



CITY OF COLTON

City Hall

650 N. La Cadena Drive
Colton, CA 92324

Website: www.coltonca.gov

Mayor Richard A. DeLaRosa

Council Members:

David J. Toro – District 1

Ernest R. Cisneros – District 2

Frank J. Navarro – District 3

Dr. Luis S. González – District 4

Jack R. Woods – District 5

Isaac T. Suchil – District 6

City Treasurer Aurelio De La Torre

City Manager William R. Smith

City Attorney Carlos Campos

City Clerk Carolina R. Padilla

AGENDA

CITY COUNCIL,
SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY FOR THE CITY OF COLTON,
COLTON UTILITY AUTHORITY, COLTON PUBLIC FINANCING AUTHORITY,
COLTON HOUSING AUTHORITY
REGULAR MEETING

TUESDAY, MAY 15, 2018 - 5:00 P.M.

COUNCIL CHAMBER

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**CLOSED SESSION – 5:00 P.M.**

**CLOSED SESSION CALLED TO ORDER**

**ROLL CALL**

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PUBLIC COMMENT

Limit 3 Minutes

This is the portion of the meeting specifically set aside to invite your comments regarding Closed Session items; however, any matter that requires action will be referred to staff for investigation and report at a subsequent Council meeting. The Council is prohibited by law from discussing or taking immediate action on items during this public comment period.

Persons desiring to submit paperwork to the City Council Members shall provide copy of any paperwork to the City Clerk for the Official Record.

Speakers will be limited to 3 minutes; provided, however, that the presiding officer shall have certain discretion to extend or limit time as provided for in the City Council Manual of Procedure.

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**CITY ATTORNEY ORAL REPORT ON CLOSED SESSION ACTIONS**

- A. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION  
Pursuant to Government Code Section 54956.9(d)(1)  
B Street Equities, LLC, v. City of Colton, et al.  
Case No. CIVDS1810207

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RULES OF DECORUM

To help conduct the business of the City Council in an orderly fashion, the City Council has adopted rules pertaining to decorum and order, as provided for in the City Council Manual of Procedure. The City Council will strictly enforce these rules in order to allow full expression of ideas and opinions by councilmembers, staff and the public. Generally, the City's rules of decorum prohibit comments or actions which willfully disrupt the meeting. All remarks and questions shall be addressed to the Council as a whole and not to any particular member. No individual Councilmember or member of the City staff shall be questioned without first obtaining permission from the Presiding Officer. The City Council asks that all persons - including councilmembers, staff and the public - act and speak respectfully.

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**OPEN SESSION**

6:00 P.M.

**OPEN SESSION CALLED TO ORDER**

**INVOCATION** Reverend Jonathon Florez

**FLAG SALUTE**

**ROLL CALL**

**CEREMONIAL MATTERS**

*Presentations, Awards, Proclamations*

- Proclamation - Colton Teachers Appreciation Day (*CM Gonzalez*)
- Presentation - Introduction of New Employees in the Police Department (*Chief Owens*)

Police Officer Brian Jipp  
Police Officer Jay Gomez

- Awards: Recognition of Non-Sworn Employee of the Year Alexis Gomez  
Dispatcher of the Year Nicole Reynolds  
Officer of the Year – Robert Rich Randolph

**MAYOR AND COUNCIL ITEMS**

**GIFT DISCLOSURES**

*Prior to rendering a decision in any proceeding involving a license, permit, contract or other entitlement pending before the city council, any council member who has received been promised a gift or gifts aggregating \$50.00 or more in value within the preceding twelve months from a party or participant in the proceeding shall disclose that fact either orally or in writing during open session. This disclosure shall be made part of the official public record of the proceeding, either as part of the minutes of the meeting or as a separate writing filed with the city. (CMC Section 2.04.030)*

**AB 1234 ORAL REPORTS**

*Members of the city council shall provide brief reports on meetings attended at the expense of the city. (GC Section 53232.3(d))*



**PUBLIC HEARINGS**

To speak on public hearing items, it is requested that you obtain a card from the City Clerk and complete it by noting the agenda item number, as well as whether you are in favor, opposition or neither, and give it to the City Clerk. The applicant will be allowed 5 minutes to address the Council and all other persons will be allowed 3 minutes; provided, however, that the presiding officer shall have certain discretion to extend or limit time as provided for in the City Council Manual of Procedure.

- (1) Amendments to General Plan Land Use Element, Land Use Plan to Designate “Roquet Ranch Specific Plan.” - [Staff Person: M. Tomich]

TIME AND PLACE FIXED TO CONSIDER A PUBLIC HEARING TO ADOPT A RESOLUTION APPROVING AN AMENDMENT TO THE GENERAL PLAN LAND USE ELEMENT, LAND USE PLAN TO DESIGNATE “ROQUET RANCH SPECIFIC PLAN, AND TO CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT WITH STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPT A MITIGATION AND MONITORING AND REPORTING PROGRAM AND WAIVE FULL READING, READ BY TITLE ONLY AND INTRODUCE AN ORDINANCE TO AMEND SECTION 18.34.050 PERTAINING TO LAND USE AND DEVELOPMENT STANDARDS OF TITLE 18 OF THE COLTON MUNICIPAL CODE (FILE INDEX NO. DAP-001-228).

Mayor announces the Public Hearing open.

City Clerk submits the Affidavit of Publication and reports on protests or objections thereto.

Staff Presentation.

Public Comment.

After hearing public comment, on motion by Councilmember \_\_\_\_\_, seconded by Councilmember \_\_\_\_\_, the Public Hearing is terminated.

