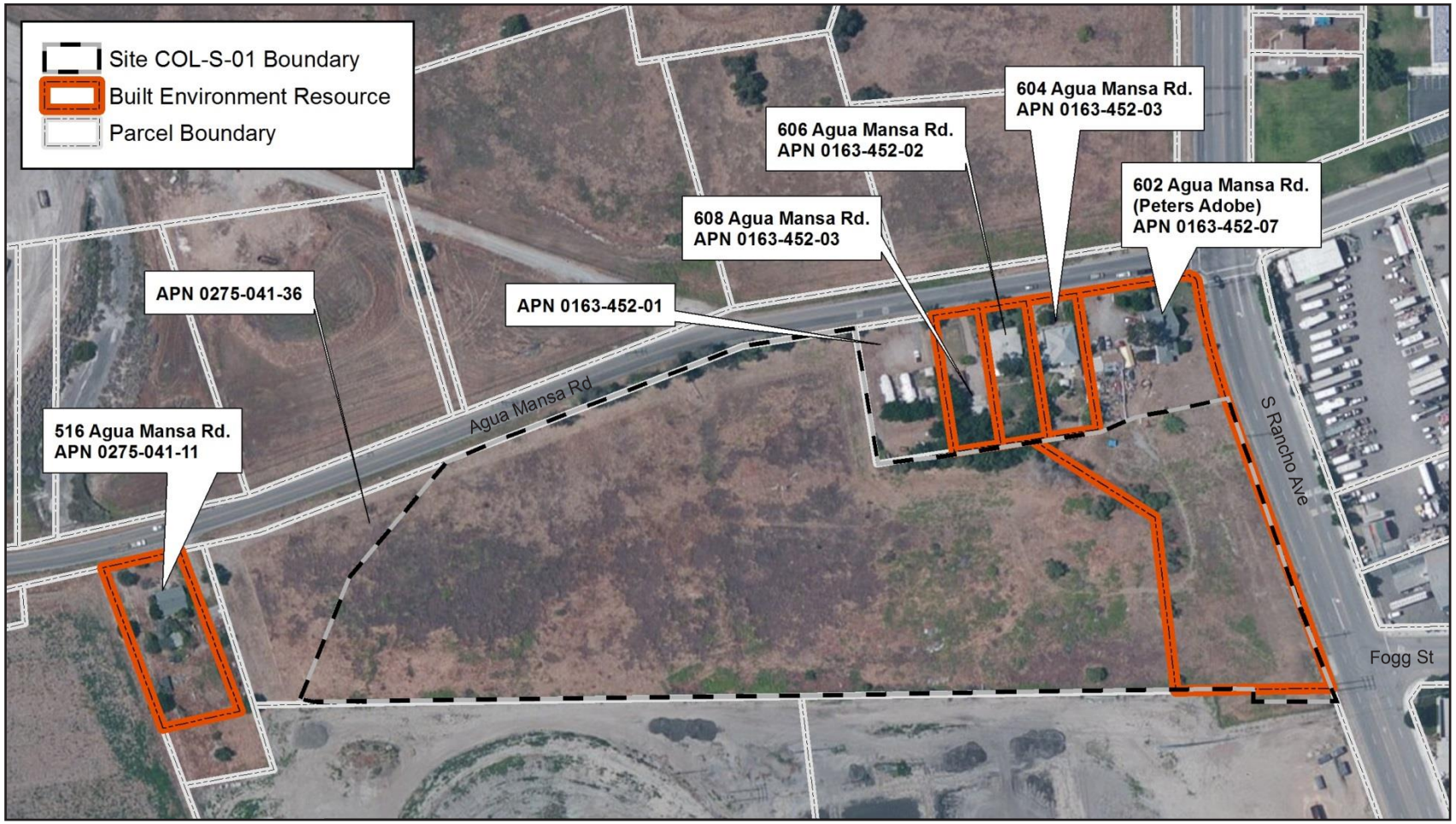
Table 9 Summary of COL-S-01 Features

Feature No.	Description	Type	Date
1001	Five concrete pipes (1001 A–E), four with cast iron valves	Water Control	Post-1953
1004	PVC pipe and metal valve	Water Control	Unknown
1008	Cinderblock basin	Water Control	Unknown
1009	Concrete trough	Water Control	Unknown
1013	Access road with paved and unpaved segments	Access Road	Unknown
1016	Concentration of building materials and domestic refuse	Refuse concentration	Post-1945
1017	Concentration of domestic ceramic fragments	Refuse concentration	Unknown
1020	Composite wood and metal post	Fencing/Post Features	Unknown
1030	North–south trending fence composed of repurposed utility pole segments, wood posts, and repurposed railroad tie	Fencing/Post Features	Unknown
1032	Concentration of building materials and domestic refuse	Refuse concentration	1933-1964
1034	One concrete tank, two concrete structure pads, three wood posts, and two concrete pipes	Water Control	Unknown
1036	Concentration of building materials and domestic refuse	Refuse concentration	Unknown
1038	Decommissioned utility line	Fencing/Post Features	Unknown
1042	Two standing wood posts and scatter of fencing debris	Fencing/Post Features	Unknown
1043	Triangular fenced enclosure	Fencing/Post Features	Unknown
1044	Concentration of building materials and domestic refuse	Refuse concentration	Unknown
1046	Concentration of building materials and domestic refuse	Refuse concentration	1953
1048	Retaining wall	Retaining wall	Unknown
1051	Hitching post	Fencing/Post Features	Unknown

Source: SWCA, October 2015.

The research potential of Site COL-S-01 has been exhausted by its present recordation, and few meaningful conclusions can be drawn from further study. The site does not appear to meet the minimum criteria to be considered eligible for the CRHR under Criteria 1 through 4, and it does not represent a unique archaeological resource. Therefore, SWCA recommends that site COL-S-01 be considered not eligible for listing in the CRHR.

Figure 10 - Cultural Resources Map
3. Environmental Analysis



Base Map Source: SWCA Environmental Consultants, 2015

3. Environmental Analysis

This page intentionally left blank.

602 Agua Mansa Road (Peters Adobe) – Onsite

Located at the southwest corner of Agua Mansa Road and South Rancho Avenue, 602 Agua Mansa Road is a former agricultural property that contains a primary residence and secondary outbuilding, both of which are currently vacant. Also known as the Peters Adobe, the primary residence is a two-story, single-family residence designed in a Minimal Traditional style. Rectangular in plan, the building has an adobe brick structural system covered by wood siding with a one-story, exposed adobe brick extension on the south (rear) elevation. The building is topped with a cross-gable roof, and the extension has a more gently pitched hipped roof, both of which are sheathed in asphalt shingles. A porch on the north elevation features large wood columns and a decorative railing, and the porch sits atop a concrete platform and leads to the central, primary entryway. A smaller secondary porch is on the east elevation, also with a decorative wood railing. With the exception of a double-hung window on the east elevation, all fenestration is currently boarded over with plywood. A single-story rectangular outbuilding with a gable roof sheathed in asphalt shingles is immediately to the west of the primary residence. It features a large wooden door on the south elevation and an entry way on the east elevation, which has been boarded over with plywood. The building has an extension on the east elevation with a shed roof. Enclosed by an open post-and-rail wooden fence, the subject property features a large open space to the south that was historically used for agricultural purposes.

The assessment of the historical significance of 602 Agua Mansa Road determined that it is a former agricultural property owned and developed by early Colton settler Peter C. Peters. It contains an 1875 adobe residence, which is an exceedingly rare property type in San Bernardino County and southern California as a whole. As a former agricultural property that was characterized by large expanses of open land, the subdivision of the original parcel and adjacent residential and industrial development have negatively affected the setting and feeling of 602 Agua Mansa Road. The residence is currently vacant and in moderate-to-poor condition, but it is largely unaltered; it is representative of its historical period; and it continues to retain integrity of location, design, materials, workmanship, and association. Because it retains sufficient integrity and is directly associated with the early development of the region, the subject property appears eligible for listing in the NRHP, the CRHR, and local designation in the City of Colton under Criteria A/1/1. Furthermore, as an increasingly rare property type that is representative of a type, period, and method of construction, it appears eligible at the federal, state, and local levels under Criteria C/3/4. The subject property also appears to contribute to the Agua Mansa Historic District, which is significant in Colton's agricultural history.

516 Agua Mansa Road – Offsite

The single-story residence at 516 Agua Mansa Road is square in plan and capped by a side-gabled roof covered in replacement asphalt shingles and punctuated by a brick chimney. Characteristic of its Minimal Traditional style, it is void of architectural details. Windows have largely been replaced with double-hung windows, and the primary entrance at the center of the primary (north) elevation is hidden behind a metal security gate. Alterations include the application of rough-textured stucco, replacement of windows, and asphalt shingle roofing materials. These have negatively affected its integrity of materials and workmanship. Archival research failed to indicate that the property is associated with historic events or persons, and it is a fairly common example of a Craftsman/Minimal Traditional residence. As such, it does not appear eligible for federal, state, or local designation under any applicable criteria. As a single-family residence that was

developed in 1935 on a small subdivision, it does not appear to have been associated with the early agricultural history of Colton, and therefore it is not recommended as a contributor to the Agua Mansa Historic District.

604 Agua Mansa Road – Offsite

The subject property is a single-family residence designed in a Craftsman/Minimal Traditional architectural style that is characteristic of the early twentieth century. However, historical aerial photographs, topographic maps, and records at the San Bernardino County Assessor's office indicate that the property was not at its current location until ca. 1941, when the parcel was subdivided from the larger adjacent parcel to the east. This information suggests that the residence was moved from another location, although its original address and construction date are not known.

In considering the historical significance of the property, it is an early-twentieth century, single-family residence that appears to have been moved to its current location. National Register criteria limit the consideration of moved properties because significance is embodied in settings as much as the properties themselves. Further archival research failed to indicate that the property is associated with historic events or persons, and it is a fairly common example of a Craftsman/Minimal Traditional residence. As such, it does not appear eligible for federal, state, or local designation under any applicable criteria. As a single-family residence that was developed at its current location circa 1941 on a small subdivision, it does not appear to have been associated with the early agricultural history of Colton, and therefore it is not recommended as a contributor to the Agua Mansa Historic District.

606 Agua Mansa Road – Offsite

606 Agua Mansa Road is a single-family residence designed in a Minimal Traditional style that was constructed between 1951 and 1959. Assessor records indicate that the building is located on a lot that was subdivided from the adjacent parcel to the east in 1946. Research was unable to identify any subsequent owners or occupants and failed to indicate that the property is associated with any significant events or persons. Furthermore, the building is a fairly common example of a Minimal Traditional residence. As such, the building does not appear eligible for federal, state, or local designation under any applicable criteria. As a single-family residence that was developed between 1951 and 1959 on a small subdivision, it does not appear to have been associated with the early agricultural history of Colton, and therefore it is not recommended as a contributor to the Agua Mansa Historic District.

608 Agua Mansa Road – Offsite

This property is a single-family residence designed in a Minimal Traditional style that was constructed circa 1940. Research was unable to identify subsequent owners or occupants and failed to find that the property is associated with any significant events or persons. Furthermore, the building is a fairly common example of a Minimal Traditional residence, and as such, the building does not appear eligible for federal, state, or local designation under any applicable criteria. As a single-family residence that was developed circa 1940 on a small subdivision, it does not appear to have been associated with the early agricultural history of Colton, and therefore it is not recommended as a contributor to the Agua Mansa Historic District.

Conclusion

Within the proposed project site is one historic building (602 Agua Mansa Road, Peters Adobe) that was determined eligible for listing in the NRHP, CRHR, and local designation in the City of Colton, and is therefore considered a historical resource for the purposes of CEQA. Furthermore, the proposed project is in the Agua Mansa Historic District, which is identified in the City's cultural resources preservation element and is also considered to be a historical resource.

As currently proposed, the former Peters residence at 602 Agua Mansa Road would not be altered and would remain as is on the project site. Construction activities associated with the proposed project would include the development of buildings and infrastructure, all of which have the potential to result in ground vibrations. The current structural condition of the adobe residence is unknown, and ground vibrations as part of the proposed project would potentially cause damage to the building. Additionally, the project currently does not propose any intervention for the building. Should the building be retained as is, it would inevitably fall into a state of disrepair. As an adobe building that is approximately 140 years old, it is particularly susceptible to damage from natural causes, and if left unmaintained, it would potentially deteriorate beyond the point of repair. These impacts would result in the material impairment of the building and would result in a substantial adverse change in the significance of a historical resource.

As discussed above, the setting of the Peters Adobe has been negatively affected by the development of adjacent residential and industrial properties. The proposed project would further alter the immediate surroundings of the adobe home. The residence is partially significant for its direct association with the agricultural development of Colton, and the open landscape to the south was historically associated with the building and is a characteristic that helps to convey its historical significance. The development of a trucking facility immediately to the south of the property would result in a direct impact to the setting of the residence and would result in the separation of a portion of land that was directly associated with it. The building is also significant as a rare example of an adobe residence in southern California. While the project would result in the alteration of the characteristics of the property, it would not materially impair it such that it would no longer be able to convey its historical significance.

The residence also contributes to the Agua Mansa Historic District, which is significant for its association with Colton's agricultural history. Should the residence be allowed to fall into disrepair such that it is materially impaired, it would negatively affect the district. Additionally, the development of an industrial trucking facility would alter the agricultural characteristics of the district that contribute to its historical significance. However, the loss of the residence and an 11-acre portion of a much larger district would not greatly alter the overall characteristics of the Agua Mansa Historic District; therefore, it would still remain a historical resource.

According to the CEQA Guidelines, a project that follows the "Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings" (Standards) generally shall be considered as mitigated to a level of less than a significant impact on the historical resource (CEQA Guidelines Section 15064.5[b][3]). The Standards provide guidelines for four types of treatments: preservation, rehabilitation, restoration, and reconstruction.

3. Environmental Analysis

Given that no use is currently proposed for the adobe home, preservation would be the most suitable approach. Preservation would provide for the protection of the building and would ensure that its character-defining features and other elements that contribute to the building's significance are retained. A condition of approval and mitigation measure requiring the preparation of a Historic Preservation Work Plan is provided below to reduce impacts on historic resources to less than significant levels.

Conditions of Approval

COA-1 The Historic Preservation Work Plan for 602 Agua Mansa Road shall be prepared and approved by the City of Colton prior to the start of the proposed project (i.e., issuance of construction permits).

Mitigation Measures

CUL-1 **Historic Preservation Work Plan.** Prior to the start of the proposed project, the City of Colton shall require the project sponsor retain a preservation team of qualified preservation professionals to develop a Historic Preservation Work Plan (HPWP) for 602 Agua Mansa Road. The preservation team shall include, but not be limited to, an architectural historian who meets the Secretary of the Interior's Professional Qualifications Standards and a structural engineer with demonstrated experience with historic buildings and structures, such as adobe residences. In developing an HPWP, the preservation project team shall determine the existing structural condition of the property and identify the features that contribute to its historical significance, including both the buildings and surrounding property.

The HPWP shall determine the extent of deterioration in existing features and the feasibility of repairing deteriorated features. Appropriate treatments for deteriorated features shall be determined according to the applicable Preservation Briefs and the Preservation Tech Notes that are provided by the National Park Service in its Technical Preservation Services. Specifically, the project sponsor and the preservation team shall investigate the existing foundation, adobe walls, roof, and windows. In addition, the HPWP shall identify and document the property's character-defining features. This process will include an examination of not only the buildings at 602 Agua Mansa Road, but also the buildings at surrounding property. The HPWP shall present an approach that preserves the property's character-defining features in conformance with the "Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings," ensuring that the property retains its ability to convey its historical significance.

Prior to the issuance of construction permits, the City of Colton shall review and approve the HPWP. If it is determined that the structural condition of the property is compromised and subject to damage, work shall be done to stabilize the property before any ground-disturbing activities commence. Other work presented in the HPWP may be performed concurrently as the proposed project and shall be proposed under the supervision of the preservation team. Subsequent to completion of the elements presented in the HPWP, the

preservation team shall prepare a short memorandum that confirms the HPWP was completed as proposed.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact With Mitigation Incorporated. SWCA conducted an archaeological intensive pedestrian survey of the project area on July 13, 2015, and an additional archaeological pedestrian survey of the project area on September 2 and 3, 2015. The intensive-level survey consisted of systematic surface inspection with transects walked at 15-meter (49-foot) or less intervals to ensure that all surface-exposed artifacts, features, and sites in the project area could be identified. SWCA examined the ground surface for prehistoric artifacts (e.g., flaked stone tools, toolmaking debris, stone milling tools), historical artifacts (e.g., metal, glass, ceramics), sediment discoloration that might indicate the presence of a cultural midden, roads and trails, and depressions and other features that might indicate the former presence of structures or buildings (e.g., post holes, foundations). As stated above, SWCA collected all data necessary to complete appropriate DPR 523 series forms, including GPS data and overview photographs to produce location maps and accurate records.

As stated above, SWCA identified and recorded one historical archaeological site during the survey: COL-S-01. No prehistoric artifacts or sites were observed. The entire project area is very disturbed and appears to have been recently graded and possibly cleared of some vegetation. Some modern trash is present, including bottles, tires, and other debris. This trash was likely deposited by residents or visitors. Pedestrian survey did not identify any evidence, such as darkened sediment or partially buried artifacts, which would suggest that subsurface deposits may be present. While there are homes in the parcels adjacent to the north and west sides of the project area, Site COL-S-01 is in the fields outside of the fenced yards of the homes, and historical research indicates that no substantial buildings or structures were located in these fields. Thus, it is unlikely that subsurface features such as privies, wells, or trash pits are present. However, in the event that intact buried deposits are identified, these would require evaluation. Therefore, mitigation is provided to ensure potential impacts to previously undiscovered archaeological resources are reduced to less than significant levels.

Mitigation Measures

CUL-2 **Cultural Resources Monitoring and Discovery Plan.** Prior to issuance of grading permits, a qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology, shall be retained to carry out all mitigation measures related to archaeological and historical resources. The principal investigator shall prepare a Cultural Resources Monitoring and Discovery Plan (CRMDP). The CRMDP shall describe the specific field methodologies to be utilized, including procedures for archaeological monitoring and treatment of any archaeological resources identified.

CUL-3 **Preconstruction Worker Training.** At the project kick-off and before construction activities begin, the selected qualified archaeologist or their designee shall provide training to

construction personnel on information regarding regulatory requirements for the protection of cultural resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should unanticipated cultural resources discoveries be made during construction. Workers shall be provided contact information and protocols to follow in the event that inadvertent discoveries are made. If necessary, the project archaeologist can create a training video, PowerPoint presentation, or printed literature that can be shown to new workers and contractors to avoid continuous training throughout the life of the project.

CUL-4 **Construction Monitoring for Archaeological Resources.** Prior to issuance of grading permits, a qualified archaeological monitor shall be retained to monitor all initial ground-disturbing activities. The archaeological monitor will work under the supervision of the principal investigator. The duration and timing of the monitoring shall be determined by the principal investigator in consultation with the City of Colton. If, in consultation with the City of Colton, the principal investigator determines that full-time monitoring is no longer warranted, he or she may recommend a reduction in the level of monitoring to periodic spot checking or may recommend that monitoring cease entirely.

CUL-5 **Inadvertent Archaeological Discoveries.** In the event that unanticipated buried cultural deposits are encountered during any phase of project construction, all construction work within 20 meters (60 feet) of the deposit shall cease, and the qualified archaeologist shall be consulted to assess the find. Construction activities may continue in other areas. If the cultural material identified is Native American, Native American contacts shall be notified. If, in consultation with the City of Colton, the discovery is determined to be not significant, work shall be permitted to continue in the area. If, in consultation with the City of Colton, a discovery is determined to be significant, additional mitigation may be warranted.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. Within the Peninsular Ranges, the project area is located in the northeastern part of the Santa Ana Valley, one of the principle alluvial valleys of the Los Angeles Basin. The valley is bounded to the north by the San Gabriel Mountains, the east by the San Bernardino Mountains, and the south by the Jurupa Mountains. The project site is located to the eastern edge of a broad, flat alluvial plain dominated by deposits from the Santa Ana River and dissected by motion along the San Jacinto and Rialto-Colton Faults.

The geology of the northern Santa Ana Valley is highly varied, but in general terms consists of more recent unconsolidated sediments eroded from the surrounding mountains since the Late Pleistocene (0.012–0.126 million years ago [Mya]) overlaying older consolidated sedimentary deposits from the Pliocene to Early Pleistocene (5.3–2.6 Mya), which in turn overlay pre-Tertiary (> 66.4 Mya) crystalline bedrock. The surface geology of the project area consists of a single geologic unit—Holocene (0.012 Mya–recent) younger alluvial deposits. The subsurficial geology has not been studied in the exact project locality; however, mapping of the area around the project site and studies of the Santa Ana Valley to the west of the project site indicate the

following units likely underlie the surficial geology of the project area: Pleistocene (2.6–0.012 Mya) older alluvium and Late Pleistocene–Holocene (0.126 Mya–recent) older fan deposits.

Site-Specific Geology and Paleontology

Younger Alluvium

The younger alluvial deposits, mapped as Qya3 and Qya4 on Figure 11, *Geologic Map*, are Holocene in age (0–0.012 Mya) and are found covering the entire proposed project area. In general, these sedimentary units are unconsolidated and may be undissected or slightly dissected valley deposits composed of grayish sands and pebbles eroded from the surrounding mountains. These sediments are too young to yield paleontological resources, and therefore have no potential to yield paleontological resources.

Pleistocene Older Eolian Deposits

Older Pleistocene (0.8–0.012 Mya) eolian deposits, mapped as Qoed3 (dune sands) and Qoes3 (sheet sands), consist of desert sands and occur in the northern region of the project area. These deposits consist of slightly to moderately consolidated fine to medium sands and may be finely laminated. Unlike the younger sediments at the surface of the project area, the older eolian sediments have a high potential to yield paleontological resources, and deposits of similar age and lithology elsewhere in southern California have yielded significant fossils. Additionally, older alluvial deposits (Qoa), while not present on the surface in the near vicinity of the project area, have a high potential to preserve fossil resources. These sediments are of similar age to the older eolian deposits, but preserve valley fill deposits of moderately to well consolidated silt, sand, and gravels. These sediments are commonly found in the subsurface throughout the Santa Ana Valley and are well known for their fossil preservation and high paleontological sensitivity. These sediments are therefore assigned high paleontological sensitivity for yielding significant paleontological resources.

Records Search Results

The San Bernardino County Museum records search indicates that there are no known fossil localities either within or around the project area, up to a radius of one mile.

Based on the results of the records search and the literature review, scientifically significant paleontological resources are unlikely to be preserved in the surficial geologic unit in the project area. However, sediments of similar type and age to those that may underlie the project area are known to yield significant fossils elsewhere in the region. Thus, impacts are potentially significant.

Mitigation Measures

CUL-6 **Inadvertent Paleontological Discoveries.** Prior to ground disturbance activities, a qualified paleontological monitor shall be present for any activity that may impact the subsurface sediments, beginning at a depth of approximately 15 feet. This depth is only an estimate; should construction workers uncover potential fossil resources when a monitor is not present, a qualified paleontologist shall be contacted immediately and all work cease within a 25-foot radius of the discovery. Should the ongoing monitoring

results indicate that the paleontological sensitivity of the subsurface sediments within the project area is lower or higher than anticipated, the monitoring level of effort shall be adjusted (increased or decreased) accordingly.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact With Mitigation Incorporated. California Health and Safety Code, Section 7050.5; CEQA Section 15064.5; and Public Resources Code, Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code, Section 7050.5, requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the county coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. Additional mitigation is provided to ensure potentially discovered human remains are adequately investigated and excavated to the authorized representative.

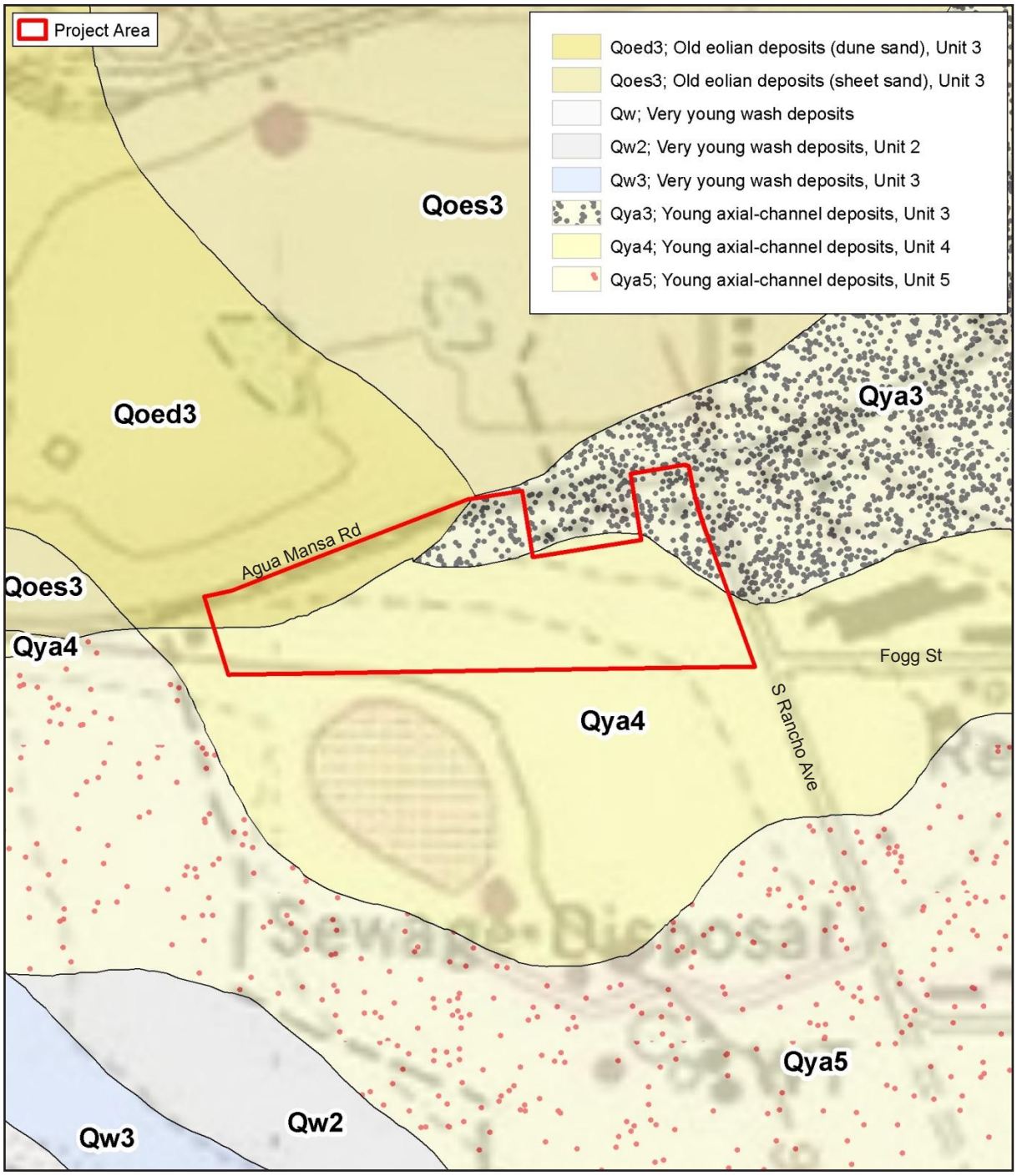
Mitigation Measures

CUL-7 **Discovery of Human Remains.** If human remains are discovered, State of California Health and Safety Code Section 7050.5 stipulates that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The San Bernardino County Coroner and the lead agency shall be notified of the find immediately. If the human remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074?

Less Than Significant Impact With Mitigation Incorporated. The project area is in an ethnographic transition zone between three Native American groups: the Gabrielino/Tongva, Serrano, and Cahuilla. All three groups are speakers of Takic languages, which are part of the Uto-Aztecan linguistic stock. Since the project area occupies a transitional zone among Gabrielino/Tongva, Serrano, and Cahuilla, it is necessary to consider all three groups to fully understand the occupation history of the project area.

Figure 11 - Geologic Map
3. Environmental Analysis



0 400
Scale (Feet)

Base Map Source: SWCA Environmental Consultants, 2015

3. Environmental Analysis

This page intentionally left blank.

The ethnographic boundaries among the three groups shifted during the historic period, and probably also fluctuated prior to contact. The Gabrielino dominated the San Bernardino Valley during the late eighteenth century, but were succeeded by the Serrano in the early decades of the 1800s. This movement, together with the similarity of the groups' languages, has led to some uncertainties with regard to local place names. A Native American community called Homhoa (or Homoa) was located to the east of the project area. A local resident in the 1880s placed it southeast of Colton between the south bank of the Santa Ana River and the base of the foothills. Although some identify the term as a Serrano place name, others indicate that it may be based on an earlier Gabrielino name. Jurupa (Hurumpa), a native place name for the hills west of Riverside, is another Serrano word with possible Gabrielino origins.

On July 1, 2015, SWCA requested a search of the Sacred Lands Files from the NAHC. SWCA received a response letter by U.S. mail from the NAHC date August 10, 2015, stating that the results of the Sacred Lands File search indicate that no Native American cultural resources were known in the immediate vicinity of the project area. The NAHC also provided a list of 10 Native American groups and individuals who may have knowledge of cultural resources in the project area. SWCA sent letters to each of the contacts, identifying the project location and requesting input by U.S. mail on August 24, 2015. SWCA conducted one follow-up telephone call with each contact on September 23, 2015. As of September 24, 2015, four tribes have responded to SWCA:

1. **Morongo Band of Mission Indians:** A representative of the Morongo Band of Mission Indians informed SWCA that the project was outside of the Morongo Band of Mission Indians area of interest and recommended coordination with the San Manuel Band of Mission Indians.

2. **Soboba Band of Luiseño Indians:** Joseph Ontiveros, Director of Cultural Resources of the Soboba Band of Luiseño Indians, informed SWCA via email that the area is in proximity to known sites; he further recommended Native American monitoring and that the monitor be associated with the Soboba Band of Luiseño Indians Cultural Resource Department.

3. **Gabrieleno Band of Mission Indians:** Andrew Salas, Chairperson of the Gabrieleno Band of Mission Indians, informed SWCA via email that the area is highly sensitive for Native American Resources; he further recommended Native American monitoring and that the monitor be associated with the Gabrieleno Band of Mission Indians.

4. **Serrano Nation of Mission Indians:** Goldie Walker, Chairwoman of the Serrano Nation of Mission Indians, noted that the project is on "Indian Land" and requested that she be contacted if Native American resources are identified or encountered during project related activities.

In conclusion, coordination with Native American groups indicates that there is a potential to encounter buried prehistoric deposits in the project area. Thus, Mitigation Measures CUL-4 through CUL-6 provided above would also apply and help minimize impacts to potential tribal cultural resources buried onsite.

Mitigation Measures

See Mitigation Measures CUL-4, CUL-5, and CUL-6.

3.6 GEOLOGY AND SOILS

The analysis in this section is based partly on the following technical study, which is included as Appendix D to this Initial Study:

- *Report of Soils and Foundation Evaluations Proposed Truck Maintenance Facility with Office & Warehouse, 625 Agua Mansa Road @ Rancho Avenue, Colton, California,* Soils Southwest, Inc., February 20, 2015.

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

Exposure of people or structures to seismic hazards is not a CEQA impact. Pursuant to *California Building Industry Association (CBIA) v the Bay Area Air Quality Management District (BAAQMD) (2015)*, CEQA applies to a project's impacts on the environment, not the environment's impacts on the project unless the project would exacerbate the environmental hazard. Implementation of the project would not cause or worsen seismic hazards; therefore, the project would not exacerbate the environmental hazard.

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.

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. Surface rupture is the most easily avoided seismic hazard. Fault rupture generally occurs within 50 feet of an active fault line (CGS 2007). The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent construction of buildings used for human occupancy on the surface of active faults in order to minimize the hazard of surface rupture of a fault to people and habitable buildings.[4] Before cities and counties can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the sites are not threatened by surface rupture from future earthquakes.

The San Jacinto Fault Zone is a mapped Alquist-Priolo Fault Zone and is a major branch of the San Andreas Fault System, extending in a northwest-southeast direction through the City of Colton (Colton 2013a). The San Jacinto Fault Zone also includes the Rialto-Colton Fault; however, these are about 2.5 miles and 1.0-mile northeast of the project site, respectively. Due to the distance to these faults, the potential for surface rupture onsite is considered low. Therefore, no significant impacts from a fault rupture would occur and no mitigation measures are necessary.

ii) Strong seismic ground shaking?

Less Than Significant Impact With Mitigation Incorporated. As stated above, the San Jacinto Fault Zone and Rialto-Colton fault are located approximately 2.5-miles and 1.0-mile northeast of the project

[4] An active fault is a fault that has experienced seismic activity during historic time (since roughly 1800) or exhibits evidence of surface displacement during Holocene time; about the last 11,000 years.

site, respectively. Thus, there is potential for moderate to strong ground shaking from earthquakes, especially in seismically active southern California. A moderate to large magnitude earthquake on the San Jacinto or Rialto-Colton Fault would expose people or structures on the project site to potential substantial adverse effects, including the risk of loss, injury, or death. The intensity of ground shaking on the project site would depend on the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter and the project site.

However, the project site is not at greater risk of seismic activity or impacts than other sites in southern California. Additionally, the state and local jurisdictions regulate development in California through a variety of tools that reduce hazards from earthquakes and other geologic hazards. For example, the 2013 California Building Code (CBC; California Code of Regulations, Title 24, Part 2), adopted by reference in Chapter 15.04 (California Codes) of the City's municipal code, contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. The design and construction of the proposed trucking facility would be required to adhere to the provisions of the CBC.

Additionally, the proposed project would be required to implement geotechnical recommendations related to structural pad preparation, concrete foundation support, and excavation in the soils and foundations evaluations prepared by Soils Southwest (Mitigation Measure GEO-1). Compliance with provisions of the CBC, City's grading ordinances, and Mitigation Measure GEO-1 would reduce impacts to less than significant.

Mitigation Measures

GEO-1 **Geotechnical Project Designs.** Prior to the issuance of grading and building permits, the project applicant shall demonstrate to the City of Colton Building and Safety Division that all earthwork and design recommendations (e.g., foundation preparation and design, site grading, soil sampling, removal and recompaction recommendations) in the project's Soils and Foundations Evaluations prepared by Soils Southwest, dated February 20, 2015, (incorporated herein by this reference) and any updated geotechnical reports have been incorporated into the project design and grading plans. During grading and construction, the Building and Safety Division staff shall verify that grading and construction activities comply with these recommendations.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. When soil liquefies, it loses strength needed for supporting overlying structures. The factors known to influence liquefaction potential include soil type and grain size, relative density, groundwater level, confining pressures, and intensity and duration of ground shaking. In general, materials that are susceptible to liquefaction are loose, saturated granular soils. Common effects of liquefaction include settlement of soil and of structures on or in soil, and horizontal landslides known as lateral spreading.

Lateral spreading is demonstrated by near vertical cracks with predominantly horizontal movement of the soil mass involved. Considering the historical groundwater table onsite to be about 16 feet below grade, seismically induced soil liquefaction and ground settlement were evaluated using CivilTech Software V5.2E LiquefyPro. Based on the analyses, the site soils are not susceptible to soil liquefaction, and potential for seismically induced lateral spreading is considered remote (Soils Southwest 2015).

Additionally, Exhibit 4.6-4, "Geologic Hazards," of the City of Colton General Plan Update Environmental Impact Report shows that the project site is not in an area mapped as a liquefaction zone (Colton 2013a). The closest liquefaction zone is approximately one mile east. Therefore, no impacts resulting from liquefaction would occur and no mitigation measures are necessary.

iv) Landslides?

Less Than Significant Impact. Landslides are not expected to occur at the project site since the project site is not in an area susceptible to landslides (see Exhibit 4.6-4, *Geologic Hazards*, of the City of Colton General Plan Update EIR [Colton 2013a]). Additionally, based on the soils and foundations evaluations prepared by Soils Southwest, the site and surrounding areas are near level (Soils Southwest 2015). The two adjacent residences near the northeast corner of the site sit on a plateau slightly higher than the project site. However, there are no major slopes or bluffs on or adjacent to the site. Therefore, potential for seismically induced landslides is less than significant and no mitigation measures are needed.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is the movement of rock and soil from place to place, and is a natural process. Common agents of erosion in the project region include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used. Following is a discussion of the potential erosion impacts resulting from the proposed project's construction and operational phases.

Construction Phase

Implementation of the proposed trucking facility would involve excavation, grading, and construction activities that would disturb the existing soil conditions and leave soil exposed. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles and construction equipment. These activities could result in soil erosion if erosion-control measures are not implemented.

Nevertheless, construction activities would be required to adhere to local and state codes and requirements for erosion control and grading. Compliance with South Coast Air Quality Management District Rules 402 (Nuisance) and 403 (Fugitive Dust) would reduce construction erosion impacts. For example, Rule 403 requires fugitive dust be controlled with best available and effective control measures so that dust does not remain visible in the atmosphere beyond the property line of the emissions source. These measures may include stabilizing backfilling materials when not being used, stabilizing soils during clearing and grubbing activities, and stabilizing soils during and after cut-and-fill activities (see Table 1 of Rule 403). Rule 402

requires dust suppression techniques to prevent dust and soil erosions from creating a nuisance offsite. Adherence to these standards would be regulated through the City's development review and building plan check process.

The construction general permit (CGP) issued by the State Water Resources Control Board (SWRCB), effective July 17, 2012, regulates construction activities to minimize water pollution, including sediments. Additionally, the proposed site improvements would be subject to National Pollution Discharge Elimination System (NPDES) permitting regulations as well, which include preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP). The project's construction contractor would be required to prepare and implement a SWPPP and associated best management practices (BMPs) in compliance with the CGP. The following BMPs are typically incorporated in SWPPPs as discussed in Section 3.9, *Hydrology and Water Quality*, and would help minimize soil erosion impacts:

- **Erosion controls:** cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.

- **Sediment controls:** Filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers, and cleaning measures such as street sweeping.

- **Tracking controls:** Tracking control BMPs minimize the tracking of soil offsite by vehicles; for instance, stabilizing construction roadways and entrances/exits.

Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities.

Moreover, Section 13.30.120 (Grading Design Plan) of the City of Colton Municipal Code requires a grading plan to be submitted as part of the landscape documentation package (required for all permits, plan checks, or design reviews). The grading of a project site shall be designed to minimize soil erosion, runoff and water waste with methods, such as grading so that all irrigation and normal rainfall remain within property lines and do not drain onto impermeable hardscapes, avoiding disruption of natural drainage patterns and soils, and avoiding soil compaction in landscape areas.

By complying the state and local regulations, soil erosion impacts from project-related construction activities would be less than significant and no mitigation measures are necessary.

Operation Phase

The project site and surrounding areas are in an industrial area of the City and are relatively level, with minimal rises or changes in elevation. The site has little variation in topography and is generally level. No major slopes or bluffs are located on or adjacent to the site, with the exception of a small bluff near the northeastern corner of the project boundary where the three residential parcels are located. After project completion, the site would be developed with an office building, fuel station, truck wash facility, and paved parking spaces. The potential for soil erosion or loss of topsoil at project completion would be expected to be extremely low.

Therefore, soil erosion impacts from project-related operation activities would be less than significant and no mitigation measures are necessary.

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?

Less Than Significant Impact. Hazards from liquefaction and lateral spreading are addressed above in Section 3.6.a.iii, and landslide hazards are addressed above in Section 3.6.a.iv.

The potential for seismically induced liquefaction or settlement of site soils was evaluated in the soils and foundations evaluations. Based on the analyses, site soils are not susceptible to potential soil liquefaction, and only minor ground settlement of about 0.6 inch could occur (Soils Southwest 2015). Therefore, impacts are less than significant and no mitigation measures are necessary.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact With Mitigation Incorporated. Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking or swelling can shift, crack, or break structures built on such soils. Based on the laboratory testing of site soils, the soils primarily consist of upper compressible, loose, dry and disturbed fine to medium coarse silty sands up to about 6 to 7 feet below grade, overlying deposits of moderately dense silty gravelly sand to the maximum depth of 51 feet. With the presence of upper loose and compressible soils, there is potential for the soils to be expansive and cause shifts and cracks in structures (Soils Southwest 2015).

Exposure of people or structures to expansive soils is not a CEQA impact. Pursuant to the 2015 CBIA v BAAQMD case, CEQA applies to a project's impacts on the environment, not the environment's impacts on the project unless the project would exacerbate the environmental hazard. Implementation of the project would not cause or worsen expansive soils; therefore, the project would not exacerbate the environmental hazard. No further discussion is required.

Project development would be required to incorporate the recommendations provided in the soils evaluations, as outlined above in Mitigation Measure GEO-1, and adhere to the provisions of the City's grading ordinances and CBC. Therefore, no significant impacts from expansive soils would occur.

Mitigation Measures

See Mitigation Measure GEO-1.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project would be required to connect to existing sewers main lines and service lines, which are currently available in the surrounding roadways. The project would not use septic tanks or

other alternative wastewater disposal systems. Therefore, no impact would occur and no mitigation measures are necessary.

3.7 GREENHOUSE GAS EMISSIONS

The analysis in this section is based partly on the following technical study, which is included as Appendix A1 to this Initial Study:

- *Southwest Regional Operations Center Air Quality and Global Climate Change Impact Analysis*, Kunzman Associates, February 23, 2016.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The proposed project is anticipated to generate greenhouse gas (GHG) emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The proposed project's opening year 2016 emissions were calculated and are shown in Table 10, *Project-Related Greenhouse Gas Emissions*. The project applicant is proposing to transfer operations of the existing Systems Transport California Regional Operations Center in Bloomington to the proposed project site in Colton. There are 45 trucks based at the existing facility and 1 office employee. The proposed project would have approximately 8 office employees, 8 shop employees, and a base of 125 trucks. The existing site would close once the proposed site is operational. The emissions from existing uses at the Bloomington facility (also calculated for year 2016) are subtracted from the proposed uses because GHG emissions would cease from the existing facility once the proposed facility is operational.

Table 10 Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (metric tons per year) CO_2e
Area Sources	<1
Energy Usage	156
Mobile Sources	3,651
Waste	95
Water	11
Construction	13
Subtotal Emissions	**3,925**
Less existing uses	-1,337
Net Increase in GHG Emissions	**2,588**
GHG Threshold	**3,000**
Exceeds Threshold?	No

Source: Kunzman 2016a.
Note: Totals may not add to 100 percent due to rounding.

3. Environmental Analysis

As shown in the table, the project would generate a net increase of 2,588 metric tons of carbon dioxide-equivalent ($MTCO_2e$) per year, which is less than the SCAQMD bright-line threshold of 3,000 $MTCO_2e$. Operation of the proposed project would not create a significant cumulative impact to global climate change.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The City of Colton was a participant in the recent San Bernardino Association of Governments' "San Bernardino County Regional GHG Reduction Plan" and adopted its own climate action plan (CAP) in 2015 based on measures in the regional plan. The City's CAP identifies GHG emissions reduction measures to achieve local targets to align with the statewide GHG reduction targets mandated under Assembly Bill (AB) 32. The reduction targets are based on the California Air Resources Board's (CARB) 2008 Scoping Plan, which identified that reducing GHG emissions to 1990 levels by 2020 means cutting approximately 30 percent from business-as-usual (BAU) emissions levels, or about 15 percent from year 2008 levels.

Local measures applicable to the proposed project included in the City's CAP include:

- **Energy-5:** Solar Installation for New Commercial/Industrial Development. The City established a goal of 5 percent of new commercial/industrial buildings to install solar power to offset energy demand. Although the proposed project does not include new solar panels, the new building would be energy efficient to ensure that heating and cooling energy needs are minimized.

- **On-Road-1.7:** Traffic Signal Synchronization. The City has established a goal to improve travel speed by enhanced signal synchronization. New signals installed as part of the project would be synchronized and would be consistent with this policy.

- **On-Road-1.9:** Trip Reduction Ordinance. The CAP identifies a goal for the City to implement a voluntary trip reduction ordinance for employers who employ more than 100 employees. The proposed project would generate approximately 141 employees at the proposed trucking facility—8 office staff, 8 repair shop workers, and 125 truck drivers who are employed by System Transport. The City has not yet established such an ordinance. However, passenger vehicle trips would only be generated by the 8 office staff and 8 repair shop employees.

- **On-Road-1.13:** Alternative Fuel Infrastructure. The CAP directs the City to promote the necessary facilities and infrastructure to encourage the use of privately owned low- or zero-emission vehicles. According to the project applicant, all the System Transport trucks will be year 2010 CARB compliant or better.

- **Off-Road-1:** Electric-Powered Construction equipment. The City has identified an electrification goal of 15 percent of construction equipment. Large off-road construction is currently only powered by diesel fuel; however, such equipment is required to achieve the Environmental Protection Agency's off-road

emissions standards. Other equipment onsite would utilize electricity, when available, during the construction effort, after the dry utilities are installed.

- **Off-Road-2:** Idling Ordinance. The CAP directs the City to adopt an ordinance beyond CARB or local air district regulations. At this time, the City has not adopted an ordinance regarding idling. Under CARB's airborne toxic control measure rules, off-road engines are restricted from nonessential idling for more than five minutes. Construction equipment onsite would be required to adhere to the existing idling limitations.

- **Waste-1:** Increased Waste Diversion. The City has a waste diversion goal of 50 percent from landfills and adopted a construction and demolition waste recovery ordinance. The proposed project would be required to adhere to the City's construction and demolition ordinance. Additionally, the California Solid Waste Reuse and Recycling Access Act (AB 1327, California Public Resources Code Sections 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in a development project. Recycling bins would be provided onsite during project operations.

- **Water-1:** Require Adoption of the Voluntary California Green Building Standards Code (CALGreen) Water Efficiency Measures for New Construction. According to the CAP, the City of Colton has adopted the CALGreen Tier 1 water efficiency measures for new construction. The proposed project would be required to comply with the City's water efficiency requirements.

- **Water-3:** Encourage Water-Efficient Landscaping Practices. The City requires that new construction achieve the City's Water Efficient Landscape Ordinance. The proposed project would be required to comply with the water efficiency requirements.

In addition to the individual measures in the City's CAP, the City's CAP requires additional GHG reductions if projects exceed the bright-line threshold of 3,000 $MTCO_2e$ per year for all land use projects. Projects that generate a net increase of more than 3,000 $MTCO_2e$ must provide a 25 percent reduction from the project's baseline GHG emissions. At 2,588 $MTCO_2e$ per year, the project's net increase in GHG emissions would not exceed 3,000 $MTCO_2e$ per year. Therefore, the project would not conflict with the goals of the City of Colton CAP in this regard. Furthermore, the project is subject to the requirements of the California Green Building Standards Code and the California Building and Energy Efficiency Standards, which ensure that new construction is energy and water efficient.

The proposed project would not conflict with the Colton CAP. Impacts are considered less than significant.

3.8 HAZARDS AND HAZARDOUS MATERIALS

The analysis in this section is based partly on the following technical study, which is included as Appendix E to this Initial Study:

- *Phase I Environmental Site Assessment: Southwest Regional Operations Center for City of Colton,* PlaceWorks, October 2015.

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Less Than Significant Impact. For purposes of this environmental document, the definition of "hazardous material" is the one outlined in the California Health and Safety Code, Section 25501:

> Hazardous materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous waste" is a subset of hazardous materials, and the definition is essentially the same as in the California Health and Safety Code, Section 25117, and in the California Code of Regulations, Title 22, Section 66261.2:

> Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as microorganisms, bacteria, molds, parasites, viruses, and medical waste).

Project Operation

Project operation would involve the use of hazardous materials for truck and vehicular maintenance, cleaning, and repairs; building cleaning; and landscape maintenance purposes (e.g., paints, household cleaners, and pesticides). The use, storage, transport, and disposal of hazardous materials by employees and temporary users of the proposed trucking facility would be required to comply with existing regulations of several agencies, including the Department of Toxic Substances Control, the EPA, US Occupational Safety & Health Administration, Caltrans, and San Bernardino County Fire Department (SBCFD).[5] Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Additionally, the proposed project would be constructed and operated with strict adherence to all emergency response plan requirements set by the City of Colton and SBCFD.

[5] The San Bernardino County Fire Department is the Certified Unified Program Agency for most of San Bernardino County, including the City of Colton. The Certified Unified Program coordinates and makes consistent enforcement of several federal and state regulations governing hazardous materials.

Therefore, long-term operations of the proposed project would not involve routine transport, storage, use, and disposal of substantial amounts of hazardous materials. Impacts would be less than significant and no mitigation measures are necessary.

Project Construction

Construction activities of the proposed project would involve the use of larger amounts of hazardous materials than would project operation. Construction activities would include the use of materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. However, these materials would not be used in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short term or one time in nature.

Additionally, as with project operation, the use, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

Furthermore, the project would strictly adhere to all emergency response plan requirements set by the City of Colton and SBCFD throughout the duration of construction. Therefore, hazards to the public or the environment arising from the routine use of hazardous materials during project construction would be less than significant and no mitigation measures are necessary.

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?

Less Than Significant Impact. Hazardous materials associated with project construction and operation are describe in response to Section 3.8.a, above. The following describes impacts associated with existing hazardous materials onsite. Exposure of people or structures to onsite hazards is not a CEQA impact. Pursuant to the 2015 CBIA v BAAQMD case, CEQA applies to a project's impacts on the environment, not the environment's impacts on the project unless the project would exacerbate the environmental hazard.

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project (see Appendix E) to identify recognized environmental conditions (RECs), historical RECs (HRECs), controlled RECs (CRECs), and other known or suspected environmental conditions in connection with the subject property—to the extent feasible pursuant to the processes prescribed in ASTM International E1527-05. As a part of the ESA, a site reconnaissance was conducted to evaluate the site for evidence of current or previous activities that may have resulted in adverse environmental impacts. Based on the results of the ESA, no RECs, HRECs, or CRECs were identified. Implementation of the project would not cause or worsen onsite, or otherwise upset

environmental hazards onsite; therefore, the project would not exacerbate the environmental hazard. Therefore, impacts would be less than significant and no mitigation measures are required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The closest school to the project site is the San Salvador Preschool (471 Agua Mansa Road) approximately 1,000 feet northwest. As discussed above in Section 3.8.a, hazards to the public or the environment—which includes the San Salvador Preschool and associated staff and students—that arise from the routine use, transport, disposal, or storage of hazardous materials during project construction and operation phases would be less than significant through compliance with existing rules and regulations. Additionally, the proposed project would require a permit from SCAQMD because the trucking facility would generate air toxins that are regulated by SCAQMD. Therefore, impacts to staff and students of San Salvador Preschool or other nearby schools would be less than significant and no mitigation measures are necessary.

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?

No Impact. The following describes impacts associated with existing hazardous materials onsite. Exposure of people or structures to onsite hazards is not a CEQA impact. Pursuant to the 2015 CBIA v BAAQMD case, CEQA applies to a project's impacts on the environment, not the environment's impacts on the project unless the project would exacerbate the environmental hazard.

Environmental Records Search

As part of the ESA, an environmental records search was conducted to determine whether the project site or area was listed in any of the selected regulatory agency databases.

- Federal National Priorities List (NPL) Sites
- Federal Delisted NPL Sites
- Comprehensive Environmental Response, Compensation, and Liability Act Information System (CERCLIS) Sites
- CERCLIS-No Further Response Actions Planned Sites
- Federal Emergency Response Notification System
- Resource Conservation Recovery Act (RCRA) non-CORRACTS TSD Facilities
- RCRA CORRACTS Facilities
- RCRA Generators
- Federal Institutional/Engineering Control Registry
- State and Tribal Equivalent NPL Sites
- State and Tribal Equivalent CERCLIS Sites

- State and Tribal Registered Storage Tanks
- State and Tribal Landfills and Solid Waste Disposal Sites
- State and Tribal Leaking Storage Tanks
- State and Tribal Institutional Controls/Engineering Control
- State and Tribal Voluntary Cleanup Sites
- State and Tribal Brownfield Sites
- Orphan Site List
- HAZNET

The project site was not identified in any of the databases searched.

Site Reconnaissance

In addition to the environmental records review, a site reconnaissance was conducted to obtain further information. There were no signs of the following uses or storages: petroleum products and hazardous materials; hydraulic elevators, vehicle maintenance lifts, emergency generators, and sprinkler pump systems; polychlorinated biphenyls associated with electrical or hydraulic equipment; floor drain and sumps; catch basins; dry wells; pits, ponds, lagoons, and pools of liquid; odors; stains or corrosion; stained soil or pavement; stressed vegetation; solid waste or waste filling; or wastewater discharge. Irrigation wells and standpipes were observed onsite.

In conclusion, no RECs, HRECs, or CRECs were identified onsite from the environmental records review, nor were any hazardous materials identified during the site reconnaissance. Therefore, no significant impacts to the public or environment would occur as a result of the proposed project and no mitigation measures are necessary.

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

No Impact. The nearest airports to the project site are the San Bernardino International Airport, approximately 6 miles northeast of the project site; Flabob Airport, approximately 6 miles southwest of the site; and Municipal Rialto Airport, approximately 6.4 miles northeast of the project site (AirNav 2016). The project site is not within the airport land use plan for any of these airports. Therefore, development of the proposed project would not cause airport-related hazards for residents or workers on or near the project site. No impacts would occur and no mitigation measures are necessary.

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?

No Impact. See response to Section 3.8.e, above. Additionally, there are no heliports adjacent to or within the vicinity of the project site; the closest heliport to the project site is the Arrowhead Regional Medical Center Heliport, approximately 1.6 miles northwest of the project site (AirNav 2016). Helicopter takeoffs and

landings are at a sufficient distance from the project site that they would not pose a hazard to workers of the proposed project. Furthermore, the project site is not within the flight path of the heliport. Therefore, project development would not cause any hazards related to aircraft operating to or from private airstrips or heliports. No impacts would occur and no mitigation measures are necessary.

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

No Impact. The state requires Standardized Emergency Management System (SEMS) plans for responding to any large-scale disaster requiring multiagency and multi-jurisdictional response. The five functions of SEMS include: management, operations, planning and intelligence, logistics, and finance and administration. The SBCFD's Office of Emergency Services Division (County OES) is responsible for disaster planning and emergency management coordination throughout San Bernardino County, including the City of Colton and the project site.

The San Bernardino County Emergency Operations Plan (EOP), dated February 26, 2013, was prepared by the County OES. The EOP includes guidance on response to the county's most likely and demanding emergency conditions, such as earthquakes, floods, fires, and man-made hazards such as terrorism and civil unrest. The EOP details goals and objectives for strategies that mitigate hazards; proposed strategies and actions for reducing vulnerability to identified hazards; and lists of facilities and equipment available for responding to disasters (San Bernardino 2013). The three emergency operations centers (EOCs) in Rialto, San Bernardino, and Hesperia are primary coordination points for disasters and major emergencies. These EOC facilities ensure that communications and emergency management are maintained in the event of a disaster. Development of the proposed project would have no adverse impact on implementation of the adopted San Bernardino County EOP.