Consider: (1) Approve and Adopt **RESOLUTION NO. R-38-18 Certification of Final EIR**

**MOTION \_\_\_\_\_ SECOND \_\_\_\_\_**

(2) Approve and Adopt **RESOLUTION NO. R-37-18 Adoption of General Plan Amendment**

**MOTION \_\_\_\_\_ SECOND \_\_\_\_\_**

(3) Waive full reading, read by title only and introduce **ORDINANCE NO. O-07-18.**

**MOTION \_\_\_\_\_ SECOND \_\_\_\_\_**

**BUSINESS ITEMS**

No Items

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PUBLIC COMMENT

Limit 3 Minutes

This is the portion of the meeting specifically set aside to invite your comments regarding Consent Calendar items and any matters within the jurisdiction of the City Council; however, any matter that requires action will be referred to staff for investigation and report at a subsequent Council meeting. The Council is prohibited by law from discussing or taking immediate action on items during this public comment period.

Persons desiring to submit paperwork to the City Council Members shall provide copy of any paperwork to the City Clerk for the Official Record.

Speakers will be limited to 3 minutes; provided, however, that the presiding officer shall have certain discretion to extend or limit time as provided for in the City Council Manual of Procedure.

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**CONSENT CALENDAR**

*All matters listed under the Consent Calendar are considered by the City Council to be routine and will all be enacted by one motion. There will be no separate discussion of these items prior to the time the City Council votes on the motion, unless councilmembers, staff or the public request that specific items be discussed and/or removed for separate discussions or action.*

- (2) Minutes – Approval of Minutes for the City Council Regular Meeting Held May 1, 2018 on File in the Office of the City Clerk. **[City Clerk Padilla]**
- (3) Warrants – Approve US Bank voucher numbers 1704519 to 170581 dated 04/26/2018 and totaling \$1,129,643.41; voucher numbers 170582 to 170672 dated 04/30/2018 and totaling \$73,108.75; approve voucher numbers 170673 to 170802 dated 05/03/2018 and totaling \$2,509,358.58. **[Staff Person: S. Dabbs]**
- (4) City Treasurer’s Report - Receive and File City Treasurer’s Report for March 2018. **[City Treasurer De La Torre]**
- (5) Re-Adoption of the Manual of Procedure (MOP) – Re-adopt by Resolution the City Council Manual of Procedure previously adopted on April 17, 2018. **RESOLUTION NO. R-41-18.**  
**[Staff Person: B. Smith]**
- (6) Two-Year Maintenance Service Agreement for the Purchase of Chemical for Water and Wastewater Treatment – Approve a two-year maintenance services agreement for the purchase of bulk chemicals and the maintenance of chlorine storage tanks for water and wastewater treatment between the City and Northstar Chemical, LLC. **[Staff Person: D. Kolk]**
- (7) Purchase of Replacement Marked Police Vehicle with Related Emergency Equipment – Approve the purchase of replacement marked police vehicle with related emergency equipment to maintain fleet size and deployment. **RESOLUTION NO. R-42-18.** **[Staff Person: M. Owens]**

- (8) Budget Amendment for the Apprentice Training Program – Approve Resolution No. R-39-18 amending the budget for Fiscal Year 2017-18 to redistribute \$2,000 in training funds in the Electric Department Transmission & Distribution Division, from the Education/Training Expense Account to the Certification/Training Expense Account. **RESOLUTION NO. R-39-18. [Staff Person: D. Kolk]**
- (9) Change Order to Elrod Fence Company Construction Contract – Approve the change Order to the construction contract with Elrod Fence Company for fencing of the Delhi Sands Flower-loving Fly Habitat within the West Valley Habitat Conservation Plan. **[Staff Person: M. Tomich]**
- (10) Acceptance of Relinquishment by the California Department of Transportation of the Ownership and Maintenance in a portion of former Washington Street right-of-way – Adopt Resolution No. R-40-18 approving and accepting the land relinquished by the California Department of Transportation to the City, and the maintenance of any underground utility easements under that certain section of the old abandoned Washington Street right-of-way adjacent to APN#0276-14-39. **RESOLUTION NO. R-40-18. [Staff Person: A. Morgan]**
- (11) Memorandum of Understanding with the City of Riverside to Provide Temporary Water Service – Approve the Memorandum of Understanding for Interim Retail Water Service with the City of Riverside, allowing City of Riverside to provide temporary water service to proposed new development along the southern portion of Colton. **[Staff Person: D. Kolk]**

## MAYOR AND COUNCIL ORAL REPORTS AND COMMENTS

### CITY MANAGER'S REPORTS

- Fourth of July Presentation (Chief Owens)

### ADJOURNMENT

#### **POSTING STATEMENT:**

I, Dawn Miller, Deputy City Clerk or my designee, hereby certify that a true and correct, accurate copy of the foregoing agenda was posted Wednesday, May 9, 2018, at least twenty-four (24) hours prior to the meeting per Government Code 54954.2, at the following locations:

City of Colton City Hall 650 N. La Cadena Drive  
City of Colton Website, [www.coltonca.gov](http://www.coltonca.gov)

#### **PROCEDURES FOR ADDRESSING CITY COUNCIL**

For the Official Record, it is requested that you obtain a card from the City Clerk and complete it by noting a specific

item number on the Agenda, if applicable, or you can identify the subject that you wish to address under the Public Comment portion of the Agenda. The City Council encourages public input on all City issues within the Rules of Decorum. Speakers will be limited to the time periods provided on the Agenda; provided, however, that the presiding officer shall have certain discretion to extend or limit time as provided for in the City Council Manual of Procedure.