Additionally, during the construction and operation phases, the proposed project would not interfere with any of the daily operations of the County's EOC or SBCFD. All construction activities would be required to be performed according to City standards and regulations. The proposed project would be required to provide the necessary on- and offsite access and circulation for emergency vehicles and services during both the construction and operation phases. The proposed project would also be required to go through the City's development review and permitting process and to incorporate all applicable design and safety standards and regulations in the CBC to ensure it does not interfere with the provision of local emergency services (adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.). Furthermore, the project would not require road closures or otherwise impact the functionality of Agua Mansa Road or Rancho Avenue as public safety access routes.

Thus, the proposed project would not impair implementation of or physically interfere with the adopted County EOP. No impact would occur and no mitigation measures are necessary.

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?

No Impact. According to the California Department of Forestry and Fire Protection, only southern portions of the City of Colton are within Very High Fire Hazard Severity Zones. The project site is not in a fire hazard zone (CAL FIRE 2008). Also, it is in a developed, industrial area and is not adjacent to or near wildlands that could be subject to wildland fires. Therefore, impacts related to wildland fires would not occur as a result of project development and no mitigation measures are necessary.

3.9 HYDROLOGY AND WATER QUALITY

The analysis in this section is based partly on the following technical studies, which are included as Appendices F1 and F2 to this Initial Study.

- *Preliminary Hydrology Study & Drainage Analysis: 625 Agua Mansa Road*, Joseph E. Bonadiman & Associates, June 2015.
- *Water Quality Management Plan For: Rancho Ave. Truck Facility,* Joseph E. Bonadiman & Associates, June 2015.

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Impacts to water quality generally range over three different phases of a development project:

- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest.
- Following construction and before the establishment of ground cover, when erosion potential may remain relatively high.
- Following project completion, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff (stormwater and non-stormwater) would increase.

The proposed project may cause deterioration of water quality in downstream receiving waters if construction- and operation-related sediment or pollutants wash into the storm drain system. Following is a discussion of the potential water quality impacts of the proposed project's construction and operational phases.

Project Construction

Construction-related runoff pollutants are typically generated from waste and hazardous-materials-handling or storage areas; outdoor work areas; material storage areas; and general maintenance areas (e.g., vehicle or

equipment fueling and maintenance, including washing). Construction projects that disturb one acre or more of soil, including the proposed project, are regulated under the Construction General Permit (Order No. 2009-009-DWQ) and its subsequent revisions (Order No. 2012-0006-DWQ) issued by the SWRCB. Projects obtain coverage under the CGP by developing and implementing a SWPPP, estimating sediment risk from construction activities to receiving waters, and specifying BMPs that would be implemented as a part of the project's construction phase to minimize pollution of stormwater prior to and during grading and construction. Types of BMPs that are incorporated in SWPPPs and would minimize impacts from sediment and pollutants include those listed in Table 11, *Construction Water Quality Best Management Practices*.

Table 11 Construction Water Quality Best Management Practices

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping
Tracking Controls	Minimize the tracking of soil offsite by vehicles	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.
Non-storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Source: CASQA 2003.

The proposed project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction. The SWPPP would specify BMPs that would be implemented for the proposed project to protect the water quality of receiving waters (Santa Ana River and Pacific Ocean). BMPs would eliminate and/or minimize urban runoff pollution prior to and during grading and construction. Other construction BMPs that would be incorporated into the proposed project's SWPPP and implemented during the construction phase include but are not limited to:

- Installation of perimeter silt fences and perimeter sandbags and/or gravel bags
- Stabilized construction exit with rumble strip(s)/plate(s)
- Installation of storm drain inlet protection on affected roadways

- Installation of silt fences around stockpile and covering of stockpiles
- Use of secondary containment around barrels
- Stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls
- Installation of temporary sanitary facilities and dumpsters

Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters; reduce or avoid contamination of urban runoff with sediment; and reduce or avoid contamination with other pollutants such as trash and debris, oil, grease, fuels, and other toxic chemicals. Implementation of the SWPPP and its associated BMPs would be ensured through the City's development review process.

Furthermore, the SWPPP requirement is reiterated in Section 14.05 (Construction Requirements) of the City's municipal code. All new development and redevelopment projects subject to the SWRCB's General Permit for Discharges of Stormwater associated with Construction Activity must develop and implement a SWPPP to prevent any deterioration of water quality. Therefore, with implementation of the BMPs in the required SWPPP, water quality or waste-discharge impacts from project-related grading and construction activities would be less than significant. No mitigation measures are necessary.

Project Operation

Receiving waters of the project site are the Santa Ana River and the Pacific Ocean. Offsite flows from the east are conveyed south along Rancho Road via curb and gutter. Offsite flows from the north are conveyed west along Agua Mansa Road via shoulders of the roadway. The three residential lots to the north drain to the south through the project site. There does not appear to be any significant offsite flow from the north that impacts these three residential lots or the project site along the frontage of Agua Mansa Road.

Existing site runoff from the project site flows southwest. Operation-related activities of the proposed project (e.g., runoff from parking areas, truck washing areas, and landscaped areas) would generate pollutants that could adversely affect water quality if effective measures were not used to keep pollutants out of and remove pollutants from urban runoff. As shown in Figure 12, *Existing Hydrology*, and Figure 13, *Proposed Hydrology*, operational-phase runoff would be conveyed to the south and southwest, similar to existing conditions. However, the proposed project would include the construction of underground storm drain systems to capture this additional runoff. Urban runoff would be routed from catch basins onsite through underground storm drain pipes and out to the proposed detention basin at the western end of the project site. The detention basin would help slowly drain the water levels into receiving waters and help filter suspended solids and other contaminants that may be found in runoff.

The Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement

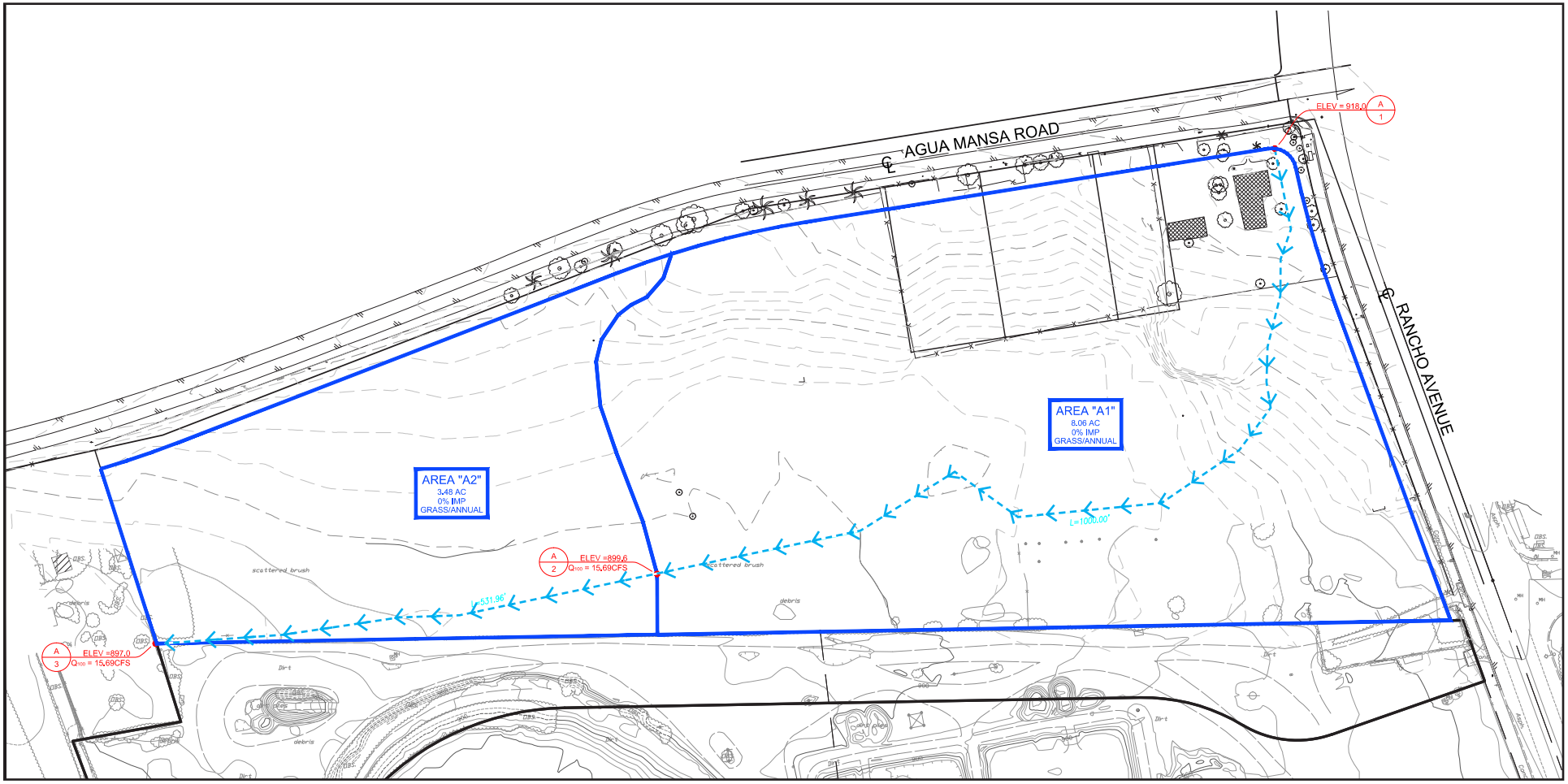
a storm water management plan/program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify which BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

The San Bernardino County Flood Control District, the County of San Bernardino, the City of Colton, and other incorporated cities (co-permittees) discharge pollutants from their MS4s. Stormwater and non-stormwater enter and are conveyed through the MS4 and discharged to surface water bodies of the San Bernardino County region. These discharges are regulated under countywide waste discharge requirements in Order No. R8-2010-0036 (NPDES No. CAS618036), which was approved by the Santa Ana Regional Water Quality Control Board on February 3, 2010. Order No. R8-2010-0036, which serves as the San Bernardino County MS4 Permit, expired on January 29, 2015, but remains in effect until the regional water board adopts a new permit (SARWQCB 2010).

The MS4 permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects. The primary objectives of the Municipal Stormwater Program requirements are to: 1) effectively prohibit non-stormwater discharges, and 2) reduce the discharge of pollutants from stormwater conveyance systems to the MEP statutory standard. The County Model Water Quality Management Plan (WQMP) was developed as part of the program to address stormwater pollution from new development and redevelopment by the private sector. The County Model WQMP contains a list of the minimum required BMPs for a designated project. Additional BMPs may be required by ordinances or codes adopted by the permittees and applied generally or on a case-by-case basis. The permittees are required to adopt the program's requirements in their own water quality regulations.

In accordance with these requirements and in order to mitigate urban runoff pollution from the project site, a WQMP was prepared for the proposed project (see Appendix F2). The WQMP specifies BMPs that would be used to minimize water pollution from the project site during the project's operation phase. As outlined in the WQMP, the proposed project would include source control BMPs and low impact development BMPs. Following is a discussion of the various BMPs that would be implemented for the proposed project. A detailed discussion of how the BMPs were selected based on their effectiveness to address and mitigate the proposed project's pollutant of concern is provided in the WQMP.

Figure 12 - Existing Hydrology
3. Environmental Analysis



0 160
Scale (Feet)

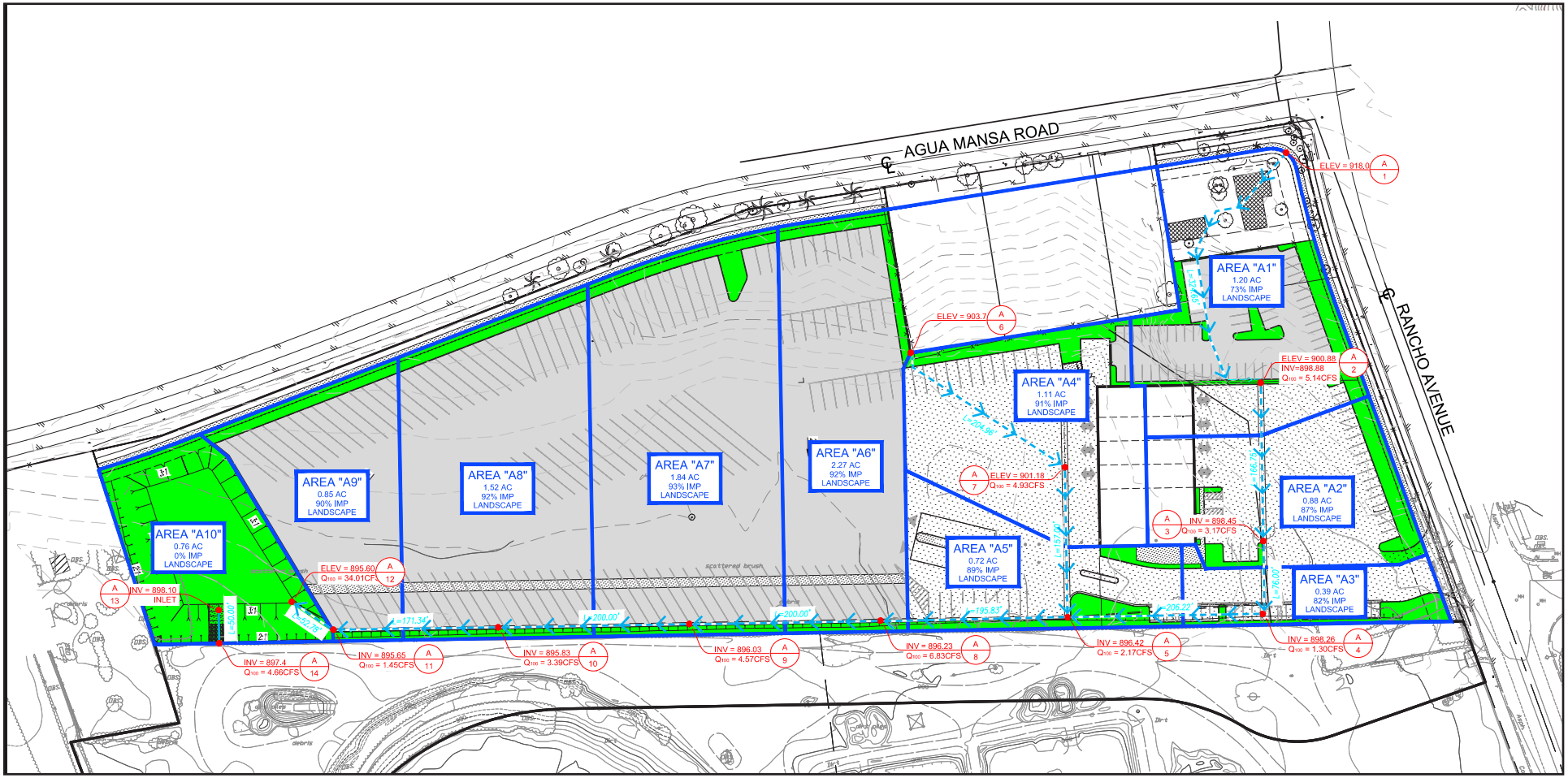
Base Map Source: Bonadiman, 2015

3. Environmental Analysis

This page intentionally left blank.

Figure 13 - Proposed Hydrology

3. Environmental Analysis



Base Map Source: Bonadiman, 2015

3. Environmental Analysis

This page intentionally left blank.

Source Control BMPs

Source control BMPs (nonstructural and structural) are designed to prevent pollutants from contacting urban runoff and prevent discharge of contaminated urban runoff to the storm drain system and/or receiving water. Some of the nonstructural source control BMPs that would be implemented include education of property owners, tenants, and occupants; activity restrictions; landscape management BMPs; local water quality ordinances; spill contingency plan; underground storage tank compliance; hazardous materials disclosure compliance; litter/debris control program; employee training; catch basin inspection program; and vacuum sweeping of private streets and parking lots. Structural source control BMPs of the WQMP include providing storm drain system stenciling and signage; using efficient irrigation systems and landscape design, water conservation, smart controllers, and source control; finishing grade of landscaped areas at a minimum of 1 or 2 inches below the top of curb, sidewalk, or pavement; protecting slopes and channels to provide energy dissipation; and fueling areas. The detailed list of source control BMPs that would be implemented as a part of the proposed project is provided in the WQMP (see Appendix F2).

Low-Impact Development Site Design BMPs

LID BMPs are required in addition to site design measures and source controls to reduce the volume of stormwater runoff and potential pollution loads in stormwater runoff to the MEP. LID BMPs are engineered facilities that are designed to retain or biotreat runoff on development sites.

As detailed in the WQMP, the proposed project includes the following preventative LID BMPs: minimize impervious surfaces, maximize natural infiltration capacity, preserve existing drainage patterns, disconnect impervious areas, revegetate disturbed areas, and minimize unnecessary compaction in stormwater retention/infiltration basin/trench areas. The proposed project's LID BMPs would be designed to not only hold the required volume of runoff onsite before discharging runoff into the City's drainage systems, but to adequately treat runoff before discharging it.

Therefore, with implementation of the BMPs in the WQMP, water quality and waste-discharge impacts from project-related operational activities would be less than significant. No mitigation measures are necessary.

Hydromodification

Potential hydrologic conditions of concern (HCOC) were not identified in the Preliminary WQMP. The purpose of the analysis is to identify any HCOCs with respect to downstream flooding, erosion potential of natural channels downstream, impacts of increased flows on natural habitat, etc. As stated in the WQMP, HCOCs are not present on the project site because implementation of applicable LID BMPs would adequately reduce peak runoff necessary to meet targets for protection of water bodies with potential HCOCs. Therefore, HCOC performance criteria are achieved and no additional mitigation is required. Impacts would be less than significant and no mitigation measures would be necessary.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. The project site is currently undeveloped and vacant. Under existing conditions, the 11.54-acre site is 100 percent pervious, mostly covered in bare ground and nonnative, annual plants (Alden 2015). Under proposed conditions, approximately 83.0 percent (9.58 acres) of the 11.54-acre drainage area would be impervious (parking areas, building structures, walkways, drive aisles, etc.), and the remaining 17.0 percent (1.96 acres) would be pervious (e.g., perimeter landscaping, common area landscaping, and detention basin). Implementation of the proposed project would substantially increase the amount of impermeable surfaces onsite.

As noted in the soils and foundation evaluations report prepared by Soils Southwest (see Appendix D), groundwater was not encountered in any of the exploratory excavations. Shallowest historical groundwater levels are reported to be approximately 16 feet below grade; measurements in 2008 showed groundwater levels at about 36 feet below grade. The project is in the Upper Santa Ana Valley Groundwater Basin, Riverside-Arlington Subbasin. This subbasin is replenished primarily by infiltration from Santa Ana River flow (south of the site), underflow past the Rialto-Colton fault (one mile northeast from the site), intermittent underflow from the Chino Subbasin, return irrigation flow, and deep percolation of precipitation (DWR 2004). The project site itself is not used for major groundwater recharge; therefore, the project site would have a minimal effect on usable groundwater reserves. Impacts would be less than significant, and no mitigation measures are necessary.

Impacts to groundwater supplies are further discussed in Section 3.17.d, *Utilities and Services Systems*.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

Less Than Significant Impact. Erosion and siltation impacts potentially resulting from the proposed project would, for the most part, occur during the project's sites preparation and grading phase. However, there is also a potential for erosion and siltation to occur during project operation. Following is a discussion of the potential impacts that could occur during the construction and operation phases of the proposed project.

Project Construction

As discussed above in Section 3.9(a), the Project Applicant would be required to prepare and implement a SWPPP pursuant to the CGP during grading and construction. The SWPPP would specify BMPs to be implemented prior to and during grading and construction to minimize erosion and siltation impacts on- and offsite. BMPs that would be implemented during the proposed project's construction phase are discussed in detail above in Section 3.9(a). For example, BMPs could include but are not limited to: installation of perimeter silt fences, installation of silt fences around stockpile and covering of stockpiles, and stabilization

of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls.

Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Therefore, construction of the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or offsite. Construction-related impacts would be less than significant and no mitigation measures are necessary.

Project Operation

As detailed above, the project site is almost entirely undeveloped, vacant, and pervious. Under proposed conditions, approximately 83.0 percent of the project site would become impervious (e.g., parking areas, building structures, walkways, drive aisles, etc.), and the remaining area would be pervious (e.g., perimeter landscaping, common area landscaping, and detention basin).

However, project implementation is not anticipated to substantially change the drainage pattern onsite. Under proposed conditions, stormwater runoff would be conveyed similar to existing conditions, continuing to flow southwesterly towards the proposed detention basin on the western end of the project site. As shown in Figure 7, *Proposed Site Plan*, most of the project site would consist of impervious surfaces at project completion, but would also consist of landscaped areas. There would be no substantial areas of bare or disturbed soil onsite that would be vulnerable to erosion or siltation. All areas would either be paved or landscaped.

Additionally, project development would be an improvement over existing conditions, because it would develop hardscape and landscaped improvement over the site that is currently mostly unpaved dirt and scattered vegetation (see Figures 3, *Aerial Photograph*, and 5, *Site Photographs*). These areas of exposed soil would be developed with the proposed trucking facility and detention basin, thereby eliminating the potential for erosion or siltation in the future. The proposed project also includes the implementation of BMPs as a part of the WQMP, which would prevent erosion and siltation on- or offsite. For example, as part of the proposed project, site runoff would be captured, stored, and infiltrated onsite in a detention basin at the western end of the project site.

Furthermore, the project applicant would be required to comply with grading, erosion, and flood control provisions in Section 16.72 (Grading and Erosion Control) of the City's municipal code, which includes the prevention of sedimentation or damage to offsite properties. Additionally, Section 16.80.090 requires all lots to be designed to drain to the street they front on or to a drainage facility designed to accept the water (not onto adjacent properties). Therefore, development of the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or offsite. Operation-related impacts would be less than significant and no mitigation measures are necessary.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. Under existing conditions, the project site is relatively flat, and stormwater runoff from the project site generally flows in a southwesterly direction. Project implementation is not anticipated to substantially change the drainage pattern onsite; however, it would increase the rate or amount of runoff.

Currently, the entire project site is pervious. Under proposed conditions, approximately 83.0 percent of the site would become impervious (e.g., parking areas, building structures, walkways, drive aisles, etc.), and the remaining area would stay pervious (e.g., perimeter landscaping, common area landscaping, and detention basin). Therefore, implementation of the proposed project would increase the amount of impermeable surfaces onsite and peak flow and volumes.

A hydrology report was prepared for the proposed project (see Appendix F1). The study included an analysis of post-development water runoff conditions for various storm events (e.g., 2-, 5-, 10-, 25-, and 100-year storm events). As shown in Table 12, *Post-development Hydrology without the Detention Basin*, an increase in peak flow and runoff volume is expected due to the proposed development.

Table 12 Post-development Hydrology without the Detention Basin

Basin Area	Storm Event	Existing Conditions Peak Q (CFS)	Final Conditions Peak Q (CFS)	Increase (CFS)[1]	Existing Conditions Volume (AF)	Final Conditions Volume (AF)	Increase (AF)[1]
A	2	3.91	19.11	**15.20**	0.66	1.45	**0.79**
A	5	5.05	—	**—**	—	—	**—**
A	10	5.91	24.94	**19.03**	1.48	2.53	**1.05**
A	25	7.07	28.26	**21.19**	2.02	3.16	**1.14**
A	100	10.85	33.88	**23.03**	4.19	4.37	**0.18**

Source: Bonadiman 2015.
Notes: CFS = cubic feet per second; AF = acre-feet
1. Increases are results prior to basin routing/WQMP storage and do not reflect actual site discharge.

Stormwater mitigation can be achieved by reducing the peak discharge via the proposed detention basin. It should also be noted that to satisfy water quality requirements of the County of San Bernardino and the City, the bottom of the basin must be designed to retain the infiltration volume per the project's WQMP. As shown in Table 13, *Proposed Detention Basin Routing Summary*, implementation of the proposed detention basin would ensure peak flows do not substantially increase discharge volumes. Additionally, as part of the project and as detailed in the "Hydrology and Drainage Study" (Bonadiman 2015), the proposed detention basin would be designed to accommodate a total capacity of 89,428 cubic feet (CF), including a minimum of 34,513 CF of WQMP infiltration volumes. In order to do so, the basin would be constructed with 3:1 side slopes and total water depth of 5.23 feet. The inlet to the basin would be a minimum of 36 inches, and a 10-inch outlet pipe with a slope of 2.08 percent would be placed 2.50 feet above the bottom of the basin. This would allow the WQMP infiltration volume in the lower portion of the basin while the upper portion of the

basin acts as a detention pond to mitigate stormwater impacts. A spillway would also be designed with a minimum of one foot of freeboard above the 1,000-year high water level and would be properly sized to prevent the water surface from breaching the rim. The design of the detention basin would ensure it is able to adequately catch and infiltrate the appropriate amounts of stormwater runoff during peak flow events to reduce flooding impacts.

Table 13 Proposed Detention Basin Routing Summary

Basin Area	Storm Event	Max. Discharge Basin (CFS)	Outflow Peak Q (CFS)	WQMP Depth (feet)	Routing Depth (feet)	Total Basin Depth (feet)	Increase in Discharge Volume (acre-feet)
A	2	3.52	**1.92**	2.50	0.76	3.26	**0**
A	10	4.54	**4.17**		1.89	4.39	**0.26**
A	25	5.32	**4.80**		2.26	4.76	**0.35**
A	100	6.36	**4.66**		2.73	5.23	**-0.61**

Source: Bonadiman 2015.
CFS = cubic feet per second

Onsite landscaped areas would also assist in minimizing runoff from the project site by maximizing permeable areas. Project-related landscaping and irrigation would be required to be designed and installed in accordance with the City's Water Efficient Landscape Ordinance (Chapter 13.30 of the City's municipal code). For example, all irrigation systems must be designed to prevent runoff, low head drainage, overspray, or other similar conditions where irrigation water flows onto nontargeted areas. Landscaping (e.g., plant materials, water features, mulch and groundcover) must be carefully designed and planned to maximize water efficiency and porous surfaces.

Therefore, development of the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial flooding on- or offsite. Impacts would be less than significant and no mitigation measures are necessary.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. See response to Section 3.9(d), above.

In addition to required onsite drainage facilities, Section 12.34.040 (Storm drain facilities fees) of the municipal code requires drainage fees to be paid in conjunction with development in order to offset costs for existing and planned drainage facilities. The project applicant would be required to pay these fees prior to the issuance of grading permits.

Therefore, development of the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant and no mitigation measures are required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. See response to Section 3.9(a), above.

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?

No Impact. The following describes potential impacts associated with flooding. Exposure of people or structures to flooding is not a CEQA impact. Pursuant to the 2015 *CBIA v BAAQMD* case, CEQA applies to a project's impacts on the environment, not the environment's impacts on the project unless the project would exacerbate the environmental hazard. Implementation of the project would not cause or worsen flooding; therefore, the project would not exacerbate the environmental hazard

Flood hazard areas identified on the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM) are identified as Special Flood Hazard Areas (SFHA). An SFHA is an area that will be inundated by a flood event that has a 1 percent chance of being equaled or exceeded in any given year. The 1 percent annual chance flood zone is also referred to as the base flood zone or 100-year flood zone.

The project site is not in a 100-year flood zone (or SFHA), as indicated on FIRM Map Number 06071C8687H (revised August 28, 2008) covering the project area. The project site is in Zone X, an area of minimal flood hazard and outside of 100-year flood zone; Zone X also includes areas that are higher than the elevation of the 0.2 percent annual chance (or 500-year) flood. Therefore, development of the proposed project would not place people or structures at risk of flooding in a 100-year flood zone, nor would it place structures in a 100- year flood zone that would redirect flood flows. No flooding impact would occur and no mitigation measures are necessary.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. See Section 3.9(g), above.

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?

No Impact. The following describes potential impacts associated with flooding from dam failure. Exposure of people or structures to flooding is not a CEQA impact. Pursuant to the 2015 *CBIA v BAAQMD* case, CEQA applies to a project's impacts on the environment, not the environment's impacts on the project unless the project would exacerbate the environmental hazard. Implementation of the project would not cause or worsen flooding, including flooding from dam inundation; therefore, the project would not exacerbate the environmental hazard.

A portion of the City is within the Seven Oaks Dam inundation area. The dam is upstream from the project site on the Santa Ana River, but the project site is not in the inundation area. The City also has eight levees along Warm Creek, Cajon/Lytle Creek, Reche Canyon Channel, and the Santa Ana River (Colton 2013a). However, these flood control levees are also not in the vicinity of the project area. Therefore, no impact would occur and no mitigation measures are necessary.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The following describes potential impacts associated with inundation by seiche, tsunami, or mudflow. Exposure of people or structures to inundation hazards is not a CEQA impact. Pursuant to the 2015 *CBIA v BAAQMD* case, CEQA applies to a project's impacts on the environment, not the environment's impacts on the project unless the project would exacerbate the environmental hazard. Implementation of the project would not cause or worsen inundation; therefore, the project would not exacerbate the environmental hazard.

Seiche

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water.

The northeastern portion of the City is in the Seven Oaks Dam inundation area, but the project site is not. Considering the project's inland site location and lack of bodies of water (i.e., dams, water reservoirs, lakes, etc.) near the site, no impacts would occur from seiches.

Tsunami

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes, but can also occur due to a landslide, volcanic eruption, or even by a large meteor hitting the ocean. An event such as an earthquake creates a large displacement of water resulting in a rise or mounding at the ocean surface that moves away from this center as a sea wave. Tsunamis generally affect coastal communities and low-lying (low-elevation) river valleys in the vicinity of the coast. Buildings closest to the ocean and near sea level are most at jeopardy from a tsunami.

Based on current U.S. Geological Survey topographic maps, the project site is at an elevation of 900 feet above mean sea level, and the site is approximately 45 miles inland from the Pacific Ocean (USGS 2015). Therefore, the site is not within an area with potential tsunami flooding hazards. No impacts would occur.

Mudflow

Mudflows (or debris flows) are fluid mass of rock, earth, and other debris saturated with water and with the consistency of wet cement. Mudflows are characteristic of steep, scantily vegetated slopes under heavy rainfall. They develop when water rapidly accumulates in the ground, such as during heavy rainfall or rapid snowmelt, changing the earth into a flowing river or slurry of mud. Mudflows can move rapidly down slopes or through channels and can strike with little or no warning at avalanche speeds.

The project's near-level topography would not be susceptible to potential mudflow hazards. There are no hillsides, major slopes, or bluffs on or adjacent to the site. Overall, no impact would occur and no mitigation measures are necessary.

3.10 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. The project site is located in an industrial area surrounded by vacant land and a cement plant north of Agua Mansa Road, commercial and industrial uses east of Rancho Avenue, and a wastewater treatment plant to the south (see Figure 3, *Aerial Photograph*). Three homes (one onsite and two offsite) are adjacent to the northeastern corner of the site; however, these homes are not part of an established community. The proposed project would be compatible with existing industrial uses in the project area and consist of several structures (office building, truck washing facility, fuel station) and a paved parking lot. No established communities would be impacted and no mitigation measures are necessary.

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?

No Impact. The project was analyzed for consistency with the following applicable plans.

General Plan

The City of Colton General Plan designates the project site Light Industrial and Heavy Industrial (Colton 2013b). According the City's zoning map, the project site is also zoned Light Industrial (M-1) and Heavy Industrial (M-2). The City's General Plan defines Light Industrial as a variety of fabrication, manufacturing, assembly, distribution, and warehouse uses and, to a lesser degree, supporting commercial and office uses. The Light Industrial designation is intended for uses that are compatible with those in nearby commercial and residential districts, and do not produce substantial environmental nuisances. Uses may include low-intensity packing, assembly, storage, and similar uses that do not adversely affect surrounding residential, office, educational or commercial land uses. 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. The proposed trucking facility would be consistent with these General Plan designations and no impact would occur.

Zoning

Based on Table G of Section 18.06.060 in the City's municipal code, permitted uses related to the proposed project in the M-1 zone include administrative/professional services; business support services; laundry services (heavy and light); repair services; transportation facilities (public and private); utility distribution facilities; and warehousing. Automobile parking, repair, sales/rental, and servicing and contractors' storage yard/corporation yards would be allowed under CUPs.

Permitted uses related to the proposed project in the M-2 zone include administrative/professional services; assembly use; automobile parking, repair, sales/rental, and servicing; business support services; laundry services (heavy and light); repair services; transportation facilities (public and private); utility distribution and

operations facilities; and warehousing. Contractors' storage yard/corporation yards would be allowed under CUPs.

The proposed trucking facility would fall under M-1 and M-2 permitted or conditionally permitted uses, including administrative/professional services; assembly use; automobile parking, repair, sales/rental, and servicing; business support services; laundry services (heavy and light); repair services; transportation facilities (public and private); utility distribution and operations facilities; and warehousing.

As shown on Figure 7, *Proposed Site Plan*, the eastern parcel (APN 0163-452-07) zoned M-1 would consist mainly of paved parking areas; the actual trucking facility (office building, fuel island, and truck bays) would be on the larger western parcel (APN 0275-041-36) zoned M-2. Therefore, the proposed project would also be consistent with existing zoning.

Overall, development of the proposed project would not conflict with any adopted land use plan, policy, or regulation, and no land use impacts would occur. No mitigation measures are necessary.

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

No Impact. The City of Colton does not have a natural community conservation plan (CDFW 2014). However, the City adopted the "West Valley Habitat Conservation Plan for the Issuance of an Incidental Take Permit Under Section 10(A)(1)(B) of the Endangered Species Act for the Federally Endangered Delhi Sands Flower-loving Fly Projects within Colton, California of San Bernardino County," dated June 2014. The West Valley Habitat Conservation Plan (HCP) was prepared by the City in coordination with the U.S. Fish and Wildlife Service to fulfill the requirements of a Section 10(A)(1)(B) Permit application for projects within Delhi Sands flower-loving fly habitat in the City primarily north of I-10. The plan area covered by the West Valley HCP consists of 416.3 acres north of I-10 and 5.8 acres that encompasses a portion of East Slover Avenue south of I-10 (Colton 2014a). The project site is not within the West Valley HCP plan area. Therefore, development of the proposed project would not impact habitat for Delhi Sands flower-loving fly in the West Valley HCP. No mitigation measures are necessary.

3.11 MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. Based on the Department of Conservation's "Mineral Land Classification of a Part of Southwestern San Bernardino County: The San Bernardino Valley Area, California (East)," the project site is classified as Mineral Resource Zone 3 (MRZ-3)(DOC 1995). This designation indicates that the area contains known or inferred mineral occurrences of undetermined mineral resource significance.

Additionally, the project site is undeveloped, and no locally important mineral resource recovery sites are on or near the project site. The nearest active mine site is the Colton Quarry (Mine ID 91-36-0035) owned by the California Portland Cement Company, approximately 0.6 mile north of the project site (DOC 2015). Given that the project site does not have any known mineral resource of significance and is not on a locally

important mineral resource recovery site, no impacts to mineral resources would occur and no mitigation measures are necessary.

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?

No Impact. See response to Section 3.11(a), above.

3.12 NOISE

Noise is defined as unwanted sound, and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise the federal government, State of California, and City of Colton have established criteria to protect public health and safety and to prevent disruption of certain human activities.

The analysis in this section is based partly on the following technical study, which is included as Appendix G to this Initial Study:

- *Southwest Regional Operations Center Noise Impact Analysis.* Kunzman Associates, Inc., November 24, 2015.

Methodology

Terminology and Noise Descriptors

The following are brief definitions of terminology used in this section:

- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level, energy-averaged over the measurement period; regarded as an average level.
- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the sound levels occurring during the period from 7:00 PM to 10:00 PM and 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.

Existing Noise Environment

An American National Standards Institute (ANSI Section SI4 1979, Type 1) Larson Davis model LxT sound level meter was used to document existing ambient noise levels in the project area. One 30-minute noise measurement was taken between 10:55 AM and 11:25 AM on July 23, 2015, directly behind (south of) the

existing residential units north of the project site. The ambient noise level was 50.8 dBA Leq during the daytime. The dominant noise source was vehicles traveling along Agua Mansa Road and Rancho Avenue.

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?

Less Than Significant Impact With Mitigation Incorporated. Operations of the proposed project would permanently increase ambient noise levels in the project vicinity. The following analyzes noise impacts due to onsite operational noise and impacts to offsite receptors due to project-generated traffic based on the noise levels established in the City of Colton General Plan and Noise Ordinance. Sensitive receptors that may be affected by project operational noise include the existing single-family detached residential dwelling units to the north and west of the project site.

Project Generated Onsite Operation Noise

Figure 14, *Operational Unmitigated Noise Level*, shows the future unmitigated noise levels at the sensitive receptors. Four sensitive receptor locations were modeled to accurately evaluate the proposed project's operational noise impact. Sensitive receptor locations include outdoor sensitive areas (e.g., swimming pool or backyard) and residential units. The Peters Adobe building, north of the project site, is not a noise sensitive use.

Future unmitigated noise levels with implementation of the project would range from 51.7 to 58.0 dBA. The Community Equivalent Noise Level (CNEL) generated by project operational noise at the nearest sensitive receptors would range between 52 to 55 dBA CNEL, which is consistent with criteria in the table of City's General Plan, "Land Use Compatibility for Community Noise Environments." Project operational noise would also not exceed the 65 dBA maximum standard in Section 18.42.040 of the City's municipal code. However, the unmitigated operational noise level would exceed the City's most strict 55 dBA nighttime standard. Consequently, onsite noise would result in a potentially significant impact to adjacent sensitive receptors in the absence of mitigation.

Effective noise barriers can reduce noise levels by an additional 10 to 15 dBA. To reduce noise levels to achieve the City of Colton's noise standards, the project would require a nine-foot barrier along the northern portion of the project site (shielding the existing residences). The barrier would need to consist of earthen berm and/or concrete masonry materials, such that the "effective height" is nine feet above grade. Figure 15, *Operational Mitigated Noise Level*, shows the mitigated operational noise levels at the individual sensitive receptors with installation of the barrier. Figure 16, *Operational Mitigated Noise Level Contours*, illustrates the noise contours at the project site and shows how noise would propagate at the site with the barrier. The barrier would reduce noise levels to 50.2 to 54.0 dBA, which would not exceed the City's daytime or nighttime standards of 65 dBA and 55 dBA, respectively.

Noise Impacts to Offsite Receptors Due to Project-Generated Traffic

The potential offsite noise impacts caused by increased traffic on nearby roadways from operation of the proposed project were calculated for the existing plus project scenario because it would represent the greatest

increase in noise levels due to the project. Table 14, *Change in Existing Noise Levels along Roadways as a Result of Project*, compares the existing and the existing plus project scenarios and shows the change in traffic noise levels as a result of the proposed project. It takes a change of 3 dB or more to hear an audible difference. Noise impacts are considered significant if they result in an audible change in noise levels when the average daily noise levels (measured as dBA CNEL) exceed the City's "Land Use Compatibility for Community Noise Environments" exterior standard, which is 65 dBA CNEL for residential uses.

Table 14 Change in Existing Noise Levels Along Roadways as a Result of Project

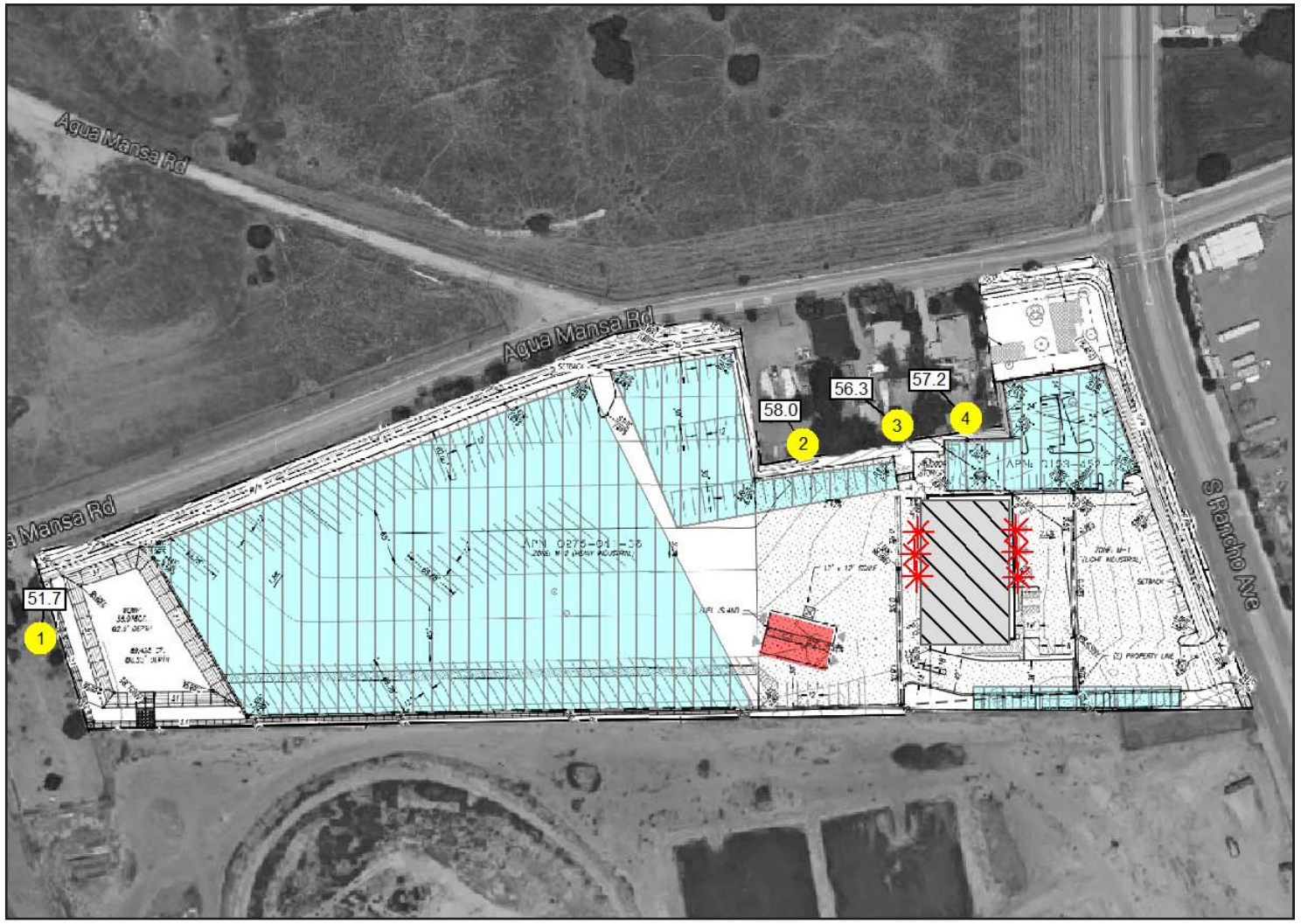
Roadway	Segment	dBA CNEL at 50 Feet from the Centerline			
		Existing Without Project	Existing plus Project	Change in Noise Level	Potential Significant Impact?
Agua Mansa Road	West of Rancho Avenue	69.8	69.9	0.1	No
	East of Rancho Avenue	59.6	59.6	<0.1	No
Rancho Avenue	North of Agua Mansa Road	72.2	72.3	0.1	No
	Agua Mansa Road to Fogg Street	70.3	70.6	0.3	No
	Fogg Street to La Cadena Drive	69.9	70.2	0.2	No

Source: Kunzman 2016b.
Exterior noise levels were calculated 5 feet above pad elevation, perpendicular to subject roadway. The projected noise level does not take into account topography, noise barriers, or roadway grades.

As demonstrated in this table, the project is anticipated to change noise levels by a nominal amount (approximately 0.0 to 0.3 dBA CNEL). Residences along Agua Mansa Road are approximately 50 feet from the centerline, and the projected noise level would reach 69.9 dBA CNEL, a nominal 0.1 dBA increase above the existing scenario that would not exceed the 3 dBA change that represents an audible difference. Existing sensitive receptors along the other subject roadways are exposed to noise levels of 65 dBA CNEL or less (see Appendix G) and would not be exposed to traffic noise levels exceeding the City's "Land Use Compatibility for Community Noise Environments" exterior standards or experience a change of noise levels of 3 dBA or greater caused by the project. Impacts would be less than significant. No additional mitigation is required.

Figure 14 - Operational Unmitigated Noise Level

3. Environmental Analysis



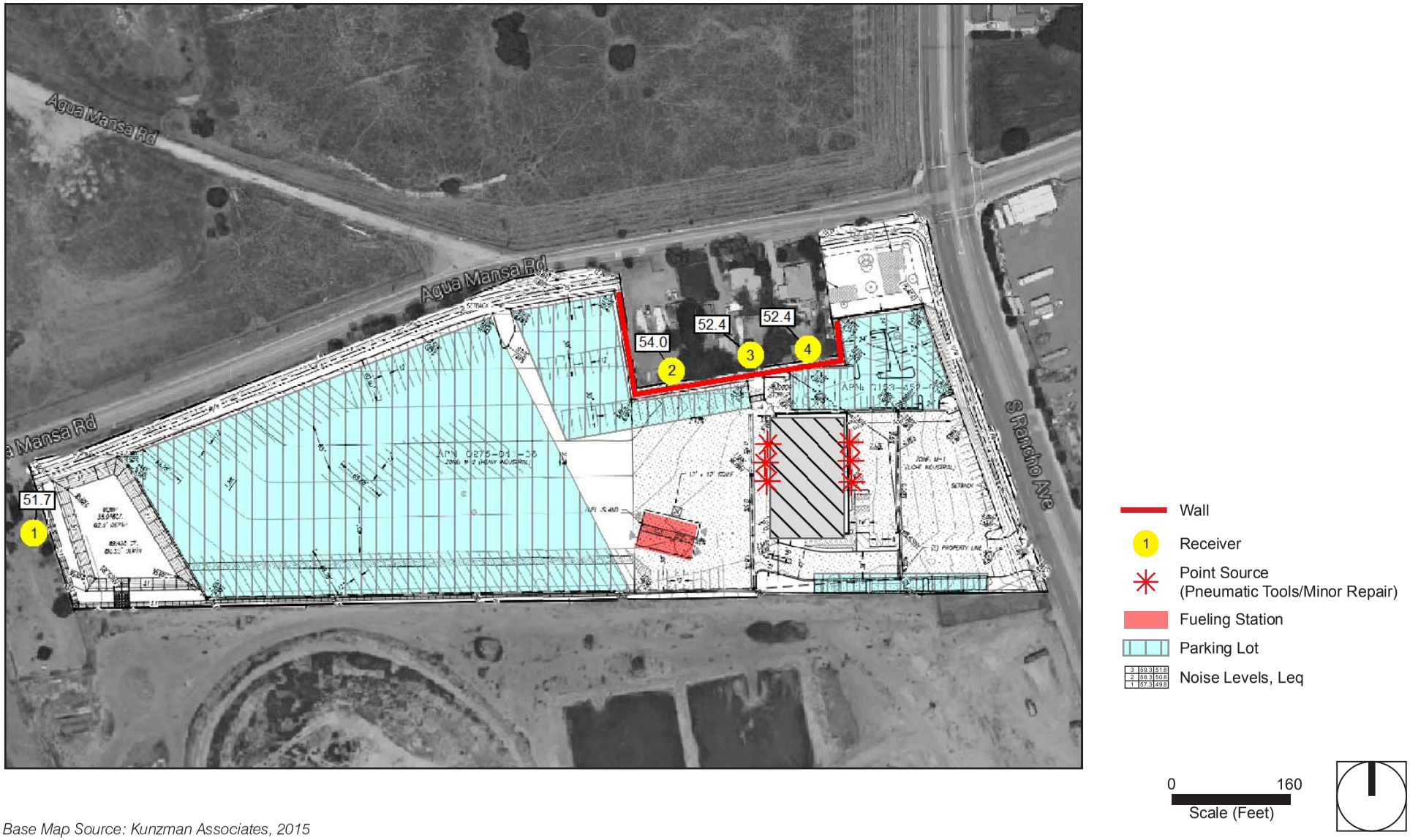
Base Map Source: Kunzman Associates, 2015

3. Environmental Analysis

This page intentionally left blank.

Figure 15 - Operational Mitigated Noise Level

3. Environmental Analysis



Base Map Source: Kunzman Associates, 2015

3. Environmental Analysis

This page intentionally left blank.

Figure 16 - Operational Mitigated Noise Level Contours

3. Environmental Analysis

Base Map Source: Kunzman Associates, 2015

3. Environmental Analysis

This page intentionally left blank.

Onsite Noise Impacts

Exposure of new sensitive receptors associated with the proposed project is not a CEQA impact. Pursuant to the 2015 *CBIA v BAAQMD* case, CEQA applies to a project's impacts on the environment, not the environment's impacts on the project unless the project would exacerbate the environmental hazard, which is analyzed in 3.12(b). The City of Colton land use compatibility guidelines set forth noise/land use compatibility criteria for various land use types. The guidelines state that the proposed industrial type projects would be "normally acceptable" in areas with noise levels up to 75 dBA CNEL. The exterior noise levels at the proposed project site are anticipated to range between 65 to 70 dBA CNEL and would therefore be consistent with General Plan guidelines.

Mitigation Measures

N-1 The project shall construct a barrier such that the effective height is nine feet. The wall can consist of earthen berm and/or concrete masonry wall. The wall shall have no holes, cracks, or openings, and the wall shall extend all the way to the ground surface. The wall shall be positioned at the top of the slope or pad, whichever is greater, such that it provides optimum sound attenuation for residencies to the north of the project site.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact With Mitigation Incorporated. Vibration levels in the project area may be influenced by construction and would generally be considered significant if they involve any construction-related or operations-related impacts in excess of 0.1 inch per second (in/sec) peak particle velocity (PPV). Project-related construction activities could result in vibration levels that exceed the applicable standards.

Construction-Related Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment used. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Primary sources of vibration during construction would be vibratory rollers or bulldozers. The Federal Transit Administration identifies reference vibration levels for construction equipment based on hard soil conditions: a vibratory roller could produce 0.21 in/sec PPV at 25 feet, and a large bulldozer could produce up to 0.089 in/sec PPV at 25 feet.

Buildings respond to these vibrations with varying results, ranging from no perceptible effects at low levels to slight damage at the highest levels. The threshold at which there may be a risk of architectural damage to normal houses with plastered walls and ceilings is 0.20 in/sec PPV. The threshold at which there is risk of architectural damage to buildings extremely susceptible to vibration damage is 0.12 in/sec PPV. Construction-related vibration is also assessed for the potential annoyance to sensitive receptors. Vibration can be felt between 0.006 to 0.019 in/sec PPV. However, the threshold at which vibration is readily perceptible is 0.08 in/sec PPV.

Offsite Sensitive Receptors

The noise impact analysis evaluated vibration levels based on soil conditions at the project site.[6] At a distance of 50 feet, a vibratory roller would yield a worst-case 0.017 in/sec PPV. Construction equipment is anticipated to be at least 50 feet from any existing sensitive receptor. Vibration levels from onsite equipment would not result in architectural impacts at offsite sensitive receptors.

Based on the worst-case equipment use, construction equipment would generate vibration levels above the minimum threshold of perception (0.006 in/sec) but below the readily perceptible limit (0.08 in/sec PPV). Annoyance-related impacts would not exceed the readily perceptible vibration annoyance threshold. Additionally, vibration impacts during construction would be short term and would only occur during site grading and construction activities. Consequently, impacts are less than significant.

Peters Adobe

The Peters Adobe building is approximately 20 feet from ground-disturbing activities for the proposed staff parking lot. Based on the soil conditions at the project site, use of large equipment, such as a vibratory roller, has the potential to reach 0.046 in/sec PPV. The vibration levels from equipment operating at 20 feet is below the 0.08 vibration readily perceptible limit and below the threshold at which there is risk to architectural damage to extremely susceptible structures (0.12 in/sec PPV). However, because of the potential sensitivity associated with the adobe structure, mitigation measures would ensure that construction equipment is restricted to distances of 20 feet or greater and that vibration is limited to ensure that the historic structure is not at risk of architectural damage during construction. With mitigation, impacts are less than significant.

Mitigation Measures

N-2 Prior to issuance of the grading permit, the construction contractor shall implement the following measures:

a) Construction equipment shall be prohibited within a 20-foot radius of the Peters Adobe.

b) The Peters Adobe shall be visually inspected prior to issuance of the grading permit and at the onset of each construction phase. If cosmetic or structural damage to the historic buildings from construction activities is detected, construction activities shall cease until the building is stabilized and/or preventive measures are implemented to relieve further damage to the building.

c) During construction, vibration monitoring of the Peters Adobe shall be conducted. If monitored vibration levels from construction equipment exceed the recommended vibration limits for historical structures of 0.12 inch per second peak particle velocity (PPV), construction activities shall cease until alternative construction methods and/or

[6] According to the Soils and Foundation Report (see Appendix D to this Initial Study), site soils consist of upper compressible, loose, dry, and disturbed fine to medium coarse silty sands up to about 6 or 7 feet below grade.

equipment are identified to reduce vibration levels from construction activities below 0.12 in/sec PPV.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact With Mitigation Incorporated. As demonstrated in Section 3.12(a), the proposed project with mitigation would not expose the nearest residences to noise levels in excess of the City's "Normally Acceptable" threshold of 50 to 60 dBA. Additionally, with implementation of Mitigation Measure N-1, noise levels at the adjacent residents would range from 50.2 to 54.0 dBA, which would not exceed the City's daytime or nighttime standards of 65 dBA and 55 dBA, respectively. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation Measures

See Mitigation Measure N-1.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact With Mitigation Incorporated. Construction noise is considered a short-term impact and would be considered significant if construction activities exceed the hours of operation permitted by the City of Colton. Existing single-family detached dwelling units north and west of the project site may be affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, and building activities. Construction is anticipated to commence summer 2016 and take approximately seven months.

Construction-Related Noise

Project-generated construction noise would vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. Noise levels during grading, building construction, and paving were calculated. Grading is expected to produce the highest sustained construction noise levels. Typical operating cycles for grading equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. A likely worst-case construction noise scenario assuming the use of this equipment was calculated using the Federal Highway Administration's Roadway Construction Noise Model and assuming the use of a grader, a dozer, two excavators, two backhoes, and a scraper operating at 50 feet from the nearest sensitive receptor.

Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 50 feet would reach 90 dBA Leq and 92 dBA L_{max} at the nearest residential structures. Noise levels for the other construction phases would be lower and range between 85 to 90 dBA.

Construction noise would have a temporary or periodic increase in the ambient noise levels above the existing within the project vicinity. As stated earlier, any construction activities that occur outside the allowable time

would be considered significant because the City's municipal code limits noise to the least noise-sensitive portions of the day. Although construction is allowed during the hours in the City's municipal code, noise reduction measures are provided to reduce construction noise levels over the approximately seven-month time frame. Restricting noise levels to the least noise sensitive portions of the day and additional construction noise measures to reduce peak construction noise levels at sensitive land uses would render impacts less than significant.

Mitigation Measures

N-3 The construction contractor shall implement the following measures during construction activities. These measures shall be identified on grading plans submitted to the City of Colton.

1. During all project site excavation and grading onsite, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.

2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

3. Equipment shall be shut off and not left to idle when not in use.

4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

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?