### **RULES OF DECORUM**

To help conduct the business of the City Council in an orderly fashion, the City Council has adopted rules pertaining to decorum and order, as provided for in the City Council Manual of Procedure. The City Council will strictly enforce these rules in order to allow full expression of ideas and opinions by councilmembers, staff and the public. Generally, the City's rules of decorum prohibit comments or actions which willfully disrupt the meeting. All remarks and questions shall be addressed to the Council as a whole and not to any particular member. No individual Councilmember or member of the City staff shall be questioned without first obtaining permission from the Presiding Officer. The City Council asks that all persons - including councilmembers, staff and the public - act and speak respectfully.

### **NOTICE TO PUBLIC**

Staff reports or other written documentation relating to each item referred to, on the Agenda, are available for public inspection at the following locations: Office of the City Clerk, 650 N. La Cadena Drive, Colton, CA; City of Colton Public Library, 656 9<sup>th</sup> St., Colton, CA; or the City of Colton Internet Website, [www.coltonca.gov](http://www.coltonca.gov). Any person having questions concerning any item on the Agenda may call the City Clerk at 370-5191 to make inquiry concerning the nature of the item described on the Agenda. The City Clerk shall direct inquiries to the appropriate office.

All matters listed under the Consent Calendar are considered by the City Council to be routine and will all be enacted by one motion. There will be no separate discussion of these items prior to the time the City Council votes on the motion, unless councilmembers, staff or the public request that specific items be discussed and/or removed for separate discussions or action.

In compliance with the American with Disabilities Act, if you need special assistance to participate in a City Meeting, please contact the City Clerk's Office at 909-370-5001. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

### **LEGAL CHALLENGES**

If you challenge in court any discussion or action taken concerning an item on this Agenda, you may be limited to raising only those issues you or someone else raised during the meeting or in written correspondence delivered to the City at or prior to the City's consideration of the item at the meeting.

### **MANUAL OF PROCEDURE**

The City Council adopted its Manual of Procedure (MOP) pursuant to Resolution No. R-150-07; Amended by Minute Action on December 2, 2014 and adopted by Resolution No. R-03-15 on January 20, 2015. The MOP was amended by Minute Action on April 17, 2018. Copies are available in the Office of the City Clerk.



ITEM NO. \_\_\_\_\_

## STAFF REPORT

DATE: MAY 15, 2018  
TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS  
FROM: BILL SMITH, CITY MANAGER *BS*  
PREPARED BY: MARK TOMICH, DEVELOPMENT SERVICES DIRECTOR *MT*  
SUBJECT: ROQUET RANCH SPECIFIC PLAN AND EIR  
(Case No. DAP-001-228)

### RECOMMENDED ACTION

It is recommended that the City Council:

- (1) ADOPT A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON, CALIFORNIA ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, CERTIFYING THE ROQUET RANCH FINAL ENVIRONMENTAL IMPACT REPORT (SCH # 2016061056), AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE ROQUET RANCH SPECIFIC PLAN.
- (2) ADOPT A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON TO AMEND THE GENERAL PLAN LAND USE ELEMENT, LAND USE PLAN, TO ALLOW THE DEVELOPMENT OF THE ROQUET RANCH SPECIFIC PLAN.
- (3) Waive further reading, read by title only, and introduce the following: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COLTON TO AMEND SECTION 18.34.050 (ROQUET RANCH SPECIFIC PLAN) PERTAINING TO LAND USE AND DEVELOPMENT STANDARDS OF TITLE 18 OF THE COLTON MUNICIPAL CODE.

### BACKGROUND

Planning for the Roquet Ranch/Pellissier Ranch area, the City-initiated "Pellissier Ranch Specific Plan," which incorporated the Project site in its entirety, began in early 2007. Work on the Specific Plan continued until late 2009 but was discontinued due to staff layoffs and the City's financial situation at that time. The Pellissier Specific Plan was re-initiated in late 2010 following the filling of the Development Services Director vacancy. Upon City Council consideration of a consultant contract amendment (extension of time) on July 5, 2011, the City Council decided not to proceed with this project.

Shortly thereafter, the applicant for the current Project, Bill Lo of Sunmeadows LLC, initiated discussions with City staff regarding his intention to entitle the Roquet Ranch property for residential development. Discussions continued intermittently for three years, during which time two community meetings were held – on March 16, 2015 at Luque Center and December 17, 2015 at Pinnacle Peak restaurant. The Specific Plan and Tentative Tract Map applications were filed on April 14, 2016.

A public scoping meeting for the EIR was conducted on July 14, 2016. During the timeframe between the application date and release of the Draft EIR for a 45-day comment period on August 7, 2017, staff reviewed and commented on several iterations of the screencheck Specific Plan, screencheck EIR, tentative tract map, and supporting technical studies. On September 26, 2017, at the close of the Draft EIR public comment period, a Planning Commission workshop was held on the Project. More recently, tours of the Project site were conducted for the Planning Commissioners, as well as two City Council members, in January and February 2018, followed by another Planning Commission workshop on March 13, 2018.

On April 10, 2018, at a duly noticed public hearing, the Planning Commission recommended to the City Council adoption of the Roquet Ranch Specific Plan, including associated General Plan Amendment and certification of the Final EIR (see attached Planning Commission Resolution). A Tentative Tract Map, covering the entirety of Roquet Ranch, is under consideration by the Planning Commission (public hearing continued to June 12, 2018).