No Impact. Section 21096 of the Public Resources Code requires evaluation of airport-related noise and safety hazards if a project is situated within the boundaries of an airport land use compatibility plan (ALUCP); or, if a ALUCP plan has not been adopted, within two nautical miles of a public use airport or airstrip. The nearest public airports to the project site are the San Bernardino International Airport, approximately 6.4 miles to the northeast, and Flabob Airport in Riverside, approximately 6 miles to the southwest. The project site is not within the airport's influence area (San Bernardino 2005) and located outside of the 2 nautical mile radius of the Flabob Airport. The project site is not within the airport land use plan for any of these airports. Therefore, no impact would occur and no mitigation would be necessary.

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?

No Impact. Section 21096 of the Public Resources Code requires evaluation of airport-related noise and safety hazards if a project is situated within the boundaries of an airport land use compatibility plan (ALUCP); or, if a ALUCP plan has not been adopted, within two nautical miles of a public use airport or airstrip. The closest private airstrip to the project site is the Arrowhead Regional Medical Center Heliport, approximately 1.6 miles to the north, which is far enough away that noise from heliport operations would not affect the project's ambient noise environment (AirNav 2016). Additionally, the heliport does not direct heavy air traffic over the project site. Therefore, the proposed project would not expose residents of the proposed project to excessive noise levels from aircraft noise at this heliport. No impacts would occur and no mitigation measures are necessary.

3.13 POPULATION AND HOUSING

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)?

No Impact. No dwelling units are included as part of the proposed project. The trucking facility would include an office building, truck fueling station, truck wash facility, and vehicular parking. Therefore, the project would only introduce new employees to the site. It is estimated that 141 jobs would be generated from the proposed project; however, no permanent residents would live on the project site. Thus, no substantial population growth would occur and no mitigation measures are necessary.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. There is one vacant, historic home onsite. As shown in Figure 7, *Proposed Site Plan*, the historic home would remain as is; it would not be remodeled or demolished. Therefore, no impact would occur and no mitigation measures are necessary.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Aside from the vacant home, the project site is vacant and undeveloped. No residents currently live onsite. The proposed project would not displace any people or necessitate the construction of replacement housing elsewhere. No impact would occur.

3.14 PUBLIC SERVICES

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:

a) Fire protection?

Less Than Significant Impact. Fire protection and emergency services in Colton, including the project site, are provided by the Colton Fire Department (CFD). CFD's operations include fire suppression, emergency medical services, light and heavy rescue, and hazardous materials mitigation. CFD comprises three divisions: administration, operations, and emergency medical services. It also has a number of special teams, including Special Weapons and Tactical (SWAT) paramedics (a coordinated effort between CFD and the Colton Police Department), Honor Guard, and Arson Investigation Unit. CFD employs 40 uniformed personnel, including fire chiefs, battalion chiefs, fire captains, engineers, and firefighter/paramedics. One battalion chief and 12 firefighters staff each of the City's four fire stations (CFD 2015). The closest fire station to the project site is Station No. 213 at 1100 La Cadena Drive, approximately 0.3 mile east of the project site. This station is staffed by a captain, engineer, and firefighter/paramedic and is the Heavy Rescue Unit headquarters. The facility is also equipped with one fire engine (Colton 2013a).

Upon implementation of the proposed project, the project trucking facility would be developed with an office building, truck fueling station, truck wash facility, and mostly vehicular parking. The facility may increase the number of fire services calls, such as for structure fires, electrical fires, and medical emergencies. However, considering the existing firefighting resources available at Station No. 213, which is less than half a mile from the project site, adverse impacts on CFD services are not expected to occur. The increase in fire service demand generated by the proposed project would not require the construction of a new fire station or improvements to Station No. 213. The site is surrounded by residential, commercial, and industrial uses that are already served by CFD; therefore, the project would not result in an expansion of CFD's service area. In the event of an emergency at the project site that requires more resources than Station No. 213 could provide, CFD would direct resources to the site from other CFD stations nearby, including CFD Headquarters, located 1.5 miles north, and Station No. 214, located 2 miles east.

Additionally, development of the proposed project is required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City of Colton and CFD, as outlined in Chapter 15.16 (Fire Code) of the City's municipal code. Compliance with these codes and standards would be enforced through the City's development review and building plan check process. CFD has also provided several conditions of approval (COA) to ensure the project reduces impacts to fire services to the maximum extent possible.

Development impact fees are also required by the City of Colton for all development projects. Development impact mitigation fees for fire services for the proposed industrial General Plan designations (M-1 and M-2) are $36 per 1,000 square feet of building area (Colton 2013c). Revenue from impact fees is used toward future acquisition and construction of new fire facilities and equipment purchases. Payment of these fees would ensure that project applicants pay their fair share of costs related to fire protection and emergency services and facilities.

Therefore, compliance with current fire and building codes in the City's municipal code, payment of development impact fees, and compliance with the following conditions of approval would ensure that project implementation would not result in substantial adverse impacts related to fire protection and emergency services. Thus, impacts are less than significant and no mitigation measures are necessary.

Conditions of Approval

COA-2 Access roadways shall have a 26-foot clear width minimum as required under the City's Municipal Code.

COA-3 A water supply system shall be installed, capable of providing the required fire flow for the proposed type of construction. Minimum fire flow for this project shall be 1,875 gallons per minute.

COA-4 Onsite fire hydrants shall be required for this project, and installed prior to construction. Detailed drawings with supporting calculations shall be submitted to the City of Colton Fire Department/Fire Safety Division for review, approval, and permit issuance prior to installation.

COA-5 An engineered automatic fire sprinkler system is required for this project. Detailed drawings and calculations shall be submitted to the fire department for review, approval and permit issuance, and prior to installation.

COA-6 Premise identification shall be provided in accordance with the City's Security Ordinance #0-13-89, Section XIV (Residential), Section XV (Commercial).

COA-7 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 City of Colton Fire Department.

COA-8 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 City of Colton Fire Department's requirements.

COA-9 A "Knox" vault shall be provided for the retention of the facility's pre-fire plan, business plan, and material safety data sheets. Location shall be determined by the fire prevention field inspector.

COA-10 Visible hazard identification signs (placards) in accordance with the International Fire Code and as specified by the NFPA (National Fire Protection Association) 704 shall be provided and placed at the entrances to locations where hazardous materials are stored, dispensed, or used in quantities.

COA-11 The developer shall obtain a fire permit from the Fire Safety Division of the Fire Department for operations in accordance with Section 105 of the International Fire Code.

COA-12 Portable fire extinguishers shall be required for this project. Size, type, and locations shall be determined by the fire department's field inspector.

COA-13 A fire alarm system designed, installed and maintained in accordance with National Fire Protection Association's Standard #72 (NFPA 72) shall be provided. Detailed drawings with supporting calculations shall be submitted to the fire department for review, approval and permit issuance, and prior to the installation.

COA-14 Deferred plan submittals and separate permits are required for the following:

a) automatic fire suppression/sprinkler systems

b) fire alarms

c) onsite fire mains and fire hydrants

d) above ground fuel storage tanks (ASTs)

COA-15 All fences constructed adjacent to fuel modification areas, as determined by the fire chief, shall be of non- combustible materials as defined by the International Building Code.

COA-16 Chapter 6.95 of the California Health and Safety Code requires that facilities that handle hazardous materials or generate hazardous wastes must comply with hazardous material disclosure laws. A "business emergency/contingency plan" shall be prepared and submitted to the Fire Department prior to occupancy.

COA-17 The applicant shall comply with all Fire Department requirements as noted during the business occupancy process.

b) Police protection?

Less Than Significant Impact. The City of Colton Police Department (CPD) provides police protection services for the entire City, including the project site. CPD's headquarters is at 650 North La Cadena Drive, approximately 1.5 miles north of the project site. The department comprises two divisions: Administration Division and Operations Division. The Operations Division consists of detectives, the Honor Guard, K-9 Unit, traffic police, and citizen volunteers. Overall, CPD has approximately 106 "headquartered" staff," which consists of 75 sworn officers and administrative personnel. CPD is also equipped with 27 patrol vehicles, an armored rescue vehicle, a mobile command post, tactical equipment, off-road enforcement vehicles, traffic enforcement vehicles, and 2 police canines (Colton 2013a).

Upon implementation of the proposed project, the undeveloped site would be developed with a trucking facility consisting of an office building, truck fuel station, truck wash facility, and mostly parking areas for trailers, vehicles, and tractors. The proposed facility could increase demand of police protection services for

potentially additional crime and accidents. Crime and safety issues during construction activities may include theft of building materials and/or construction equipment, mischief, graffiti, and vandalism. During operations, the proposed project is anticipated to generate a typical range of police service calls, such as vehicular burglaries or thefts and disturbances.

Typically, impacts on police services analyzed based on increases in permanent residents from projects involving residential developments. The proposed trucking facility would introduce only temporary workers during standard work hours and drivers using the facility between destinations. Therefore, it is unlikely that the temporary population would trigger the need for new or expanded police facilities. Additionally, because the project site is surrounded by other established uses, including commercial, residential, and more industrial uses, the project would not require an expansion of CPD's existing service area.

Moreover, development impact fees are also required by the City of Colton to mitigate potential impacts on police services. As an industrial use, the proposed project would be required to pay $50 per 1,000 square feet of building area (Colton 2013c). Revenue from impact fees is used toward future acquisition and construction of new police facilities and equipment purchases. Payment of these fees would ensure that project applicants pay their fair share of costs related to police protection services and facilities.

Overall, project implementation would not adversely impact the CPD's police protection services and no mitigation measures are necessary.

c) Schools?

No Impact. Colton Joint Unified School District provides school services in Colton and a few neighboring cities, including Rialto, Fontana, Bloomington, Grand Terrace, Loma Linda, and San Bernardino (CJUSD 2014).

The proposed project does not include any residential uses that would introduce permanent residents, including student residents, to the project site. The proposed trucking facility would only introduce a temporary population of onsite workers during standard work hours and truck drivers using the facility as a rest stop between destinations. Therefore, no impacts on the school district's capacity would occur, and no mitigation measures are necessary.

d) Parks?

No Impact. See response to Section 3.15(a), below.

e) Other public facilities?

No Impact. The City of Colton provides library services for its residents through two library facilities, the Colton Public Library Main Branch and the Luque Branch Library. The main library is a 10,600-square-foot facility with approximately 70,000 collection items (Colton 2015). The Luque Branch Library is about 0.9 mile from the project site. In addition, the City also has an Advance to Literacy Center/Homework Assistance Center at the historic Carnegie Building.

The project site would introduce workers during standard work hours and truck drivers that use the facility as a rest stop between destinations. It is unlikely that the workers and drivers would be patrons at the local libraries. Impacts on library services are also typically analyzed based on increases in permanent residents from projects involving residential developments. Nevertheless, the City imposes development impact fees to mitigate potential impacts on library services even for industrial developments—$23 per 1,000 square feet of building area for industrial uses (M-1 and M-2 designations) (Colton 2013c).

Overall, no impacts would occur to the City's library services, and no mitigation measures are necessary.

3.15 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?

No Impact. The City of Colton provides parks and recreational services to its residents. Twelve parks and four community centers are located throughout the City. The closest parks are the N Street Mini Parks and Veterans Park, approximately 0.7- and 0.9-mile northeast of the project site, respectively. The Santa Ana River Trail is also approximately 0.5-mile south of the project site.

The proposed project would not induce substantial population growth. The trucking facility would only introduce a temporary population of onsite workers during standard work hours and truck drivers using the facility as a rest stop between destinations. It is unlikely that workers and drivers would use nearby parks while working or resting at the trucking facility. Impacts on park and recreational services are also typically analyzed based on increases in permanent residents from projects involving residential developments. Nevertheless, the City imposes a development impact fee on industrial uses to mitigate potential impacts on parks—$0.19 per square foot (Colton 2013c). Overall, no impacts would occur to parks and recreational facilities in Colton.

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

No Impact. See response to Section 3.15(a), above.

Given that the future workers and drivers onsite would be unlikely to visit nearby parks and recreational facilities, the proposed project would not increase the demand or require the construction or expansion of parks and recreational facilities. The project does not include any recreational facilities. No impact would occur and no mitigation measures are necessary.

3.16 TRANSPORTATION/TRAFFIC

The analysis in this section is based partly on the following technical studies, which are included as Appendix H1 and Appendix H2 to this Initial Study, respectively:

- *Southwest Regional Operations Center Traffic Impact Analysis,* Kunzman Associates, Inc., May 3, 2016.

- *Fair Share Traffic Contribution Analysis: Supplement to the Southwest Regional Operations Center Traffic Impact Analysis,* Kunzman Associates, Inc., February 3, 2016.

Methodology

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 traffic impact analysis (TIA):

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

The roadway elements that must be analyzed are dependent on both the analysis year (Opening Year or Year 2035) and project-generated trips. The identification of the study area, intersections, and highway segments requiring analysis was based on an estimate of the two-way traffic volumes on the roadway segments near the project site. All arterial segments have been included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in either peak hour. The requirement is 100 two-way peak hour trips for freeways.

Level of Service Definition

Traffic operations are quantified through the determination of a grading system called level of service (LOS). Evaluation of transportation infrastructure facilities (roadways and intersections) involves the assignment of grades from A to F, with A representing the highest level of operating conditions and F representing extremely congested and restricted operations.

Definitions of Deficiency and Significant Impact

The following definitions of deficiencies and significant impacts have been developed in accordance with the City of Colton requirements.

- **Deficiency:** The definition of intersection deficiency is based on the City of Colton General Plan, which states that peak hour intersection operations of LOS D or better are generally acceptable. Therefore, any intersection operating at LOS E or F will be considered deficient.

- **Significant Impact:** The City of Colton General Plan and Circulation Element have been adopted in accordance with CEQA requirements, and any roadway improvements within the City of Colton that are consistent with these documents are not considered a significant impact, so long as the project contributes its "fair share" funding for improvements.

3. Environmental Analysis

A traffic impact is considered significant if the project: 1) contributes measurable traffic to and 2) substantially and adversely changes the LOS at any offsite location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the City of Colton General Plan cannot be constructed.

Existing Traffic Conditions

Regional access to the project site is provided by I-10 and I-215. Local access is provided by various roadways in the vicinity of the site, including Agua Mansa Road, Rancho Avenue, and La Cadena Drive. Figure 17, *Existing Average Daily Traffic Volumes*, illustrates existing average daily traffic volumes. The existing average daily traffic volumes were factored from peak hour counts by Kunzman Associates, a conservative estimate that may overestimate the average daily traffic volumes.

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates in July 2015. The morning and evening peak hour traffic volumes were identified by counting the two-hour periods from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. In addition, truck classification counts were conducted at the study area intersections. The existing percentage of trucks was used in the conversion of trucks to passenger car equivalents (PCE). The existing delay and LOS for intersections in the vicinity of the project are shown in Table 15, *Existing Intersection Delay and Level of Service*. The table shows delay values based on the geometrics at the study area intersections (see Appendix H1). For existing traffic conditions, the study area intersections currently operate with acceptable LOS during the peak hours.

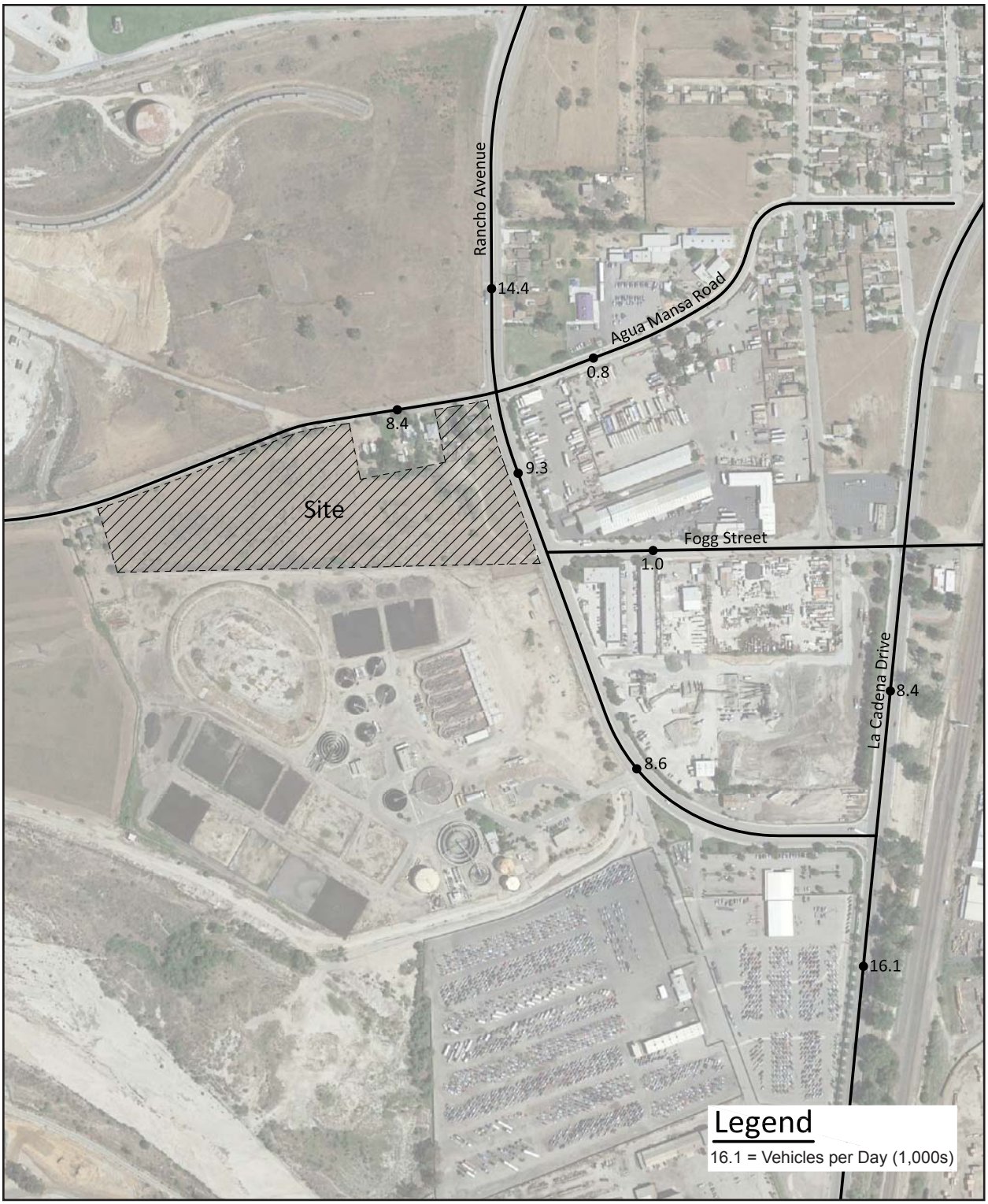
Table 15 Existing Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control	Peak Hour Delay-LOS[1]	
			AM	PM
Rancho Avenue (NS) at:				
1 Agua Mansa (EW)	Colton	TS	16.3-B	18.0-B
2 Fogg Street (EW)	Colton	CSS	9.1-A	9.5-A
La Cadena Drive (NS) at:				
3 Rancho Avenue (EW)	Colton	CSS	13.1-B	15.1-C

Source: Kunzman Associates 2016.
Notes TS = Traffic Signal; CSS = Cross Street Stop
[1] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall averages for intersection delay and level of service are shown for intersections with traffic signals or all way stop control; the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Figure 17 - Existing Average Daily Traffic Volumes

3. Environmental Analysis



0 500
Scale (Feet)

Base Map Source: Kunzman Associates, 2016

3. Environmental Analysis

This page intentionally left blank.

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?

Less Than Significant Impact With Mitigation Incorporated. Kunzman Associates prepared a TIA for the proposed project in accordance with the City's requirements. The purpose of the TIA is to provide an assessment of the traffic impacts resulting from the development of the proposed Southwest Regional Operations Center and to identify any traffic mitigation measures necessary to maintain the established level of service standard for the elements of the impacted roadway system.

Project Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Because truck movements take longer than passenger vehicle movements, truck trips are converted to PCEs. Table 16, *Project Trip Generation*, identifies the trip generation rates, traffic generation, and traffic generation in PCEs generated by the project.

The rate used for this project was developed from driveway counts taken in July 2015 at the existing Bloomington facility at 2549 South Willow Avenue in Bloomington. Forty-five trucks are currently based at the Bloomington facility, and it has 1 office employee. The proposed project would have approximately 8 office employees, 8 shop employees, and a base of 125 trucks. The expanded operations at the new facility would include the addition of a swing shift. However, the vast majority of the trips generated by the swing shift would be off-peak, and therefore would not alter the peak hour trip generation rates. Though the expanded operations would include additional office and repair employees, the majority of the trips are expected to remain truck trips. As shown in Table 16, trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips. By multiplying the calculated trip generation rates by the number of trucks to be based at the proposed facility, the project traffic volumes were determined.

As shown Table 16, the proposed development is projected to generate approximately 1,125 daily PCE trips, 97 of which would occur during the morning peak hour and 63 of which would occur during the evening peak hour. Based on the identified trip generation and distributions, project average daily traffic volumes were calculated.

3. Environmental Analysis

Table 16 Project Trip Generation

Descriptor		Type of Vehicle					Total
		Passenger Car	2 Axle Truck	3-Axle Truck	4+-Axle Truck	Total Trucks	
Traffic Generation Rates[1]							
Daily		3.307	0.100	0.293	1.647	2.040	5.35
Morning Peak Hour							
	Inbound	0.107	0.007	0.027	0.033	0.067	0.17
	Outbound	0.160	0.007	0.027	0.093	0.127	0.29
	Total	0.267	0.013	0.053	0.127	0.193	0.46
Evening Peak Hour							
	Inbound	0.113	0.000	0.000	0.087	0.087	0.20
	Outbound	0.067	0.000	0.007	0.013	0.020	0.09
	Total	0.180	0.000	0.007	0.100	0.107	0.29
Traffic Generation in Vehicles							
Daily		413	13	37	206	256	669
Morning Peak Hour							
	Inbound	13	1	3	4	8	21
	Outbound	20	1	3	12	16	36
	Total	33	2	6	16	24	57
Evening Peak Hour							
	Inbound	14	-	-	11	11	25
	Outbound	8	-	1	2	3	11
	Total	22	-	1	13	14	36
Traffic Generation in Passenger Car Equivalent (PCEs)[2]							
Daily		413	20	74	618	712	1,125
Morning Peak Hour							
	Inbound	13	2	6	12	20	33
	Outbound	20	2	6	36	44	64
	Total	33	4	12	48	64	97
Evening Peak Hour							
	Inbound	14	-	-	33	33	47
	Outbound	8	-	2	6	8	16
	Total	22	-	2	39	41	63

Source: Kunzman Associates, Inc. 2016.
1 Based on 125 trucks at the facility.
2 Passenger Car Equivalent factors are recommended by the San Bernardino Associated Governments.
Passenger Cars = 1.00
2-Axle Truck = 1.50
3-Axle Truck = 2.00
4+-Axle Truck = 3.00

Morning and evening peak hour intersection turning movement volumes are shown on Figure 18, *Project Morning Peak Hour Intersection Turning Movement Volumes*, and Figure 19, *Project Evening Peak Hour Intersection Turning Movement Volumes*, respectively. The project does not contribute more trips to Interstate 10 and Interstate 215 than the freeway threshold volume of 100 two-way peak hour trips. The project also does not contribute more trips on intersections outside the City of Colton than the arterial link threshold volume of 50 two-way trips in the peak hours.

Existing Plus Project Level of Service, Project-Level Impacts

The Existing Plus Project delay and LOS for the study area roadway network are shown in Table 17, *Existing Plus Project Intersection Delay and Level of Service.*[7] The table shows delay values based on the geometrics at the study area intersections (see Appendix H1). The City of Colton considers intersections operating at LOS E or F to be deficient. The study area intersections are projected to operate at acceptable LOS during the peak hours for Existing Plus Project traffic conditions. Therefore, no project-level impacts are identified for the Existing Plus Project scenario.

Table 17 Existing With and Without Project Intersection Delay and Level of Service

Intersection	Juris-diction	Traffic Control	Without Project Peak Hour Delay-LOS[1]		With Project Peak Hour Delay-LOS[1]		Change in LOS Due to the Project	
			AM	AM	AM	PM	AM	PM
Rancho Avenue (NS) at:								
1 Agua Mansa (EW)	Colton	TS	16.3-B	18.0-B	16.8-B	18.1-B	0.5	0.1
2 Fogg Street (EW)	Colton	CSS	9.1-A	9.5-A	13.7-B	12.9-B	4.6	3.4
La Cadena Drive (NS) at:								
3 Rancho Avenue (EW)	Colton	CSS	13.1-B	15.1-C	13.7-B	15.4-C	0.6	0.3

Source: Kunzman Associates 2016.
Notes: TS = Traffic Signal; CSS = Cross Street Stop
1 Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average for intersection delay and level of service are shown for intersections with traffic signals or all way stop control; the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Future Level of Service, Project-Level Impacts

The Opening Year delay and LOS for the study area roadway network with and without the proposed project are shown in Table 18, *Opening Year With and Without Project Intersection Delay and Level of Service*. The table shows delay values based on the geometrics at the study area intersections (see Appendix H1). The City of Colton considers intersections operating at LOS E or F to be deficient. All of the study area intersections are projected to operate at acceptable LOS during the peak hours for Opening Year with project traffic conditions. Therefore, no project-level impacts are identified at Opening Year.

[7] The Existing Plus Project scenario is provided to disclose the environmental impacts of the project compared to existing environmental conditions rather than a future baseline.

Table 18 Opening Year With and Without Project Intersection Delay and Level of Service

Intersection	Juris-diction	Traffic Control	Without Project Peak Hour Delay-LOS[1]		With Project Peak Hour Delay-LOS[1]		Change in LOS Due to the Project	
			AM	AM	AM	PM	AM	PM
Rancho Avenue (NS) at:								
1 Agua Mansa (EW)	Colton	TS	17.1-B	20.3-C	17.6-B	20.4-C	0.5	0.1
2 Fogg Street (EW)	Colton	CSS	9.3-A	9.6-A	14.3-B	13.5-B	5.0	3.9
La Cadena Drive (NS) at:								
3 Rancho Avenue (EW)	Colton	CSS	13.8-B	16.9-C	14.5-B	17.3-C	0.7	0.4

Source: Kunzman Associates 2016.
Notes: TS = Traffic Signal; CSS = Cross Street Stop
1 Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average for intersection delay and level of service are shown for intersections with traffic signals or all way stop control; the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

General Plan Scenario, Cumulative Traffic Impacts

The Year 2035 delay and LOS for the study area roadway network with and without the proposed project are shown in Table 19, *Year 2035 With and Without Project Intersection Delay and Level of Service*, in order to evaluate the proposed project's contribution to cumulative traffic levels in the study area at the General Plan horizon year. Table 19 shows delay values based on the geometrics at the study area intersections, without and with improvements (see Appendix H1).