### **Project Location and Site Description**

The approximately 336.2-acre Project site is located within the La Loma Hills, which is within the southwestern portion of the City of Colton. The Project site is located approximately 2.0 miles north of the intersection of State Route 60 (SR-60), SR-91, and Interstate 215 (I-215); approximately 11.3 miles east of I-15; approximately 2.3 miles south of I-10; and approximately 0.85 miles west of I-215. The Project site abuts the San Bernardino County/Riverside County boundary. At the local scale, the Project site is located approximately 0.1 mile north of Center Street, 350 feet east of Old Pellissier Road and east of the Santa Ana River, 0.25 mile south of Litton Avenue, and west of La Cadena Drive (distance varies). The Colton Landfill (no longer in use) is located 0.5 mile north of the Project site.

The Project site consists of largely undeveloped hillside terrain classified as “Grazing Land,” and containing native and non-native vegetation with scattered dirt trails. The majority of the Project site has been historically disturbed by agricultural activities, roadway construction, and the operation of Roquet Paving Company, located in the southeast area of the Project site. In the existing condition, 25 known archaeological sites are contained within the Project site, which are described Section 4.4 (*Cultural Resources*) of the EIR. The property is currently accessed via gated entrances at Maryknoll Drive and at the terminus of Orange Avenue in the City of Riverside.

### **Project Description**

The applicant is proposing a Specific Plan to allow for the development of a residential community within the project area. Ultimately, the Specific Plan and associated Zone Change, General Plan Amendment and Final Environmental Impact Report for this project would allow

for approximately 336.2 acres to be subdivided with a potential of up to 1,050 total units. Also under consideration separately by the Planning Commission is Tentative Tract Map 19983, which proposes to subdivide the Project site to accommodate up to 874 dwelling units. If a planned 10.3-acre school site and .9-acre fire station site are not developed for their intended uses, an additional 176 dwelling units may be built.

(a) Specific Plan

The Specific Plan consists of a comprehensive development plan for the 336.2-acre Project site that includes 450 Low Density single-family detached residential units on 60.2 acres; 469 Medium Density residential units on 30.3 acres; 131 High-Density residential townhome units on 6.0 acres; 1.2 acres of Neighborhood Commercial use; a 10.3-acre school site; a 0.8-acre fire station; 19.3 acres of recreational open space; a 3.0-acre RV parking and parking overflow area; 199.7 acres of open space as resource preservation; and 16.5 acres of roadways. The Specific Plan also proposes to preserve an existing SCE utility easement that transects the site.

The Specific Plan includes detailed development standards for each of the 20 Planning Areas, Design Guidelines, Administration of the Specific Plan, and “Plan Components and Administration” which includes a Land Use Plan, Circulation Plan, Open Space and Recreation Plan, Drainage and Water Quality Plan, Water Plan, Sewer Plan, Grading Plan, and Phasing and Maintenance.

(b) Zone Change

An amendment to the Zoning Map is proposed to change the zoning designations of the Project site from “Very Low Density Residential (VLDR),” “Medium Density Residential (R-2),” “Multiple-Family Residential (R-3/R-4),” “Light Industrial (M-1),” and “Neighborhood Commercial (C-1)” to “Specific Plan Zone (SP Zone)” to provide amended land use and development standards for the subject property and formalize planning area boundaries that reflect the proposed Roquet Ranch Specific Plan (see Exhibit A to attached Planning Commission Resolution No. R-14-18). The current Zoning Districts on the Project site would permit approximately 954 dwelling units (if developed as the maximum of density ranges).

In addition, an amendment to the Zoning Code text is proposed by adding the following Section 18.34.50:

*The Plan Components and Implementation, Development Standards, Design Guidelines and Administration for the Roquet Ranch Specific Plan are included in the Specific Plan with map showing Land Uses within the Specific Plan area. The plan is included as an addendum to this title. The total area for the portion of the specific plan within the City boundaries is three hundred thirty-six and two tenths acres, with the majority designated for open space resource and recreation Uses.*

(c) General Plan Amendment

A corresponding amendment to the General Plan Land Use Element, Land Use Plan (Figure LU-6) to change the land use designations of the Project site from “Very Low Density Residential,” “Medium Density Residential,” “Multiple-Family Residential,” “Light Industrial,” and “Neighborhood Commercial” to “Specific Plan” (see Exhibit B to attached Planning Commission Resolution No. R-14-18). The current General Plan land uses would permit up to a maximum of 1,722 dwelling units (approximate) at the maximum permitted density.

**ENVIRONMENTAL REVIEW**

The City conducted an extensive environmental review of the Project to ensure that the decision-makers and the public are fully informed about the potential significant environmental effects of the Project; and to identify ways that environmental damage can be avoided or significantly reduced by requiring changes in the Project through the use of mitigation measures which have been found to be feasible (see attached Final EIR).

The EIR prepared under direction of the City analyzes and responds to the applicant’s Project and the following specific objectives that the Project intends to achieve:

- To develop a master-planned community that is compatible with the surrounding areas.
- To provide high-quality housing opportunities that are marketable and accessible within the City of Colton.
- To preserve natural hillsides, natural habitats, and natural drainage courses within open space, where feasible.
- To provide a range of housing types and styles that appeal to a diversified range of households and income levels.
- To cluster development in areas in order to provide neighborhood parks with active and passive recreational amenities for residents of the Roquet Ranch community and the City of Colton as a whole.
- To provide neighborhood-oriented retail services which generate sales tax revenue for the City of Colton.
- To provide sites available to the Colton Joint Unified School District (CJUSD) and the Colton Fire Department (CFD) for their potential use as an elementary school site and fire station site, respectively.

As the lead agency under CEQA, the City has:

- Circulated a Notice of Preparation (NOP) to the “State Clearinghouse,” responsible agencies, trustee agencies, and other interested parties on June 24, 2016 for a 30-day review period.

- Held a publicly noticed EIR Scoping Meeting at the Luque Community Center on July 14, 2016 to solicit comments from the public on the environmental issues that should be analyzed in the EIR.
- Sent a Notice of Completion (NOC) and copies of the Draft EIR to the State Clearinghouse on August 7, 2017 to initiate the 45-day comment period (August 7, 2017 to September 21, 2017). This was accompanied by mailing a Notice of Availability (NOA) to all responsible agencies, trustee agencies, the County Clerk, and all interested parties, organizations and individuals who had requested notification.
- Prepared responses to comments on the Draft EIR, which have been included in the Final EIR (CD Copy attached).
- Sent individual responses to comments on April 3, 2018 to all persons, public agencies and organizations who submitted comments on the Draft EIR.

All significant impacts identified and analyzed by the EIR have been reduced to a less than significant level through changes to the Project or application of mitigation measures, except for certain impacts in the following areas that remain significant and unavoidable: Aesthetics, Air Quality and Transportation/Traffic. The EIR determined that no additional mitigation is available or feasible to further reduce significant impacts. However, a Statement of Overriding Considerations which finds that each of the Project benefits, separately and individually, outweigh all of the unavoidable adverse environmental effects is proposed for adoption by the City Council (see Section 9 of the attached City Council Resolution Certifying Final EIR).

## **ISSUES/ANALYSIS**

Since the application was received by the City on April 14, 2016, staff has worked closely with the applicant, his consultant team and the City's environmental consultant to address all technical and environmental issues with the Project. Staff believes that all environmental impacts have been reduced to the extent feasible and supports the adoption of Overriding Considerations for those impacts for which full mitigation is determined infeasible.

Mitigation measures included in the Final EIR and conditions of approval proposed to be placed on the Tentative Tract Map (under consideration by the Planning Commission) will ensure that all private and public improvements will be properly financed and constructed in accordance with City standards, and City services (Police and Fire) will not become a financial burden on the City.

We are very pleased to help facilitate the entitlement and future development of a vibrant, well-designed community to accommodate an estimated population of 3,933 residents in the far southern portion of the City of Colton.

## **FISCAL IMPACTS**

The City's fiscal/market consultant, Development Management Group, Inc., prepared a fiscal impact analysis of the proposed Project. The adjusted findings conclude that the Project will result in a cumulative, aggregate cost to the City of \$7,415,245 over a 10-year period. Staff has prepared conditions of approval for the Tentative Tract Map that will require the formation of a Community Facilities District (CFD) for the construction and maintenance of onsite infrastructure, as well as a CFD to fund public safety services (police and fire) to serve the Project. The proposed facilities, maintenance and public services CFDs will ensure that the Project does not result in a negative fiscal impact on the City, which would otherwise require existing City residents to subsidize the new development.

## **ALTERNATIVES**

1. The Roquet Ranch EIR has considered analyzed and rejected the following alternatives to the Project as inconsistent with the Project Objectives:
  - (a) No Project Alternative (no development/disturbance of project site);
  - (b) Off-Site Location Alternative (develop 227-acre adjacent site owned by Riverside Public Utility);
  - (c) Reduced Footprint Alternative (increase land designated Open Space-Resource by 51.5 acres and reduce land designated for residential development by 25.9 acres); and
  - (d) Reduced Density Alternative (reduce residential densities which equates to an approximate 30% decrease in dwelling units on the Project site).

Should the City Council desire to adopt one of the above alternatives, the EIR would need to be modified include a more complete analysis of the alternative, and recirculated as a Draft EIR (45-day public review).

2. Provide alternative direction to staff.

## **ATTACHMENTS**

1. City Council Resolution No. R-38-18 (Certification of Final EIR)
2. City Council Resolution No. R-37-18 (Adoption of General Plan Amendment)
3. Ordinance No. O-07-18 (Adoption of Roquet Ranch Specific Plan)
4. Planning Commission Resolution No. R-14-18
5. Roquet Ranch Specific Plan (CD Copy)
6. Roquet Ranch Draft EIR, Final EIR and Technical Appendices (CD Copy)

**Attachment 1**

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**RESOLUTION NO. R-38-18**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON, CALIFORNIA ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, CERTIFYING THE ROQUET RANCH FINAL ENVIRONMENTAL IMPACT REPORT (SCH # 2016061056), AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE ROQUET RANCH SPECIFIC PLAN. (FILE CASE NO. DAP-001-228)**

**WHEREAS**, The project is a Specific Plan to develop a 336.2-acre site with 450 Low Density single-family detached residential units on 60.2 acres; 293 Medium Density residential units on 19.2 acres; 131 High-Density residential townhome units on 6.0 acres; 1.2 acres of Neighborhood Commercial use; a 10.3-acre school site; a 0.8-acre fire station site; 19.3 acres of recreational open space; 199.7 acres of open space as resource preservation; and 16.5 acres of roadways. Beneficiaries of the Project would be future residents, future elementary school students, future commercial retail tenants, future users of the Project's recreational amenities, and future recipients of the fire protection services that would be offered by the proposed fire station site on property presently zoned ; and

**WHEREAS**, the 336.2-acre Project site is located within the southwestern portion of the City of Colton, California, in an area known locally as the La Loma Hills, within San Bernardino County approximately 0.1 mile north of Center Street, 0.25 miles south of Litton Avenue, 350 feet east of Old Pellissier Road, and west of La Cadena Drive (distance varies); and

**WHEREAS**, the Project site is located in portions of Section 6, Township 2 South, Range 4 West, San Bernardino baseline and meridian and encompasses Assessor's Parcel Numbers (APNs): 116-701-101, 116-702-101, 116-701-102, 116-702-105, 116-702-121, 116-703-118, 116-702-123, and 116-702-122; and