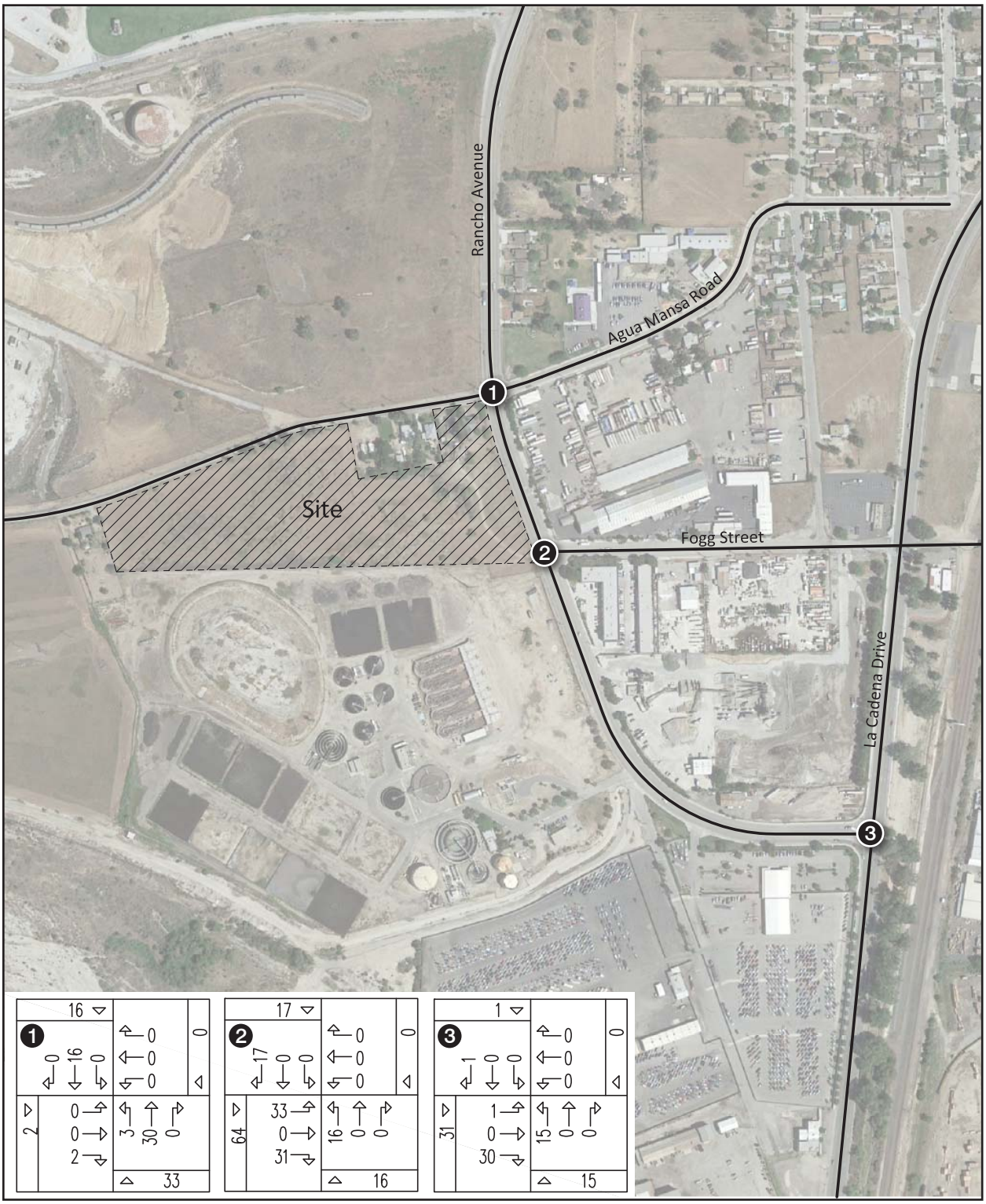
Table 19 Year 2035 With and Without Project Intersection Delay and Level of Service

Intersection	Juris-diction	Traffic Control	Without Project Peak Hour Delay-LOS[1]		With Project Peak Hour Delay-LOS[1]		Change in LOS Due to the Project	
			AM	AM	AM	PM	AM	PM
Rancho Avenue (NS) at:								
1 Agua Mansa (EW)	Colton	TS	18.7-B	42.5-D	19.2-B	43.6-D	0.5	1.1
2 Fogg Street (EW)	Colton	CSS	9.5-A	12.0-B	19.7-C	21.5-C	10.2	9.5
La Cadena Drive (NS) at:								
3 Rancho Avenue (EW)								
Without Improvements	Colton	CSS	**99.9-F**	**99.9-F**	**99.9-F**	**99.9-F**	<0.1	<0.1
With Improvements	Colton	**TS**	21.2-C	30.6-C	21.2-C	31.3-C	<0.1	0.7

Source: Kunzman Associates 2016.
Notes: TS = Traffic Signal; CSS = Cross Street Stop
1 Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average for intersection delay and level of service are shown for intersections with traffic signals or all way stop control; the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Figure 18 - Project Morning Peak Hour Intersection Turning Movement Volumes

3. Environmental Analysis



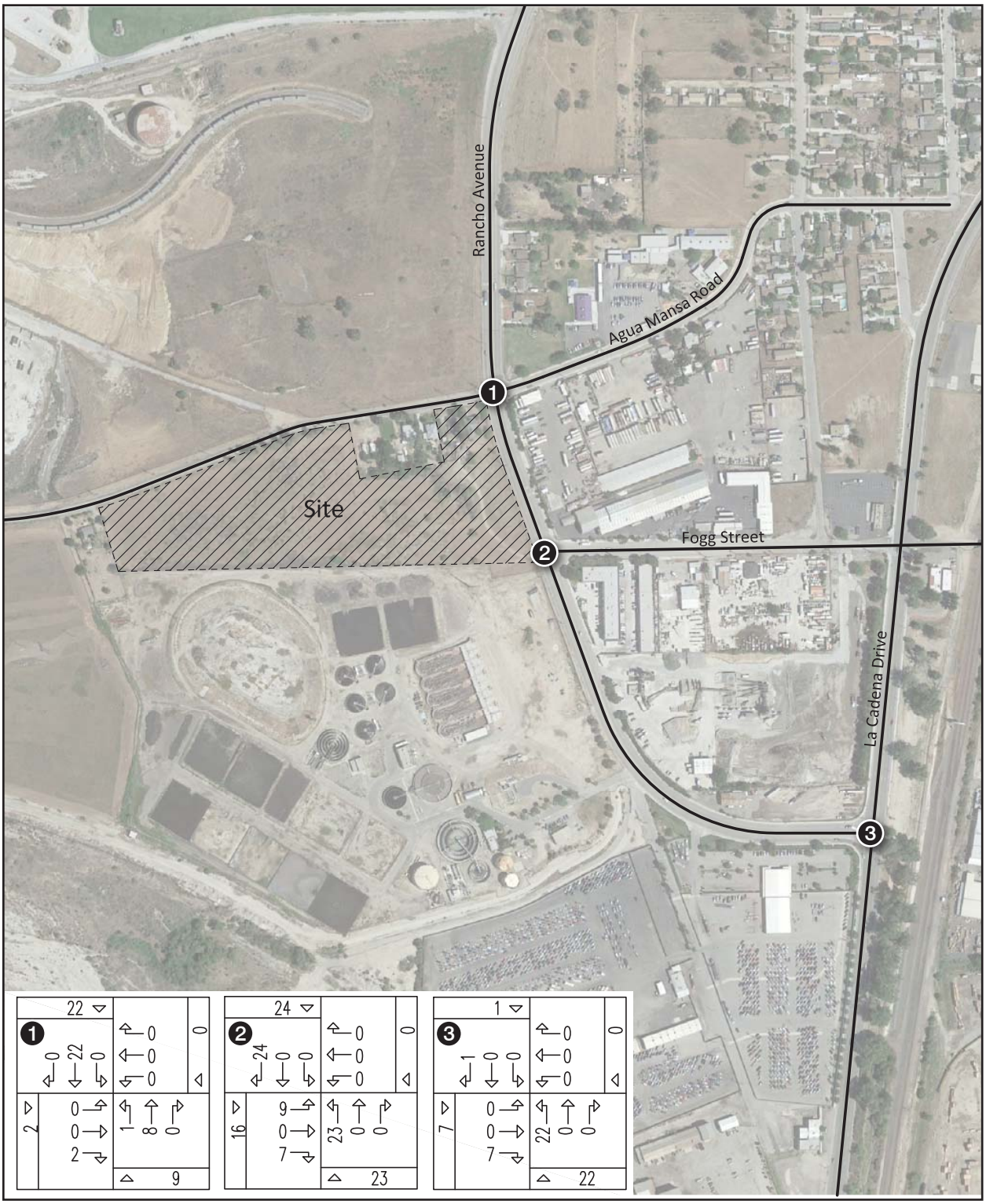
Base Map Source: Kunzman Associates, 2016

3. Environmental Analysis

This page intentionally left blank.

Figure 19 - Project Evening Peak Hour Intersection Turning Movement Volumes

3. Environmental Analysis



0 500
Scale (Feet)

Base Map Source: Kunzman Associates, 2016

3. Environmental Analysis

This page intentionally left blank.

The City of Colton considers intersections operating at LOS E or F to be deficient. As shown, the study area intersections are projected to operate at acceptable LOS during the peak hours for Year 2035, except for Intersection #3, La Cadena Drive (NS) at Rancho Avenue (EW), which is projected to operate at unacceptable LOS during the peak hours without improvements.

In order to mitigate cumulative traffic impacts to the intersection of La Cadena Avenue at Rancho Avenue, a new traffic signal would be required. The proposed project would be required to contribute fair share costs associated with installation of the new traffic signal, constructing an additional northbound left turn lane, and restriping eastbound left turn lane to create a shared left-right turn lane (see Mitigation Measure TRAF-1). As identified in Table 19, with installation of these improvements, this intersection would operate at acceptable LOS during the peak hours for Year 2035 with and without project traffic conditions.

Conclusion

As demonstrated above, only one intersection (Intersection #3, La Cadena Drive [NS] at Rancho Avenue) would operate at unacceptable LOS during peak hours without improvements during Year 2035 Without Project and Year 2035 With Project scenarios. The proposed project would cumulative contribute to this intersection's deficient LOS. Mitigation is required to ensure the project pays fair-share fees for the improvements. With implementation of Mitigation Measure TRAF-1, this intersection would operate at an acceptable LOS and impacts would be less than significant.

Additionally, during the City's development review process, the project applicant would be required to comply with the requirements in effect at the time building permits are issued. This includes payment of the required transportation impact fees per the San Bernardino Associated Governments Nexus Fee Program, which include fair share costs for regional improvements to the intersection of Rancho Avenue and the I-10 freeway eastbound ramps.

Mitigation Measures

TRAF-1 Prior to approval of grading permits, the project applicant shall pay fair share contribution for intersection improvements at Intersection #3, La Cadena Drive (NS) at Rancho Avenue (EW). The fair-share costs for the intersection improvements shall include:

- Installation of a traffic signal
- Constructing an additional northbound left turn lane
- Restriping eastbound left turn lane to create a shared left-right turn lane

The required contribution shall be processed through the adopted traffic impact fee program with the City of Colton.

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?

Less Than Significant Impact. The Congestion Management Program (CMP) in effect in San Bernardino County was prepared by the San Bernardino Associated Governments in December 2007. The CMP requires analysis of traffic impacts to CMP roadways if a project is estimated to add 50 or more trips during either the AM or PM weekday peak hour to CMP arterial intersections, or to add 150 or more trips during either of the same times at a freeway monitoring station.

CMP Intersections

The closest CMP intersections to the project site are at Agua Mansa Road and Rancho Avenue (near the project's northeast boundary) and at Rancho Avenue and La Cadena Road (0.4 mile to the southeast).

As shown on Figures 17 and 18, peak hour volumes at Agua Mansa Road and Rancho Avenue would be 51 AM and 36 PM trips. Peak-hour volumes at Rancho Avenue and La Cadena Road would be 47 AM and 30 PM trips. Thus, the only CMP intersection to exceed 50 or more trips during either AM or PM weekday peak hours would be the intersection at Agua Mansa Road and Rancho Avenue. As stated in Section 3.16(a), above, project traffic impacts were analyzed for this intersection, and it would operate at acceptable LOS during the peak hours for all traffic scenarios. Thus, impacts would be less than significant.

Freeway Monitoring Station

The CMP identifies I-215, approximately 1.5 miles south of the project site, as a part of the CMP roadway system. The proposed project would not add 150 peak-hour trips to this monitoring station. Therefore, no impact would occur. However, during the City's development review process, the project applicant would be required to comply with the requirements in effect at the time building permits are issued. This includes payment of the required transportation impact fees per the San Bernardino Associated Governments Nexus Fee Program, which include fair share costs for regional improvements to the intersection of Rancho Avenue and the I-10 freeway eastbound ramps.

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?

No Impact. The nearest public airports to the project site are the San Bernardino International Airport, approximately 6.4 miles to the northeast, and Flabob Airport in Riverside, approximately 6 miles to the southwest (AirNav 2016). Based on Figure LU-4 of the City of San Bernardino General Plan, "San Bernardino International Airport Planning Boundaries," and Figure 5 of the County of Riverside Jurupa Valley Area Plan, "Jurupa Area Plan Airport Influence Areas," the project site is not in the influence area of San Bernardino International Airport or Flabob Airport (San Bernardino 2005; Riverside 2014). Therefore, project development would not cause any changes in air traffic patterns that would lead to safety risks at either airport. No impact would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact With Mitigation Incorporated. As shown in Figure 7, *Proposed Site Plan*, the project access driveway would be at the southeast corner of the project boundary near the intersection of Rancho Avenue and Fogg Street and would intersect perpendicularly with Rancho Avenue. The placement of the access driveway at this location would not create a conflict for motorists, pedestrians, or bicyclists traveling along Rancho Avenue or exiting the project site. As a part of the TIA (see Appendix H1), a preliminary sight distance analysis was performed at the proposed project access drive.

Sight Distance Analysis

The proposed project's access driveway would be stop controlled, and Rancho Avenue would be unrestricted. The posted speed limit on Rancho Avenue is 45 miles per hour.

Stopping Sight Distance

The stopping sight distance minimum for vehicles approaching the proposed project access on Rancho Avenue, per the Caltrans Highway Design Manual, is 360 feet of unobstructed line of sight for a vehicle traveling 45 miles per hour. The intersection of Rancho Avenue at the proposed project access would provide adequate stopping sight distance under Opening Year (2016) conditions per the sight distance analysis.

Corner Sight Distance

The corner sight distance minimum for vehicles exiting the proposed project access, per Table 405.1A in the Highway Design Manual, is 495 feet of unobstructed line of sight for vehicles approaching at 45 miles per hour on Pedley Road (see Figure 20, *Corner Site Distance at Project Access*). The intersection of Pedley Road at the proposed project access would provide adequate corner sight distance under Opening Year (2016) conditions per the sight distance analysis.

Restricted Use Area

A small restricted-use area is near the access driveway to the project site (see Figure 20, *Corner Site Distance at Project Access*). Objects in the restricted-use area may not exceed the maximum height of 18 inches to ensure a clear line of sight for drivers along Rancho Avenue and for drivers entering and exiting the project site. Mitigation has been provided to ensure that no sight distance conflicts would occur at the proposed project access drive. Upon implementation of the mitigation measure, impacts regarding sight distance would be reduced to a level of less than significant.

The City of Colton and Colton Fire Department have adopted roadway design standards that would preclude the construction of any unsafe design features. The Rancho Avenue driveway access point and intersection design, as well as all other site improvements, would be required to adhere to the City's Standard Engineering Plans and CFD's design standards, which are imposed on project developments by the City's Engineering Division and CFD during the building plan check and development review process.

3. Environmental Analysis

To ensure that the proposed project meets this requirement, Mitigation Measure TRAF-2 requires that the project applicant submit an engineering sight-distance diagram to the City for the main access driveway that would intersect with Rancho Avenue near Fogg Street to ensure that unobstructed views would be provided for motorists exiting the project site. Compliance with these established design standards would ensure that hazards due to design features would not occur. Mitigation Measure TRAF-3 identifies other onsite and adjacent traffic improvements required to ensure adequate circulation within the project itself. These improvements are reflected on Figure 21, *Onsite and Adjacent Required Circulation Improvements*.

Additionally, the proposed project would not include incompatible uses such as farm equipment on area roadways. Therefore, impacts resulting from hazards due to design features or incompatible uses would be less than significant.

Mitigation Measures

TRAF-2 Prior to issuance of grading permits, the project applicant shall submit landscape plans to the City of Colton for review and approval that show no objects within the restricted-use areas exceed the maximum height of 18 inches. This would ensure a clear line of sight for drivers along Rancho Avenue and for drivers entering and exiting the project site.

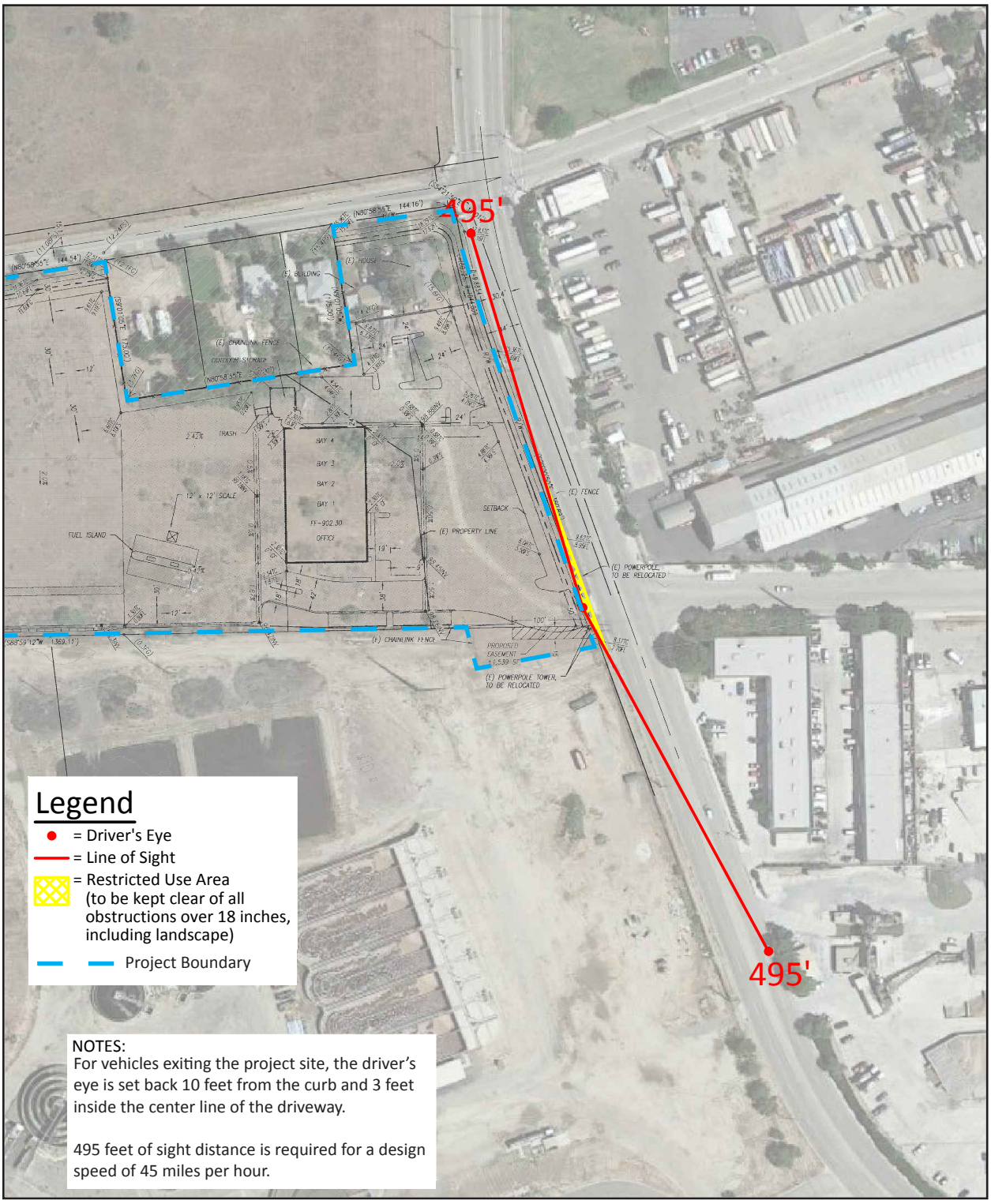
TRAF-3 Prior to issuance of an occupancy permit, the project applicant shall construct onsite improvements and improvements adjacent to the site in conjunction with the proposed development to ensure adequate circulation within the project itself, as shown in Figure 21, *Onsite and Adjacent Required Circulation Improvements*. These improvements include:

- Prior to issuance of an occupancy permit, the project applicant shall restripe Rancho Avenue to create a northbound left turn lane on Rancho Avenue at the proposed project access.
- Prior to issuance of an occupancy permit, the project applicant shall construct Agua Mansa Road to its ultimate half-section width from the west project boundary to Rancho Avenue, including landscaping and parkway improvements.
- Prior to issuance of an occupancy permit, the project applicant shall construct Rancho Avenue to its ultimate half-section width from Agua Mansa Road to the south project boundary, including landscaping and parkway improvements.

Following completion of these improvements by the project applicant, the City of Colton shall review traffic operations in the vicinity of the project.

Figure 20 - Corner Site Distance at Project Access

3. Environmental Analysis



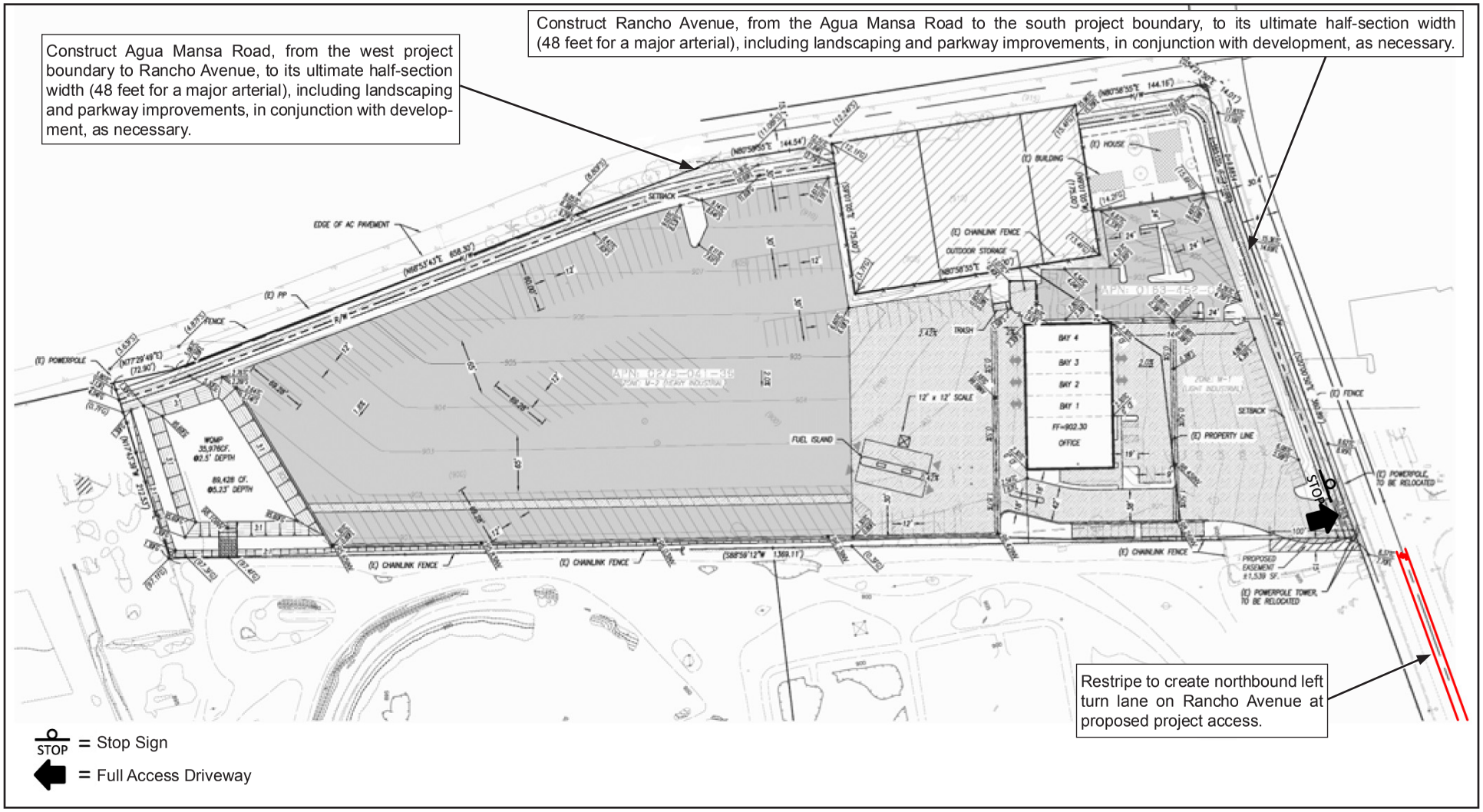
0 200
Scale (Feet)

Base Map Source: Kunzman Associates, 2016

3. Environmental Analysis

This page intentionally left blank.

Figure 21 - Onsite and Adjacent Required Circulation Improvements



Base Map Source: Kunzman Associates, 2016

3. Environmental Analysis

This page intentionally left blank.

e) Result in inadequate emergency access?

Less Than Significant Impact. The proposed project would introduce new on- and offsite roadway and circulation improvements. To address fire and emergency access needs, the proposed driveway access point at the intersection of Rancho Avenue and Fogg Street would be designed and constructed in accordance with all applicable design standards required by the City's Engineering Division and CFD for emergency access (e.g., minimum lane width and turning radius). For example, the planned parking lot layout would be designed to meet the minimum width requirements of CFD to allow the passing of emergency vehicles. The proposed project would also be required to incorporate all applicable design and safety requirements in the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City of Colton and CFD, such as those outlined in Chapter 15.16 (Fire Code) of the City's municipal code, which incorporates by reference the most recent California and International fire codes. Compliance with these codes and standards is ensured through the City's and CFD's development review and building permit process.

Additionally, during the building plan check and development review process, the City of Colton would coordinate with CFD and the Colton Police Department to ensure that the necessary fire prevention and emergency response features are incorporated into the proposed project and that adequate circulation and access (e.g., adequate turning radii for fire trucks) are provided within the traffic and circulation components of the proposed project. All site and building improvements proposed under the project would be subject to review and approval by the City, CFD, and the Colton Police Department prior to building permit and certificate of occupancy issuance.

Impacts related to emergency access would be less than significant and no mitigation measures are necessary.

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?

No Impact. The proposed project would not conflict with adopted policies supporting alternative transportation. The following describes impacts to alternative modes of transportation.

Pedestrian and Bicycle Circulation and Facilities

Currently, there are public sidewalks east of the project site along the eastern side of Rancho Avenue and on both sides of Agua Mansa Road and Fogg Street. The existing sidewalks would remain upon project completion and continue to serve the project site and surrounding communities. As a part of the proposed project, additional sidewalks would be constructed along the project frontage on Agua Mansa Road and Rancho Avenue—the project's northern and eastern boundaries, respectively. Additionally, the conceptual landscape plan provides street trees and shrubs along both sidewalk frontages to enhance the pedestrian experience along these sidewalks.

Currently, a Class III bikeway (shared bicycle/vehicle road space) runs along Rancho Avenue. The City is planning a Class II bike lane (striped lanes) along the project frontage on Agua Mansa Road toward Riverside Avenue. Development of the proposed project would not interfere with these existing and planned bicycle

lanes. Therefore, no impacts to pedestrian or bicycle circulation or facilities would occur and no mitigation measures are necessary.

Public Transit

Public transit in the City of Colton is provided primarily by Omnitrans, which provides fixed-route bus services to all of the San Bernardino Valley. Additional transit methods include OmniLink, a general public dial-a-ride operation, and Access, a paratransit service for the disabled. The following routes are provided by Omnitrans (Colton 2013a):

- **Route 1** serves the cities of Colton and San Bernardino and runs mainly southwest-northeast. The route provides daily service at an approximate peak weekday trip frequency of 15 minutes.

- **Route 15** serves stops between Fontana and Redlands. Within Colton, the route provides service along Mill Street. The route provides daily service at an approximate peak weekday trip frequency of 30 minutes.