1           **WHEREAS**, pursuant to the California Environmental Quality Act (Public  
2 Resources Code, § 21000 et seq.), the state CEQA Guidelines (California Code of  
3 Regulations, Title 14, § 15000 et seq.), and City of Colton’s Local CEQA Guidelines  
4 (collectively, “CEQA”), the City of Colton (“City”) is the lead agency for the proposed  
5 project; and

6           **WHEREAS**, in accordance with State CEQA Guidelines section 15063, the City  
7 evaluated the Project by preparing an Initial Study, to evaluate whether an Environmental  
8 Impact Report (“EIR”) was required; and

9           **WHEREAS**, based on the Initial Study, the City determined that an EIR should be  
10 prepared because the Project may have a significant effect on the environment in the  
11 following areas: aesthetics, air quality, biological resources, cultural resources, geology  
12 and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and  
13 water quality, land use and planning, noise, population and housing, public services,  
14 recreation, transportation and traffic and utilities and service systems; and

15           **WHEREAS**, based on the Initial Study, the City further determined that impacts to  
16 agriculture and forestry resources and mineral resources would be less than significant  
17 and thus need not be analyzed further in the EIR; and

18           **WHEREAS**, in accordance with State CEQA Guidelines section 15082, on June  
19 24, 2016, the City sent to the Office of Planning and Research and each responsible and  
20 trustee agency a Notice of Preparation (“NOP”) stating that an Environmental Impact  
21 Report (State Clearinghouse Number 2016061056) would be prepared; and

22           **WHEREAS**, eight (8) comment letters were received in response to the NOP during  
23 the 30-day NOP review period between June 24, 2016 and July 24, 2016; and

24           **WHEREAS**, pursuant to Public Resources Code section 21083.9 and State CEQA  
25 Guidelines sections 15082(c) and 15083, the City held a duly noticed Scoping Meeting on  
26 July 14, 2016, to solicit comments on the scope of the environmental review of the  
27 proposed Project and one comment was received; and  
28

1           **WHEREAS**, a Draft Environmental Impact Report (“Draft EIR”) was prepared,  
2 incorporating comments received in response to the NOP; and

3           **WHEREAS**, in accordance with State CEQA Guidelines section 15085, a Notice of  
4 Completion was prepared and filed with the Office of Planning and Research on August  
5 3, 2017; and

6           **WHEREAS**, as required by State CEQA Guidelines section 15087(a), the City  
7 provided Notice of Availability of the Draft EIR to the public at the same time that the City  
8 sent Notice of Completion to the Office of Planning and Research, on July 24, 2017; and

9           **WHEREAS**, during the public comment period, copies of the Draft EIR and  
10 technical appendices were available for review and inspection at City Hall, on the City’s  
11 website, and at the Colton Public Library (Main Branch), and the Colton Public Library  
12 (Luque Branch); and

13           **WHEREAS**, pursuant to State CEQA Guidelines section 15087(e), the Draft EIR  
14 was circulated for a 45-day review period from August 7, 2017 and September 21, 2017;  
15 and

16           **WHEREAS**, during the 45-day public comment period, the City consulted with and  
17 requested comments from all responsible and trustee agencies, other regulatory agencies,  
18 and others pursuant to State CEQA Guidelines section 15086; and

19           **WHEREAS**, the City received twenty (20) written comment letters on the Draft EIR,  
20 including an acknowledgement from the State Clearinghouse that the City has complied  
21 with CEQA environmental review requirements; and

22           **WHEREAS**, pursuant to Public Resources Code section 21092.5, the City provided  
23 copies of its responses to commenting public agencies at least ten (10) days prior to the  
24 City’s consideration of the Final EIR on April 3, 2018; and

25           **WHEREAS**, on May 15, 2018, the City gave public notice of the City Council’s  
26 public hearing by advertisement in a newspaper of general circulation, and posted the  
27 public notice at City Hall, and mailed to all property owners within 300 feet of the project  
28

1 boundary; and

2           **WHEREAS**, on May 15, 2018, commencing at 6:00 p.m. in the City of Colton, the  
3 City Council conducted a public hearing at which time all persons wishing to testify in  
4 connection with the Project were heard, and said application was fully studied; and

5           **WHEREAS**, the City has prepared a Final EIR, consisting on the comments  
6 received during the public review and comment period on the Draft EIR, written  
7 responses to those comments, and revisions to the Draft EIR. For purposes of this  
8 Resolution, the “EIR” shall refer to the Draft EIR, as revised by the Final EIR, together  
9 with other sections of the Final EIR; and

10           **WHEREAS**, the environmental impacts identified in the EIR that the City finds of  
11 no impact or constitute a less than significant impact and do not require mitigation are  
12 described in Section 3 hereof; and

13           **WHEREAS**, the environmental impacts identified in the EIR as potentially  
14 significant but which the City finds can be mitigated to a level of less than significant  
15 through the incorporation of feasible Mitigation Measures identified in the EIR and set  
16 forth herein, are described in Section 4 hereof; and

17           **WHEREAS**, the environmental impacts identified in the EIR as potentially  
18 significant but which the City finds cannot be mitigated to a level of less than significant,  
19 despite the imposition of feasible Mitigation Measures identified in the EIR and set forth  
20 herein, are described in Section 5 hereof; and

21           **WHEREAS**, the cumulative impacts of the Project identified in the EIR and set  
22 forth herein, are described in Sections 3, 4 and 5 hereof; and

23           **WHEREAS**, the significant and irreversible environmental changes that would  
24 result from the Project, but which would be largely mitigated, and which are identified in  
25 the EIR and set forth herein, are described in Section 6 hereof; and

26           **WHEREAS**, the existence of any growth-inducing impacts resulting from the  
27 Project identified in the EIR and set forth herein, are described in Section 7 hereof; and  
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**WHEREAS**, alternatives to the Project that might eliminate or reduce significant environmental impacts are described in Section 8 hereof; and

**WHEREAS**, the City Council has determined that the benefits of the Project outweigh its potential significant environmental impact, and the basis for that determination is set forth in the Statement of Overriding Considerations included in Section 9 hereof; and

**WHEREAS**, the Mitigation Monitoring and Reporting Program setting forth the mitigation measures to which the City shall bind itself in connection with the Project, is adopted in Section 11 below, and is attached hereto as Exhibit "A"; and

**WHEREAS**, prior to taking action, the City Council has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the EIR, and all oral and written evidence presented to it during all meetings and hearings; and

**WHEREAS**, the EIR reflects the independent judgment of the City Council and is deemed adequate for purposes of making decisions on the merits of the Project; and

**WHEREAS**, the City has not received any comments or additional information that constituted substantial new information requiring recirculation under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5; and

**WHEREAS**, all the requirements of CEQA and the State CEQA Guidelines have been satisfied by the City in the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COLTON, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:**

1           **SECTION 1. RECITALS.** THE CITY COUNCIL HEREBY FINDS  
2 THAT THE RECITALS SET FORTH ABOVE ARE TRUE AND CORRECT  
3 AND ARE INCORPORATED HEREIN AS SUBSTANTIVE FINDINGS OF  
THIS RESOLUTION.

4           **SECTION 2. SUMMARY OF FINDINGS.** AT A SESSION  
5 ASSEMBLED ON MAY 15, 2018, THE CITY COUNCIL DETERMINED  
6 THAT, BASED ON ALL OF THE EVIDENCE PRESENTED, INCLUDING  
7 BUT NOT LIMITED TO THE EIR, WRITTEN AND ORAL TESTIMONY  
8 GIVEN AT MEETINGS AND HEARINGS, AND THE SUBMISSION OF  
9 TESTIMONY FROM THE PUBLIC, ORGANIZATIONS, AND  
10 REGULATORY AGENCIES, THE FOLLOWING ENVIRONMENTAL  
11 IMPACTS ASSOCIATED WITH THE PROJECT ARE EITHER: (1) LESS  
12 THAN SIGNIFICANT AND DO NOT REQUIRE MITIGATION; OR (2)  
POTENTIALLY SIGNIFICANT BUT WILL BE AVOIDED OR REDUCED TO  
A LEVEL OF INSIGNIFICANCE THROUGH THE IDENTIFIED MITIGATION  
MEASURES; OR (3) SIGNIFICANT AND CANNOT BE FULLY MITIGATED  
TO A LEVEL OF LESS THAN SIGNIFICANT BUT WILL BE  
SUBSTANTIALLY LESSENERED TO THE EXTENT FEASIBLE BY THE  
IDENTIFIED MITIGATION MEASURES.

13           **SECTION 3. FINDINGS REGARDING LESS THAN SIGNIFICANT**  
14 **IMPACTS NOT REQUIRING MITIGATION.** CONSISTENT WITH PUBLIC  
15 RESOURCES CODE SECTION 21002.1 AND SECTION 15128 OF THE  
16 STATE CEQA GUIDELINES, THE EIR FOCUSED ITS ANALYSIS ON  
17 POTENTIALLY SIGNIFICANT IMPACTS, AND LIMITED DISCUSSION OF  
18 OTHER IMPACTS FOR WHICH IT CAN BE SEEN WITH CERTAINTY  
19 THERE IS NO POTENTIAL FOR SIGNIFICANT ADVERSE  
20 ENVIRONMENTAL IMPACTS. STATE CEQA GUIDELINES SECTION  
21 15091 DOES NOT REQUIRE SPECIFIC FINDINGS TO ADDRESS  
ENVIRONMENTAL EFFECTS THAT AN EIR IDENTIFIES AS "NO IMPACT"  
OR A "LESS THAN SIGNIFICANT" IMPACT. NEVERTHELESS, THE CITY  
COUNCIL HEREBY FINDS THAT THE PROJECT WOULD HAVE EITHER  
NO IMPACT OR A LESS THAN SIGNIFICANT IMPACT TO THE  
FOLLOWING RESOURCE AREAS:

22           **A. AESTHETICS**

23           THE PROJECT WOULD NOT HAVE A SUBSTANTIAL IMPACT ON  
24 SCENIC VISTAS OR RESOURCES, OR PRODUCE SUBSTANTIAL  
AMOUNTS OF LIGHT OR GLARE.

25           THRESHOLD: A, B, AND D.

26           FINDING: WITH REGARDS TO THRESHOLDS A, B, AND D, THE CITY  
27 HEREBY FINDS THAT ABSENT MITIGATION, THE IMPLEMENTATION  
28 OF THE PROJECT WOULD NOT HAVE A SIGNIFICANT IMPACT TO  
SCENIC VISTAS, SCENIC RESOURCES, LIGHT, OR GLARE.