- **Route 19** serves stops between Fontana and Redlands. Within Colton, the route provides service along San Bernardino Avenue, Rancho Avenue, C Street, La Cadena Drive, Mount Vernon Avenue, and Washington Avenue. The route provides daily service at an approximate peak weekday trip frequency of 30 minutes.

- **Route 22** provides service between Colton and Rialto. Route 22 through the City goes along Riverside Avenue, Valley Boulevard, Meridian Street, Pepper Street, San Bernardino Avenue, and Wildrose Avenue. The route provides daily service at an approximate peak weekday trip frequency of 30 minutes.

- **Route 215** is a freeway express/local service bus that serves limited stops between the cities of San Bernardino and Riverside. Within Colton, the route uses the I-10 and I-215 freeways for the express service portion and Valley Boulevard and Mount Vernon Avenue for local routes. It provides daily service at an approximate peak weekday trip frequency of 30 minutes.

The closest bus stops to the project site are for Route 19 and are on La Cadena Drive and O Street, approximately 0.8 mile northeast. Given the distance, no impacts to public transit services or facilities would occur and no mitigation measures are necessary.

3.17 UTILITIES AND SERVICE SYSTEMS

a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. See response to Section 3.9(a), above. The City of Colton owns and operates a wastewater treatment plant at 1201 Rancho Avenue, south of the project site. The Colton Wastewater Reclamation Facility (CWRF) accepts domestic, commercial, and industrial wastewater generated by the cities of Colton and Grand Terrace and some unincorporated areas of San Bernardino County. The

total service population is estimated at 65,867 persons. Average daily flows at CWRF are 5.6 million gallons per day (mgd). After secondary treatment, wastewater is directed to a Rapid Infiltration-Extraction (RIX) Facility that is jointly owned by the cities of Colton and San Bernardino, where it undergoes tertiary treatment before being discharging into the Santa Ana River (Colton 2015).

As stated in Section 3.9(a), the Santa Ana Regional Water Quality Control Board (RWQCB) issued a National Pollutant Discharge Elimination System (NPDES) permit to the San Bernardino County Flood Control District as principal permittee and the City of Colton as a co-permittee. The NPDES permit implements federal and state law governing point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. The NPDES permit also regulates the amount and type of pollutants that the system can discharge into receiving waters (NPDES No. CAS618036, Order No. R8-2010-0036).

Wastewater generated by development of the proposed project would be required to comply with the Santa Ana RWQCB requirements governing discharges to municipal storm drainage systems, including implementation of construction and operation best management practices, per Santa Ana RWQCB's Municipal Storm Water Permitting Program (MS4 Permit). The CWRF will continue to operate subject to state wastewater discharge requirements and federal NPDES permit requirements. The wastewater that would be generated by the proposed project and treated by CWRF would not impede CWRF's ability to meet its wastewater treatment requirements.

Therefore, impacts on the Santa Ana RWQCB's and CWRF's wastewater treatment requirements would be less than significant and no mitigation measures are necessary.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. Following is a discussion of the proposed project's impacts on water and wastewater treatment facilities.

Water Demand and Distribution Facilities

The Colton Water Department (CWD) provides water services to approximately 90 percent of the City, including the project site, and approximately 0.8 square mile of unincorporated San Bernardino County. Water supply is provided entirely by groundwater extracted from three adjudicated basins: the San Bernardino Basin Area (Bunker Hill Subbasin), the Rialto-Colton Basin, and the Riverside Basin Area (Riverside North Basin). Colton does not receive water supply from imported water, local surface water, or recycled water.

It is anticipated that the proposed trucking facility would require approximately 76,000 gallons of water per month (e.g., showers, toilets, lavatories, incidental cleaning, and truck washing) and 173,333 gallons per month for landscaping.[8] This additional water demand would be adequately distributed through the City's existing

[8] The project has a maximum applied water allowance of 2.08 million gallons per year for landscaping, which equates to approximately 173,333 gallons per month.

potable water system. As stated above, the City only uses groundwater and has 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 project would not adversely impact the City's existing water facilities and would not require the construction of new or expanded facilities.

Wastewater Generation and Treatment Facilities

As stated above, the City of Colton owns and operates the CWRF just south of the project site. The CWRF includes 110 miles of gravity sewer mains, 4 miles of force mains, and 8 sewer lift stations (Colton 2009). The facility treats an average daily flow of 5.6 mgd and is designed to treat a maximum of 10.4 mgd (Colton 2014b). After secondary treatment at the CWRF, wastewater is directed to the jointly owned Colton/San Bernardino RIX facility for tertiary treatment and disinfection prior to being discharged into the Santa Ana River. The RIX facility is designed to treat 40 mgd of influent but treats an average of approximately 33 mgd (Kennedy/Jenks Consultants 2012).

Currently, a vacant residence at the northeastern corner is the only structure on the project site; therefore, no wastewater is currently generated onsite. It is anticipated that the proposed trucking facility would generate approximately 76,000 gallons of wastewater per month, or about 2,533 gallons per day (gpd) using a conservative 30-day month. Existing residual capacity at CWRF is approximately 4.8 mgd. The nominal increase in wastewater generation due to the proposed development would use only 0.05 percent of CWRF's residual capacity. Therefore, project-generated wastewater would be adequately treated and no new treatment facilities would be required. Impacts would be less than significant.

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?

Less Than Significant Impact. The City of Colton maintains the local storm drain facilities, which discharge into the San Bernardino County Flood Control District's regional facilities and the Santa Ana River. Runoff from the project site generally follows the existing ground, which slopes down to the southwest.

As concluded above in Section 3.9(d) and demonstrated in the hydrology report that was prepared for the proposed project (see Appendix F1), post-development runoff from the project site would be adequately handled by the project's drainage system, which includes a detention basin at the western end of the project site. The amount of runoff under both the 25- and 100-year frequency storm events would increase compared to existing conditions; however, the implementation of best management practices and the detention basin would catch and slowly release stormwater runoff and allow gradual infiltration into the ground. Therefore, post-development runoff would not adversely impact the capacity of the local stormwater drainage systems.

Additionally, drainage improvements associated with the proposed project would be subject to review and approval by the City's Public Works Department. Section 14.01.050 of the City's municipal code establishes a stormwater management user fee for development to pay for the operation, administration, maintenance, improvement, environmental restoration, and replacement of existing and future city storm drainage systems.

Therefore, no significant impacts on the local stormwater drainage systems would occur, and no mitigation measures are necessary.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. California Governor Edmund Brown Jr. declared a drought state of emergency on January 17, 2014, asking Californians to reduce water by 20 percent. On April 1, 2015, the governor issued Executive Order B-29-15, which imposed the first statewide mandatory water restrictions. The executive order directed the SWRCB to implement mandatory water reductions in cities and towns across California to reduce water usage by 25 percent through February 29, 2016.

On May 5, 2015, the SWRCB adopted emergency regulations to achieve a statewide reduction in potable urban water use for individual water suppliers. These restrictions require water suppliers to California's cities and towns to reduce usage to 2013 amounts. The restrictions consider the relative per capita water usage of each water supplier's service area and require that areas with high per capita use achieve proportionally greater reductions than those with low use. The water use reduction target for the City of Colton is 20 percent below water usage in 2013 (SWRCB 2015a). The approved regulations took effect on June 1, 2015, and continued through February 2016. The regulations included prohibitions on:

- Using potable water to wash sidewalks and driveways
- Allowing runoff when irrigating with potable water
- Using hoses with no shut-off nozzles to wash cars
- Using potable water in decorative water features that do not recirculate the water
- Using outdoor irrigation during and 48 hours following rain storms

The saving amounts to approximately 1.5 million acre-feet of water statewide over the nine months from June 2015 through February 2016. The order will also replace 50 million square feet of lawns throughout the state with drought-tolerant landscaping in partnership with local governments; direct the creation of a temporary, statewide consumer rebate program to replace old appliances with more water- and energy-efficient models; require campuses, golf courses, cemeteries, and other large landscapes to make significant cuts in water use; prohibit new homes and developments from irrigating with potable water unless water-efficient drip irrigation systems are used; and ban watering of ornamental grass on public street medians. In addition to water-saving actions, the order increases enforcement, streamlines government response, and invests in new technologies to help make California more drought resilient.

Since the Executive Order B-29-15 water restriction regulation took effect, the SWRCB has created compiled reports from all water suppliers in the state for the months of June and July 2015. In June 2015, the City of Colton was able to reduce its water use by 19 percent in just one month, missing the target of 20 percent by only 1.3 percent (SWRCB 2015a). In July, however, the City was able to reduce water usage by 21.8 percent (1.8 percent over its required cutback percentage) (SWRCB 2015b). Since June 16, 2015, the City has made drastic cutbacks in the irrigation of its landscaping (primarily medians), and the City Council has authorized implementation of Stage III of the City's water conservation plan, which entails mandatory watering

restrictions described in Chapter 13.28 (Water Conservation Plan) of the City's municipal code. The water conservation plan has four stages.

- **Stage I, Normal Conditions.** Stage I applies when the City is able to meet all of the water demands of its customers. Water Conservation Stage I is automatically in effect unless the City Council declares that another water conservation stage is in effect.

- **Stage II, Water Alert.** Stage II applies when the City will not be able to meet all of the water demands of its customers.

- **Stage III, Water Warning.** Stage III applies when the City will not be able to meet all of the water demands of its customers to a greater degree than Stage II.

- **Stage IV, Water Emergency.** Stage IV applies when the ordinary demands and requirements of City water customers cannot be satisfied without depleting the City water supply to such an extent that there would be insufficient water for human consumption, sanitation, and fire protection. A water shortage emergency includes both an immediate emergency, in which the City is unable to meet current water needs of persons within the City, as well as a threatened water shortage, in which the City determines that its supply cannot meet an increased future demand.

The rationing and reduction goals for each stage are detailed in Table 20, *City of Colton Water Shortage Reduction Goals*.

Table 20 City of Colton Water Shortage Reduction Goals

Stage	Decrease in Water Supply	Customer Use Reduction	Type of Program
I	25–40%	15%	Voluntary
II	40–50%	25%	Voluntary
III	50–60%	30%	Mandatory
IV	>60%	40%	Mandatory

Source: Kennedy/Jenks Consultants 2012.

Currently in Stage III, the City requires the following provisions related to industrial uses (proposed project):

- All measures listed under Stage I (Section 13.28.080A) and Stage II (Section 13.28.080B).

- Washing automobiles, boats, trailers, aircraft, and other types of mobile equipment is prohibited except at a commercial car wash utilizing recycling systems. Washings are exempt from these regulations when health, safety, and welfare of the public is contingent upon frequent vehicle cleaning, such as garbage trucks and vehicles used to transport food or perishables.

- New water service connections are permitted, but the use of potable water for any new service connection before occupancy of any premises shall be permitted only for essential construction and

testing of landscape irrigation systems. The installation of new landscaping for any new development and/or project must be approved by the CWD.

- Outdoor irrigation or watering of turf, groundcover, gardens, landscaped areas, trees, shrubs, or other plants for all other customers shall only be permitted as follows:
  - Customers with addresses ending in an even number shall be permitted to irrigate or water on even numbered days only and customers with addresses ending in an odd number shall water on odd numbered days only. Such restrictions shall not apply to any customer whose property is equipped with an electronic moisture sensor control system and/or drip irrigation system.
  - All watering shall be permitted only between the hours of 8:00 P.M. and 6:00 A.M.
- Water used during repair or maintenance of a customer's watering system is exempt from this section.
- Swimming pools, ornamental pools, fountains, and artificial lakes shall not be filled or refilled after being drained.
- Water used for compaction, dust control, and other types of construction shall only be authorized by a permit issued by CWD and shall be limited to the conditions of the permit, or may be prohibited as determined by CWD's director or his designee.

The City is also implementing water conservation rebate programs for residents, including indoor (e.g., high efficiency toilets, washing machines and dishwashers and low-flow showerheads) and outdoor options (e.g., weather-based irrigation timers, high-efficiency sprinkler nozzles, drought-tolerant plants, drip/mulch) and a turf removal program.

As noted above in Section 3.17(b), the proposed project would require approximately 76,000 gallons of water per month for indoor use and 173,333 gallons per month for outdoor use (i.e., landscaping).

Water supply projections for CWD under normal, single dry, and multiple dry year conditions are presented in the 2010 San Bernardino Valley Regional Urban Water Management Plan (RUWMP), Table 13-31 (Projected Average/Normal Year Supplies and Demands [AFY]), Table 13-32 (Projected Single-Dry Year Supplies and Demands [AFY]), and Table 13-33 (Projected Multiple-Dry Year Supplies and Demands [AFY]), respectively. The water demands include required conservation reduction under SBX7-7 (20 percent reduction by 2020 compared to 2005 baseline use) for all three scenarios and are conservatively assumed to be 10 percent greater in a multiple-dry year than in a normal year. As noted in the 2010 RUWMP, CWD is capable of meetings its customers' water demands in normal years, single-dry years, and multiple-dry years from 2015 through 2035 (Kennedy/Jenks Consultants 2012, p. 13-37). Therefore, according to the 2010 RUWMP, Colton's groundwater supplies are expected to be adequate to meet all City demands, including those of the proposed project.

However, the current drought has created unprecedented water shortages, including in groundwater supplies, which is Colton's only source of water. In June 2015, the Colton City Council authorized implementation of

3. Environmental Analysis

Stage III of the City's water conservation plan, which implements a mandatory 50 to 60 percent decrease in water supply (30 percent reduction for customer use) (see Table 20). Under Stage III, new water service connections, including the proposed project, would be permitted, but the use of potable water for any new service connection before occupancy of any premises is permitted only for essential construction and testing landscape irrigation systems. The installation of the proposed landscaping onsite must be approved by CWD. Upon approval, outdoor irrigation of landscaped areas would only be permitted on odd numbered days unless an electronic moisture sensor control system or a drip irrigation system is installed. Regardless, watering is only permitted between the hours of 8:00 P.M. and 6:00 A.M. In addition, onsite washing of vehicles is prohibited unless necessary for public health (e.g., garbage trucks, and vehicles used to transport food or perishables) or if a water recycling system is used.

The proposed project would also be required to comply with the 2010 California Green Building Standards Code's requirements for indoor water use reduction and site irrigation conservation. Overall, new development would be required to substantially reduce water usage to comply with the City's Stage III conservation plan and the state's mandatory water restrictions. These water conservation efforts would be implemented on top of SBX7-7 conservation requirements. Therefore, impacts on water supplies as a result of project development would be less than significant and no mitigation measures are necessary.

e) Result in a determination by the waste water 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?

Less Than Significant Impact. See response to Section 3.17(b), above. CWRF provides wastewater treatment and has adequate surplus capacity to serve development in accordance with the proposed project. No significant impact related to wastewater treatment would occur, and no mitigation measures are necessary.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Solid waste disposal service is provided by Colton Disposal, a division of Republic Services, which collects solid waste in Colton under contract with the City. Approximately 91 percent of the solid waste from the City went to the Colton Sanitary Landfill, Mid-Valley Sanitary Landfill in Rialto, and the San Timoteo Sanitary Landfill in Redlands in 2014. All three facilities are operated by the County of San Bernardino Solid Waste Management Division. In total, 34,865 tons of solid waste from the City was hauled to landfills (CalRecycle 2014).

As shown in Table 21, *Landfill Capacities*, the three landfills have a combined maximum daily permitted tonnage of 12,600 and actual average daily disposal of 1,942 tons, resulting in a residual capacity of 10,658 tons. It is anticipated that the proposed trucking facility would generate approximately 20 cubic yards (cy) of solid waste per week. Since it would be open seven days a week, it would generate approximately 2.86 cy of solid waste per day. Taking into consideration that the area landfills have substantial residual disposal capacity, a nominal increase of 2.86 cy of solid waste per day from the proposed project would have a less than significant impacts to these landfills. Thus, no mitigation measures are required.

Table 21 Landfill Capacities

Landfill	Location	Remaining Capacity (cubic yards)	Estimated Closure Date	Maximum Daily Permitted (tons)	Actual Average Daily Disposal (tons)[1]	Residual Disposal Capacity (tons per day)
Colton Sanitary	850 Tropica Ranch Road Colton, CA 92324	2,700,000[2]	2017	3,100	39	3,061
Mid-Valley	2390 North Alder Avenue Rialto, CA 92377	67,520,000[3]	2033	7,500	1,465	6,035
San Timoteo	San Timoteo Canyon Road Redlands, CA 92373	13,605,488[4]	2043	2,000	438	1,562
Total		**83,825,488**	**N/A**	**12,600**	**1,942**	**10,658**

Sources: CalRecycle 2015a, 2015b, 2015c, 2015d.
[1] Average daily disposal is calculated from total annual disposal in 2014; each landfill is open six days per week (assumed to be 300 days per year after deducting holidays).
[2] Remaining capacity as of July 1, 2009.
[3] Remaining capacity as of September 1, 2009.
[4] Remaining capacity as of December 11, 2012.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. The City of Colton is required to comply with applicable local statutes and regulations related to solid waste. Applicable regulations include California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code 40050 et seq.), which required cities and counties throughout the state to divert 50 percent of all solid waste from landfills through source reduction, recycling, and composting; subsequent modification in 2008 of AB 939 to reflect a per capita requirement rather than tonnage; AB 341 (Chapter 476, Statutes of 2011), which increased the statewide goal for waste diversion to 75 percent by 2020; and the California Solid Waste Reuse and Recycling Access Act (AB 1327, California Public Resources Code Sections 42900 et seq.), which requires local agencies to adopt an ordinance to set aside areas for collecting and loading recyclable materials in development projects.

In compliance with the diversion requirements of AB 939, the target disposal rates for 2013 were 7.7 pounds per day per resident and 22.1 pounds per day per employee in Colton, and the actual disposal rates were lower than the target rates, 4.0 and 11.8 pounds per day per resident and employee, respectively (CalRecycle 2015e). Development in accordance with the proposed project would also be required to adhere to the City's 34 solid waste diversion programs and recycling requirements detailed in Chapter 15.58 of the City's municipal code. Under this chapter, any development activity is required to submit a complete site and building recycling plan to the City's Building and Safety Division for review and approval. Additionally, construction and demolition recycling requirements are detailed in Section 15.58.040.

The landfills are required to comply with federal, state, and local regulations, including regular inspections from CalRecycle, the local enforcement agency, the Santa Ana RWQCB, and SCAQMD. Future development of the proposed project would not generate solid waste that would adversely affect continued compliance with existing regulations. Therefore, impacts would be less than significant and no mitigation measures are required.

h) Result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation? Incorporate renewable energy or energy efficiency measures into building design, equipment use, transportation or other project features?

Less Than Significant Impact. The proposed project would generate additional demand for electricity from the City of Colton's Electric Utility Department and natural gas from the Southern California Gas Company (SoCalGas).

Electricity

Colton's Electric Utility Department owns and operates its own power plant, four substations, and the entire electrical infrastructure in Colton, including distribution and transmission lines. Although the proposed project would be an industrial development, it would not require substantial energy during project construction or operation. Construction would be completed in approximately seven months with equipment that is similar to other construction sites (e.g., dozers, excavators, graders, tractors, etc.).

Operation of the proposed facility would require approximately 260,559 kilowatt-hours per year—168,687 for building energy/lighting and 91,872 for parking lot lighting (Kunzman 2016a). Additionally, Section 3.40.050 (Electricity User tax) in the City's municipal code imposes a tax on every person using electricity in the City. For industrial uses, the tax is at a rate of 6 percent of the charges made for electricity by an electrical corporation franchised to serve the City and is required to be paid by the person using the energy. This ensures that the City has adequate funds to upgrade its electricity infrastructure and facilities as needed. COAs (listed below) ensure that the City is able to adequately provide electricity services to the project. Overall, impacts would be less than significant.

Natural Gas

SoCalGas provides natural gas services to the entire City of Colton, including the project site. Implementation of the proposed project would create a demand for approximately 474,981 thousand British thermal units per year of natural gas (0.466×10^{-3} million cubic feet [MMcf]) (Kunzman 2016a). Natural gas supply available to SoCalGas from California sources averaged 153 million cubic feet per day in 2013 (CGEU 2014). The project's natural gas demand would be less than a fraction of a percent of the natural gas supply from California sources available to SoCalGas. Thus, the increase in demand would be nominal and would not contribute to wasteful or unnecessary energy use. Impacts to natural gas services would be less than significant.

Energy Efficiency

Energy efficiency is also included as part of the proposed project. For example, the water quality management plan requires using efficient irrigation systems and landscape design, water conservation, and smart controllers. The City's Water Efficient Landscape Ordinance requires all irrigation systems to be designed to prevent runoff, low head drainage, overspray, or other similar conditions where irrigation water flows onto nontargeted areas. Landscaping (e.g., plant materials, water features, mulch, and groundcover) must be carefully designed and planned to maximize water efficiency and porous surfaces.

In addition, all new developments would be required to comply with Title 24 building energy efficiency standards and Title 20 appliance efficiency regulations, which would decrease overall energy use in both residential and nonresidential buildings. Thus, impacts would be less than significant and would not require mitigation measures.

Conditions of Approval

COA-18 The developer shall meet all City of Colton Electric Utility service requirements and pay all applicable fees.

COA-19 The project developer/applicant shall comply with all customer service policies of the City of Colton Electric Utility Department. The developer shall provide the Electric Utility with all information necessary to determine the project's electric service requirements; and if 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.

COA-20 The project developer/applicant shall be responsible for installing an underground secondary vault/conduit system for the entire project.

COA-21 The project developer/applicant shall be responsible for all costs associated with the installation of street lighting.

3.18 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?

Less Than Significant Impact With Mitigation Incorporated. The project site is in a rural and industrial area in the City of Colton. As shown in Figures 3, *Aerial Photograph*, and 5, *Site Photographs*, the site is mostly vacant and undeveloped, with the exception of the historic Peters Adobe in the northeastern corner. The project site has some ornamental trees along the project perimeter and elderberry trees scattered throughout the site. The site also has a number of burrows potentially suitable for use by burrowing owls and a nesting site for the western kingbird (see Figure 9, *Biological Resources*). As analyzed in Section 3.4, *Biological Resources*, the proposed project would not result in the reduction of the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Impacts to burrowing owls and nesting habitat for migratory birds would be reduced to a less than significant level with implementation of Mitigation Measures BIO-1 and BIO-2 (see Section 3.4[a], above).

Additionally, as detailed in Section 3.5, *Cultural Resources*, implementation of CUL-1 through CUL-7 would reduce impacts to the historically significant Peters Adobe, archaeological and paleontological resources, potential human remains, and tribal cultural resources to less than significant levels. Therefore, the project does not have the potential to eliminate important examples of California history or prehistory.

Mitigation Measures

See Mitigation Measures BIO-1, BIO-2, CUL-1, CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, and CUL-7.

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.)

Less Than Significant Impact with Mitigation. As noted in Section 3.10, *Land Use and Planning*, the proposed project would be consistent with the City of Colton's General Plan land use designation and zoning for the site—Light Industrial (M-1) and Heavy Industrial (M-2). Therefore, no General Plan or zoning amendment would be required, and the project would not benefit short-term goals above long-term environmental goals of the City. The issues relevant to the proposed trucking facility are localized and confined to the immediate project area.

Additionally, although the project is in a rural area of Colton, the proposed project would be adequately served by existing utility infrastructure (e.g., water, wastewater, and drainage) and services (e.g., solid waste collection) near the project site. Furthermore, the proposed project is generally too small in scope to appreciably contribute to existing cumulative impacts and is in an area where little new development is occurring that may combine cumulatively. Additionally, cumulative traffic impacts were considered in the traffic impact analysis (TIA) prepared for the proposed project (see Appendix H1), whose findings and conclusions are provided in Section 3.16, *Transportation and Traffic*. Per the San Bernardino Transportation Analysis Model, the TIA includes cumulative incremental growth in average daily traffic volume to reflect the forecast growth between existing conditions and 2035 for the following conditions: Opening Year Without Project, Opening Year With Project, Year 2035 Without Project, and Year 2035 With Project conditions. As concluded in Section 3.16, the study area intersections are projected to operate within acceptable levels of service during peak hours for all future conditions, with the exception of one intersection at Intersection #3, La Cadena Drive (NS) at Rancho Avenue (EW). However, implementation of applicable mitigation measures would reduce the cumulative traffic impact to this intersection to less than significant levels. Furthermore, impacts related to other topical areas such as air quality, GHG, hydrology and water quality, and recreation would not be cumulatively considerable with development of the proposed project in conjunction with other projects.

In consideration of the preceding factors, the proposed project's contribution to cumulative impacts would be rendered less than significant, and project impacts would not be cumulatively considerable.

Mitigation Measures

See Mitigation Measure TRAF-1.

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

Less Than Significant Impact With Mitigation Incorporated. As discussed in the respective topical sections of this Initial Study, implementation of the proposed project would result in potentially significant impacts in the areas of biological resources, cultural resources, geology and soils, noise, and transportation/traffic, which may cause adverse effects on human beings. However, feasible mitigation measures have been identified to reduce these impacts to less than significant levels. Therefore, the proposed project would have no substantial adverse effects on human beings.

Mitigation Measures

See Mitigation Measures BIO-1, BIO-2, CUL-1, CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, GEO-1, N-1, N-2, N-3, TRAF-1, TRAF-2, and TRAF-3.

3. Environmental Analysis

This page intentionally left blank.

4. References

4.1 PRINTED REFERENCES

Alden Environmental, Inc. (Alden). 2015, September 13. Biological Resources Report for the Southwest Regional Operations Center Project.

California Stormwater Quality Association (CASQA). 2003 January. Stormwater Best Management Practice Handbook: Construction.

Joseph E. Bonadiman & Associates, Inc. (Bonadiman). 2015, June. Preliminary Hydrology Study and Drainage Analysis: 625 Agua Mansa Road, City of Colton, CA. APN(s) 0235-121-19.

———. 2015. Water Quality Management Plan for Rancho Ave. Truck Facility.

California Department of Fish and Wildlife (CDFW). 2014, August. Summary of Natural Community Conservation Plans (NCCPs).

Kunzman Associates, Inc. (Kunzman). 2016a, February 23. Southwest Regional Operations Center Air Quality and Global Climate Change Impact Analysis.

———. 2016b, November 24. Southwest Regional Operations Center Nosie Impact Analysis.

PlaceWorks. 2015, October. Phase 1 Environmental Site Assessment for Southwest Regional Operations Center.

Soils Southwest, Inc. (Soils Southwest). 2015, February 20. Report of Soils and Foundation Evaluations – Proposed Truck Maintenance Facility with Office & Warehouse, 625 Agua Mansa Road @ Rancho Avenue, Colton, California.

SWCA Environmental Consultants (SWCA). 2015, October. Draft Cultural Resources Survey Report for the Southwest Regional Operation Center Project, Colton, San Bernardino County, California.

———. 2015, September. Draft Paleontological Resources Survey Report for the Southwest Regional Operation Center Project, Colton, San Bernardino County, California.

U.S. Geological Survey (USGS). 2015. San Bernardino South Quadrangle, California, 7.5-Minute Series.

4.2 WEB SITES

Airnav.com. 2016. Airport Information. http://www.airnav.com/airports/.

4. References

California Air Resources Board (CARB). 2013, October 23. Proposed 2013 Amendments to Area Designations for State Ambient Air Quality Standards. http://www.arb.ca.gov/regact/2013/area13/area13isor.pdf.

California Department of Conservation, Division of Land Resource Protection (DLRP). 2015 February. San Bernardino County Important Farmland 2012, Sheet 2 of 2. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/sbd12_so.pdf.

———. 2013. San Bernardino County Williamson Act FY 2012/2013. Sheet 2 of 2. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/sanbernardino_so_12_13_WA.pdf.

California Department of Conservation (DOC). 2015. Mines List. http://maps.conservation.ca.gov/mol/mol-app.html.

———. 1995. Mineral Land Classification of a Part of Southwestern San Bernardino County: The San Bernardino Valley Area, California (East). ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-08/OFR_94-08_East.pdf.

California Department of Forestry and Fire Protection (CAL FIRE). 2008, October 29. Colton – Very High Fire Hazard Severity Zones in LRA As Recommended by CAL FIRE. http://calfire.ca.gov/fire_prevention/fhsz_maps/FHSZ/san_bernardino/Colton.pdf.

California Department of Resources Recycling and Recovery (CalRecycle). 2013, January 16. Waste Characterization Industrial Sector: Estimated Solid Waste Generation Rates. http://www.calrecycle.ca.gov/wastechar/wastegenrates/Industrial.htm.

———. 2015a. Facility/Site Summary Details: Colton Sanitary Landfill. http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0051/Detail/.

———. 2015b. Facility/Site Summary Details: Mid-Valley Sanitary Landfill. http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail/.

———. 2015c. Facility/Site Summary Details: San Timoteo Sanitary Landfill. http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0087/Detail/.

———. 2015d, January 2. Landfill Tonnage Reports. http://www.calrecycle.ca.gov/SWFacilities/Landfills/Tonnages/.

———. 2015e. Jurisdiction Diversion/Disposal Rate Detail: Colton. http://www.calrecycle.ca.gov/LGCentral/Reports/DiversionProgram/JurisdictionDiversionDetail.aspx?JurisdictionID=94&Year=2013.

California Department of Transportation (Caltrans). 2011, September 7. California Scenic Highway Mapping System. http://www.dot.ca.gov/hq/LandArch/scenic_highways/.

4. References

California Department of Water Resources (DWR). 2004, February 27. Upper Santa Ana Valley Groundwater Basin, Riverside-Arlington Subbasin. http://www.water.ca.gov/pubs/groundwater/bulletin_118/basindescriptions/8-2.03.pdf.

California Gas and Electric Utilities (CGEU). 2014. 2014 California Gas Report. http://www.socalgas.com/regulatory/documents/cgr/2014-cgr.pdf.

California Geological Survey (CGS). 2007. Fault Rupture Hazard Zones in California. Special Publication 42, Interim Revision 2007. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sp/Sp42.pdf.

Colton, City of. 2013a, May. City of Colton General Plan Update Environmental Impact Report, State Clearinghouse Number 2012031037. Prepared by Hogle-Ireland Planning and Development Consulting. http://ca-colton.civicplus.com/DocumentCenter/View/1947.

———. 2013b, August 20. City of Colton General Plan – Land Use Plan. http://ca-colton.civicplus.com/DocumentCenter/View/774.

———. 2013c, July. City of Colton Impact Fee Summary. http://ca-colton.civicplus.com/DocumentCenter/View/2239.

———. 2014a, June. West Valley Habitat Conservation Plan for the Issuance of an Incidental Take Permit Under Section 10(A)(1)(B) of the Endangered Species Act for the Federally Endangered Delhi Sands Flower-loving Fly Projects within Colton, California of San Bernardino County. Prepared by RBF – A Baker Company. http://ca-colton.civicplus.com/DocumentCenter/View/2160.

———. 2014b, February. City of Colton General Plan Housing Element 2013-2021. http://www.hcd.ca.gov/housing-policy-development/housing-resource-center/plan/he/housing-element-documents/colton_5th_adopted021214.pdf.

———. 2015. City of Colton Library Locations and Facilities. http://www.ci.colton.ca.us/index.aspx?NID=148.

———. 2009, June. City of Colton Water Reclamation Facility Sewer System Management Plan. http://www.ci.colton.ca.us/DocumentCenter/View/1666.

Colton Fire Department (CFD). 2015. About the Colton Fire Department. http://www.coltonfire.com/index.cfm?section=10&pagenum=78.

Colton Joint Unified School District (CJUSD). 2014, October 20. Colton Joint Unified School District Schools and Communities. http://coltonjoint.ca.schoolwebpages.com/education/page/download.php?fileinfo=Q0pVU0RfU2Nob29sc19NYXBfMTAtMjAtMTQucGRmOjo6L3d3dzYvc2Nob29scy9jYS9jb2x0b25qb2ludC9pbWFnZXMvZG9jbWdyLzUxX2ZpbGVfMTE0MF9tb2RfMTQzNDY1NTMyMS5wZGY=&sectiondetailid=3411.

4. References

Kennedy/Jenks Consultants. 2012, November. 2010 San Bernardino Valley Regional Urban Water Management Plan. http://www.water.ca.gov/urbanwatermanagement/2010uwmps/West%20Valley%20Water%20District/West%20Valley%20WD%20UWMP%20(San%20Bernardino%20RUWMP).pdf.

Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. http://oehha.ca.gov/air/hot_spots/hotspots2015.html

Riverside, County of (Riverside). 2014, March. County of Riverside General Plan Amendment No. 960 Jurupa Area Plan Public Review Draft. http://planning.rctlma.org/Portals/0/genplan/general_plan_2014/GPA960/GPAVolume2/7Jurupa%20Area%20Plan-%20GPA%20No%20960%20Volume%202%202014-02-20.pdf.

San Bernardino, City of (San Bernardino). 2005, November 1. City of San Bernardino General Plan. http://www.sbcity.org/pdf/DevSvcs/General%20Plan%20Document.pdf.

San Bernardino, County of (San Bernardino). 2013, February 26. San Bernardino County Emergency Operations Plan. http://www.sbcounty.gov/Uploads/SBCFire/content/oes/pdf/Emergency-Operations-Plan.pdf.

———. 2005, November 1. City of San Bernardino General Plan. https://www.ci.san-bernardino.ca.us/pdf/DevSvcs/General%20Plan%20Document.pdf.

Santa Ana Regional Water Quality Control Board (SARWQCB). 2010, January 29. Order No, R8-2010-0036 (NPDES No. CAS618036) Area-wide Urban Storm Water Runoff Management Program – San Bernardino County MS4 Permit. http://www.waterboards.ca.gov/santaana/board_decisions/adopted_orders/orders/2010/10_036_SBC_MS4_Permit_01_29_10.pdf.

State Water Resources Control Board (SWRCB). 2015a, July 27. June 2015 Water Supplier Conservation Compliance. http://www.waterboards.ca.gov/waterrights/water_issues/programs/drought/docs/suppliercompliance_073015.pdf.

———. 2015b, August 20. July 2015 Water Supplier Conservation Compliance. http://www.waterboards.ca.gov/waterrights/water_issues/programs/drought/docs/suppliercompliance_082715.pdf.

5. List of Preparers

CITY OF COLTON (LEAD AGENCY)

Mario Suarez, AICP, CNU-A, Senior Planner

PLACEWORKS

JoAnn Hadfield, Principal, Environmental Services (Principal-in-Charge)

Nicole Vermilion, Associate Principal (Project Manager)

John Vang, Associate

Frances Ho, Project Planner

Fernando Sotelo, INCE, PE, PTP, Senior Associate

Cary Nakama, Graphic Artist

5. List of Preparers

This page intentionally left blank.

Appendix A1 Air Quality/GHG Modeling

Appendix

This page intentionally left blank.

Appendix A2 Health Risk Assessment

Appendix

This page intentionally left blank.

Appendix B Biological Resources Report

Appendix

This page intentionally left blank.

Appendix C1 Cultural Resources Report

Appendix

This page intentionally left blank.

Appendix C2 Paleontological Resources Report

Appendix

This page intentionally left blank.

Appendix D Soils and Foundation Report

Appendix

This page intentionally left blank.

Appendix E Phase I Environmental Site Assessment

Appendix

This page intentionally left blank.

Appendix F1 Hydrology Study and Drainage Analysis

Appendix

This page intentionally left blank.

Appendix F2 Water Quality Management Plan

Appendix

This page intentionally left blank.

Appendix G Noise Impact Analysis

Appendix

This page intentionally left blank.

Appendix H1 Traffic Impact Analysis

Appendix

This page intentionally left blank.

Appendix H2 Fair Share Traffic Supplement

Appendix

This page intentionally left blank.

July 2016 | Mitigation Monitoring Program
State Clearinghouse No. 2016061001

SOUTHWEST REGIONAL OPERATIONS CENTER MITIGATION MONITORING PROGRAM

City of Colton

Prepared for:

City of Colton
Contact: Mario Suarez, AICP, CNU-A, Senior Planner
659 N. La Cadena Drive
Colton, California 92324
909.370.5079
msuarez@coltonca.gov

Prepared by:

PlaceWorks
Contact: JoAnn Hadfield, Principal
Nicole Vermilion, Associate Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

PLACEWORKS

Table of Contents

List of Tables

Table of Contents

This page intentionally left blank.

1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program (MMP) has been developed to provide a vehicle by which to monitor mitigation measures outlined in the Southwest Regional Operations Center Mitigated Negative Declaration (MND), State Clearinghouse No. 2016061001. The Mitigation Monitoring Program has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Colton Monitoring Requirements. Section 21081.6 states:

> (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
>
> (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
>
> (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

1.2 PROJECT LOCATION

The 11.12-acre project site is in the City of Colton at the southwest corner of Agua Mansa Road and Rancho Avenue in the Agua Mansa Industrial Corridor. The City is in southwestern San Bernardino County and is bordered by the cities of San Bernardino to the north, Loma Linda to the west, Grand Terrace to the south, and Rialto to the west). The San Bernardino International Airport is about four miles northeast, and the San Bernardino Mountains are about ten miles farther north and east of Colton.

The project site is approximately a mile south of Interstate 10 (I-10), which runs east-west, and approximately 1.5 miles northwest of Interstate 215 (I-215), which runs in a north-southwest direction through the City. I-10 and I-215 provide regional access to the site, while local access is provided by Agua Mansa Road and

Rancho Avenue. The Santa Ana River flows northeast–southwest about one-half mile south of the project site.

1.3 EXISTING LAND USES

The irregularly shaped project site consists of two parcels, which are mostly vacant and undeveloped, with the exception of one historic residence at the northeastern corner of the site. The project site consists of Assessor's Parcel Numbers (APN) 0275-041-36 (9.03 acres) and 0163-452-07 (2.09 acres). Southern California Edison (SCE) has an easement along the southern boundary of the project site. Transmission lines lie to the south of the project site, and power lines are also present on the eastern property boundary along Rancho Avenue.

Historically, the site was used for agriculture, and the site is scattered with remnants of this past use, including fence posts, retaining walls, and irrigation features. The historic Peters Adobe residence at 602 Agua Mansa Road consists of a dwelling unit and a separate garage unit. This historic structure is currently unoccupied and has been boarded up. The remaining project site is mantled with numerous fences, dry weeds, thick vegetation, and scattered debris. The topography of the site is nearly level, and sheet flow from incidental rainfall flows toward the southeast. The site currently consists of generally flat terrain that predominantly supports disked agricultural land dominated by bare ground and nonnative, annual plants. There are signs of off-road vehicle activity on the site as well as trash dumping.

1.4 PROJECT DESCRIPTION

The approximately 11-acre trucking facility would consist of an office building; fuel island; truck wash and service facility; and parking for cars, trailers, and trucks. The facility would be used by drivers as a rest stop and would include amenities such as showers, laundry facilities, truck maintenance, kitchen/cafeteria, and secure parking. Anticipated staff hours of operation are from 7 a.m. to 6 p.m., five days a week. Driver amenities would be open 24 hours a day, seven days a week.

- **Main Office Building.** The approximately 19,900-square-foot building (16,700 SF ground floor and 3,200 SF second story) would have three service bays and one wash bay that would occupy over half of the building space. The remaining area would include a warehouse, storage, showers, lockers and restrooms, laundry rooms, offices, break rooms, work room/lounge, conference room/flex space, a toolbox and shop tool enclosure, parts room, electrical room, and janitor space.

- **Building Materials/Design/Architectural Styles.** The highest point of the main building would be approximately 31 feet. The second-story roof would be approximately 23 feet high with an additional 5-foot parapet. The entire structure would be made of Varco Pruden metal panels in cool granite gray; the doors and accessory frames would be painted with Sherwin Williams white, gray, or commodore (blue). Clear anodized aluminum finish would be painted on the entrance frame to the building.

- **Fuel Island.** The fuel island would be equipped with a 12,000-gallon aboveground storage tank with two pumps. It is anticipated that the fuel island would provide 30,000 to 40,000 gallons of fuel per month.

- **Sidewalks.** Sidewalks would be constructed along Rancho Avenue and Agua Mansa Road along the project perimeter. Additionally, the proposed project would require construction of a nine-foot screening wall made of earthen berm and/or concrete masonry along the property lines of the two adjacent residences (to the west) and along the southern lot lines of the two homes within the project site. This is required as part of the project to mitigate noise impacts of the trucking facility.

1.5 ENVIRONMENTAL IMPACTS

1.5.1 Impacts Considered No Impact and Less Than Significant

Impacts to the following resources were identified as no impact or less than significant in the MND.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

1.5.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The MND concluded that the proposed project could result in one or more potentially significant impacts in the following topic areas:

- **Biological Resources** (sensitive plant and animal species)
- **Cultural Resources** (historic, archaeological, paleontological, and tribal cultural resources)
- **Geology and Soils** (seismic groundshaking, expansive soils)
- **Noise** (construction and operational noise levels, groundborne vibration)
- **Transportation and Traffic** (roadway level of service, roadway hazards)

However, the MND also found that these impacts would be reduced, avoided, or substantially lessened through the implementation of mitigation measures, which are listed in Table 2-1.

1. Introduction

This page intentionally left blank.

2. Mitigation Monitoring Requirements

2.1 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 2-1. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.

2. Mitigation Monitoring Requirements

This page intentionally left blank.

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.4 BIOLOGICAL RESOURCES					
BIO-1	Burrowing Owl Survey. Prior to construction activities, a qualified biologist shall conduct a preconstruction, take-avoidance survey in accordance with current California Department of Fish and Wildlife (CDFW) guidelines for burrowing owl surveys to reduce impacts on potential burrowing owls and habitat onsite. The guidelines recommend conducting four site visits: 1) at least one between February 15 and April 15 and 2) a minimum of three site visits, at least three weeks apart, between April 15 and July 15, with at least one visit after June 15. The preconstruction survey shall be completed no less than 14 days prior to initiating ground disturbance. The applicant shall provide the City of Colton Development Services Department with the results of the preconstruction survey for approval prior to commencement of construction activities. The survey shall cover the project site and all potential burrowing owl habitats within 500 feet of the site, as feasible. If there is no sign of burrowing owl occupation, then no mitigation is required. If sign of occupation is present, the following mitigation shall be implemented. ▪ Direct impacts to occupied burrowing owl burrows shall be avoided during the breeding period from February 1 through August 31. "Occupied" is defined as a burrow that shows sign of burrowing owl occupancy within the last three years. ▪ Direct impacts to occupied burrows shall also be avoided during the nonbreeding season. Burrow exclusion is a technique of installing one-way doors in burrow openings during the nonbreeding season to temporarily exclude burrowing owl, or permanently exclude burrowing owl and close burrows after verifying burrows are empty by site monitoring and scoping. Eviction of burrowing owl during	Project applicant and qualified biologist	Prior to construction activities	City of Colton Development Services Department	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	the nonbreeding season would require prior CDFW approval of a Burrowing Owl Exclusion Plan. ▪ The burrowing owl and its habitat offsite, if present, shall be protected in place, and disturbance impacts shall be minimized through the use of buffer zones, visual screens, or other measures deemed necessary by a qualified biologist. ▪ Mitigation for direct, permanent impacts to nesting, occupied, and satellite burrows and/or burrowing owl habitat shall be required so that the habitat acreage and number of burrows and burrowing owls impacted are replaced based on the burrowing owl life history information provided in Appendix A of the CDFW Staff Report on Burrowing Owl Mitigation (2012), site-specific analysis, and consultation with the CDFW. A Burrowing Owl Mitigation Plan shall be prepared and submitted to the City and CDFW for approval prior to impacts to the burrowing owl and/or its habitat.				
BIO-2	Nesting Birds. In order to minimize potential impacts on nesting birds onsite, construction activities that include vegetation clearing shall take place outside the general avian breeding season (which generally occurs from February 1 through August 31). Tree removal/trimming shall take place outside the raptor/owl breeding season (which generally occurs from January 1 through August 31). If vegetation clearing and tree removal/trimming cannot occur outside the general avian and raptor/owl breeding seasons, then a preconstruction survey for avian nesting shall be conducted by a qualified biologist on the project site and within 500 feet of the site (on undeveloped land and as feasible) within seven calendar days prior to the start of construction. The applicant shall provide the City of Colton with the results of the preconstruction survey for approval prior to commencement of	Project applicant and qualified biologist and the construction contractor	Prior to and during construction activities	City of Colton Development Services Department	

Table 2-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	vegetation clearing and tree removal/trimming. If nests are not observed and the City approves the results of the preconstruction survey, vegetation clearing and/or tree removal/trimming may proceed. If nests are found, work may proceed provided that activity is: 1) at least 500 feet from raptor/owl nests; 2) at least 300 feet from federal- or state-listed bird species' nests; and 3) at least 100 feet from nonlisted bird species' nests. A qualified biologist shall conspicuously mark the buffer so that vegetation clearing and tree removal/trimming does not encroach into the buffer until the nest is no longer active (i.e., the nestlings fledge, the nest fails, or the nest is abandoned, as determined by the qualified biologist).				
5.5 CULTURAL RESOURCES					
CUL-1	**Historic Preservation Work Plan.** Prior to the start of the proposed project, the City of Colton shall require the project sponsor retain a preservation team of qualified preservation professionals to develop a Historic Preservation Work Plan (HPWP) for 602 Agua Mansa Road. The preservation team shall include, but not be limited to, an architectural historian who meets the Secretary of the Interior's Professional Qualifications Standards and a structural engineer with demonstrated experience with historic buildings and structures, such as adobe residences. In developing an HPWP, the preservation project team shall determine the existing structural condition of the property and identify the features that contribute to its historical significance, including both the buildings and surrounding property.	Project applicant and qualified preservation professionals (including qualified architectural historian)	Prior to issuance of construction permits (HPWP) and during construction	City of Colton Development Services Department	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
The HPWP shall determine the extent of deterioration in existing features and the feasibility of repairing deteriorated features. Appropriate treatments for deteriorated features shall be determined according to the applicable Preservation Briefs and the Preservation Tech Notes that are provided by the National Park Service in its Technical Preservation Services. Specifically, the project sponsor and the preservation team shall investigate the existing foundation, adobe walls, roof, and windows. In addition, the HPWP shall identify and document the property's character-defining features. This process will include an examination of not only the buildings at 602 Agua Mansa Road, but also the buildings at surrounding property. The HPWP shall present an approach that preserves the property's character-defining features in conformance with the "Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings," ensuring that the property retains its ability to convey its historical significance. Prior to the issuance of construction permits, the City of Colton shall review and approve the HPWP. If it is determined that the structural condition of the property is compromised and subject to damage, work shall be done to stabilize the property before any ground-disturbing activities commence. Other work presented in the HPWP may be performed concurrently as the proposed project and shall be proposed under the supervision of the preservation team. Subsequent to completion of the elements presented in the HPWP, the preservation team shall prepare a short memorandum that confirms the HPWP was completed as proposed.				

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
CUL-2	**Cultural Resources Monitoring and Discovery Plan.** Prior to issuance of grading permits, a qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology, shall be retained to carry out all mitigation measures related to archaeological and historical resources. The principal investigator shall prepare a Cultural Resources Monitoring and Discovery Plan (CRMDP). The CRMDP shall describe the specific field methodologies to be utilized, including procedures for archaeological monitoring and treatment of any archaeological resources identified.	Project applicant and qualified archaeologist	Prior to issuance of grading permits	City of Colton Development Services Department	
CUL-3	**Preconstruction Worker Training.** At the project kick-off and before construction activities begin, the selected qualified archaeologist or their designee shall provide training to construction personnel on information regarding regulatory requirements for the protection of cultural resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should unanticipated cultural resources discoveries be made during construction. Workers shall be provided contact information and protocols to follow in the event that inadvertent discoveries are made. If necessary, the project archaeologist can create a training video, PowerPoint presentation, or printed literature that can be shown to new workers and contractors to avoid continuous training throughout the life of the project.	Project applicant and qualified archaeologist	At construction kick-off and prior to construction activities	City of Colton Development Services Department	
CUL-4	**Construction Monitoring for Archaeological Resources.** Prior to issuance of grading permits, a qualified archaeological monitor shall be retained to monitor all initial ground-disturbing activities. The archaeological monitor will work under the supervision of the principal investigator. The duration and timing of the monitoring shall be determined by the principal investigator in consultation with the City of Colton. If, in consultation with the City of Colton, the principal investigator	Project applicant and qualified archaeological monitor in coordination with the construction contractor	Prior to issuance of grading permit and during construction	City of Colton Development Services Department	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	determines that full-time monitoring is no longer warranted, he or she may recommend a reduction in the level of monitoring to periodic spot checking or may recommend that monitoring cease entirely.				
CUL-5	Inadvertent Archaeological Discoveries. In the event that unanticipated buried cultural deposits are encountered during any phase of project construction, all construction work within 20 meters (60 feet) of the deposit shall cease, and the qualified archaeologist shall be consulted to assess the find. Construction activities may continue in other areas. If the cultural material identified is Native American, Native American contacts shall be notified. If, in consultation with the City of Colton, the discovery is determined to be not significant, work shall be permitted to continue in the area. If, in consultation with the City of Colton, a discovery is determined to be significant, additional mitigation may be warranted.	Project applicant and qualified archaeologist in coordination with the construction contractor	During project construction	City of Colton Development Services Department	
CUL-6	Inadvertent Paleontological Discoveries. Prior to ground disturbance activities, a qualified paleontological monitor shall be present for any activity that may impact the subsurface sediments, beginning at a depth of approximately 15 feet. This depth is only an estimate; should construction workers uncover potential fossil resources when a monitor is not present, a qualified paleontologist shall be contacted immediately and all work cease within a 25-foot radius of the discovery. Should the ongoing monitoring results indicate that the paleontological sensitivity of the subsurface sediments within the project area is lower or higher than anticipated, the monitoring level of effort shall be adjusted (increased or decreased) accordingly.	Project applicant, qualified paleontological monitor, and qualified paleontologist	Prior to ground disturbance activities	City of Colton Development Services Department	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
CUL-7	**Discovery of Human Remains.** If human remains are discovered, State of California Health and Safety Code Section 7050.5 stipulates that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The San Bernardino County Coroner and the lead agency shall be notified of the find immediately. If the human remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	Project applicant in coordination with the construction contractor	During project construction	City of Colton Development Services Department	
3.6 GEOLOGY AND SOILS					
GEO-1	**Geotechnical Project Designs.** Prior to the issuance of grading and building permits, the project applicant shall demonstrate to the City of Colton Building and Safety Division that all earthwork and design recommendations (e.g., foundation preparation and design, site grading, soil sampling, removal and recompaction recommendations) in the project's Soils and Foundations Evaluations prepared by Soils Southwest, dated February 20, 2015, (incorporated herein by this reference) and any updated geotechnical reports have been incorporated into the project design and grading plans. During grading and construction, the Building and Safety Division staff shall verify that grading and construction activities comply with these recommendations.	Project applicant in coordination with the construction contractor	Prior to issuance of grading and building permits	City of Colton Building and Safety Division	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
3.12 NOISE					
N-1	The project shall construct a barrier such that the effective height is nine feet. The wall can consist of earthen berm and/or concrete masonry wall. The wall shall have no holes, cracks, or openings, and the wall shall extend all the way to the ground surface. The wall shall be positioned at the top of the slope or pad, whichever is greater, such that it provides optimum sound attenuation for residencies to the north of the project site.	Project applicant in coordination with a civil engineer and the construction contractor	During site plan review and during construction	City of Colton Development Services Department	
N-2	Prior to issuance of the grading permit, the construction contractor shall implement the following measures: ▪ Construction equipment shall be prohibited within a 20-foot radius of the Peter's Adobe. ▪ The Peter's Adobe shall be visually inspected prior to issuance of the grading permit and at the onset of each construction phase. If cosmetic or structural damage to the historic buildings from construction activities is detected, construction activities shall cease until the building is stabilized and/or preventive measures are implemented to relieve further damage to the building. ▪ During construction, vibration monitoring of the Peter's Adobe shall be conducted. If monitored vibration levels from construction equipment exceed the recommended vibration limits for historical structures of 0.12 inch per second peak particle velocity (PPV), construction activities shall cease until alternative construction methods and/or equipment are identified to reduce vibration levels from construction activities below 0.12 in/sec PPV.	Project applicant and construction contractor	Prior to issuance of grading permit and during project construction	City of Colton Development Services Department	

Table 2-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
N-3	The construction contractor shall implement the following measures during construction activities. These measures shall be identified on grading plans submitted to the City of Colton. 1. During all project site excavation and grading onsite, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. 2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. 3. Equipment shall be shut off and not left to idle when not in use. 4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction. 5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.	Project applicant and construction contractor	During project construction	City of Colton Development Services Department	
3.16 TRANSPORTATION AND TRAFFIC					
TRAF-1	Prior to approval of grading permits, the project applicant shall pay fair share contribution for intersection improvements at Intersection #3, La Cadena Drive (NS) at Rancho Avenue (EW). The fair-share costs for the intersection improvements shall include: ▪ Installation of a traffic signal	Project applicant	Prior to issuance of grading permits	City of Colton Development Services Department	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	▪ Constructing an additional northbound left turn lane ▪ Restriping eastbound left turn lane to create a shared left-right turn lane The required contribution shall be processed through the adopted traffic impact fee program with the City of Colton.				
TRAF-2	Prior to issuance of grading permits, the project applicant shall submit landscape plans to the City of Colton for review and approval that show no objects within the restricted-use areas exceed the maximum height of 18 inches. This would ensure a clear line of sight for drivers along Rancho Avenue and for drivers entering and exiting the project site.	Project applicant	Prior to issuance of grading permit	City of Colton Development Services Department	
TRAF-3	Prior to issuance of an occupancy permit, the project applicant shall construct onsite improvements and improvements adjacent to the site in conjunction with the proposed development to ensure adequate circulation within the project itself, as shown in Figure 21, Onsite and Adjacent Required Circulation Improvements. These improvements include: ▪ Prior to issuance of an occupancy permit, the project applicant shall restripe Rancho Avenue to create a northbound left turn lane on Rancho Avenue at the proposed project access. ▪ Prior to issuance of an occupancy permit, the project applicant shall construct Agua Mansa Road to its ultimate half-section width from the west project boundary to Rancho Avenue, including landscaping and parkway improvements. ▪ Prior to issuance of an occupancy permit, the project applicant shall construct Rancho Avenue to its ultimate half-section width from Agua Mansa Road to the south project boundary, including landscaping and parkway improvements.	Project applicant	Prior to issuance of occupancy permit	City of Colton Development Services Department	

Table 2-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
Following completion of these improvements by the project applicant, the City of Colton shall review traffic operations in the vicinity of the project.				
3.18 MANDATORY FINDINGS OF SIGNIFICANCE				
See Mitigation Measures BIO-1, BIO-2, CUL-1, CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, GEO-1, N-1, N-2, N-3, TRAF-1, TRAF-2, and TRAF-3.				

2. Mitigation Monitoring Requirements

This page intentionally left blank.

3. Report Preparation

3.1 LIST OF PREPARERS

City of Colton

Mario Suarez, AICP, CNU-A, Senior Planner

PlaceWorks

JoAnn Hadfield, Principal

Nicole Vermilion, Associate Principal

Frances Ho, AICP, Project Planner

3. Report Preparation

This page intentionally left blank.