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EXPLANATION: EVIDENCE SUPPORTING THE FACT THAT NO SIGNIFICANT ENVIRONMENTAL EFFECTS WOULD OCCUR AS A RESULT OF THE PROJECT ARE IDENTIFIED IN THRESHOLDS A, B, AND D. THE CITY OF COLTON'S GENERAL PLAN AND THE CITY OF COLTON GENERAL PLAN UPDATE EIR DO NOT EXPLICITLY DESIGNATE SCENIC VISTAS AT THE PROJECT SITE (EIR AT 4.1-7). DEVELOPMENT OF THE PROJECT SITE WOULD BE CONCENTRATED WITHIN THE FLATTER WESTERN PORTIONS OF THE PROJECT SITE, WHICH PRESERVES THE RIDGELINE AND ROCK OUTCROPPINGS WITHIN THE PUBLIC VIEW (EIR AT 4.1-14). FURTHERMORE, THE PROPOSED PROJECT DESIGN DESIGNATES NEARLY 60% OF THE PROJECT SITE (TOTAL OF 199.7 ACRES) AS "OPEN SPACE-RESOURCE," WHICH WOULD PRESERVE THE PROMINENT RIDGELINE THAT CHARACTERIZES THE EASTERN PORTION OF THE SITE, THEREBY AVOIDING DEVELOPMENT OF THE NATURAL HILLSIDES AT THE SITE (EIR AT 4.1-8).

THE CITY OF COLTON GENERAL PLAN UPDATE EIR STATES THAT THERE ARE NO DESIGNATED SCENIC ROUTES WITHIN THE CITY. THE CLOSEST SCENIC HIGHWAY TO THE PROJECT SITE, HIGHWAY 38, IS LOCATED APPROXIMATELY 12 MILES AWAY TO THE NORTHEAST. THE PROJECT SITE IS NOT VISIBLE FROM HIGHWAY 38 OR ANY STATE-DESIGNATED SCENIC HIGHWAY CORRIDOR (EIR AT 4.1-14).

DEVELOPMENT OF THE PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AT THE PROJECT SITE. THE CITY'S ZONING CODE REGULATES GLARE AND LIGHTING GENERATED THROUGHOUT THE CITY. THE PROJECT WOULD BE REQUIRED TO COMPLY WITH THE PROVISIONS OF CHAPTER 18.42, PERFORMANCE STANDARDS, § 18.42.090, LIGHT, AND § 18.42.100, GLARE OF THE ZONING CODE WITH RESPECT TO LIGHTING STANDARDS. ADDITIONALLY, THE PROPOSED PROJECT WOULD BE REQUIRED TO CONFORM TO THE DESIGN STANDARDS CONTAINED IN THE ROQUET RANCH SPECIFIC PLAN (SEE SECTION IV), WHICH HAS BEEN REVIEWED BY CITY STAFF TO ENSURE COMPLIANCE WITH THE APPLICABLE PROVISIONS OF THE CITY OF COLTON MUNICIPAL CODE RELATED TO LIGHTING STANDARDS. OVERALL, THE PROPOSED PROJECT WOULD INTRODUCE LIMITED SOURCES OF LIGHT AND GLARE. THE PROJECT DOES NOT PROPOSE ANY VAST EXPANSES OF REFLECTIVE MATERIALS THAT WOULD CREATE SUBSTANTIAL AMOUNTS OF LIGHT OR GLARE. PROPOSED WALLS, FENCES, AND LANDSCAPING WOULD SCREEN SOME GLARE AND LIGHTS FROM THE NEARBY RESIDENTS, OR MOTORISTS (EIR AT 4.1-16).

**B. AIR QUALITY**

1 THE PROJECT WOULD NOT CREATE ODORS THAT WOULD OFFEND  
2 A SUBSTANTIAL NUMBER OF PEOPLE.

3 THRESHOLD: E

4 FINDING: WITH REGARDS TO THRESHOLD E, THE CITY HEREBY  
5 MAKE THE FINDINGS THAT WITH ADHERENCE TO THE APPLICABLE  
6 CITY AND SCAQMD REGULATIONS, THE PROJECT WOULD NOT  
7 CREATE OBJECTIONABLE ODORS THAT WOULD AFFECT A  
8 SUBSTANTIAL NUMBER OF PEOPLE.

9 EXPLANATION: THE PROPOSED PROJECT COULD PRODUCE ODORS  
10 ASSOCIATED WITH CONSTRUCTION SUCH AS THE SMELL OF  
11 EXHAUST FROM MACHINES, ASPHALT, OR PAINTS AND BUILDINGS  
12 MATERIALS, HOWEVER, THESE ODORS ARE ALL TEMPORARY AND  
13 INTERMITTENT. ODORS FROM VOLATILE ORGANIC COMPOUNDS  
14 (VOCs) DURING THE ARCHITECTURAL COATING PHASE OF PROJECT  
15 CONSTRUCTION HAS THE POTENTIAL TO EFFECT NEARBY  
16 SENSITIVE RECEPTORS, BUT THESE ODORS DISSIPATE QUICKLY.  
17 UNDER LONG-TERM CONDITIONS, THE PROJECT WOULD INCLUDE  
18 RESIDENTIAL, COMMERCIAL RETAIL, PUBLIC INSTITUTIONS, AND  
19 RECREATIONAL FACILITIES, WHICH TYPICALLY DO NOT EMIT  
20 OFFENSIVE ODORS. THE TEMPORARY STORAGE OF REFUSE  
21 ASSOCIATED WITH THE PROJECT'S USES COULD BE A POTENTIAL  
22 SOURCE FOR ODOR; HOWEVER, THE CITY'S SOLID WASTE  
23 REGULATIONS STATE THAT REFUSE MUST BE STORED IN A  
24 COVERED CONTAIN AND COMPLY WITH SOUTH COAST AIR QUALITY  
25 MANAGEMENT DISTRICT (SCAQMD) RULE 402, WHICH DOES NOT  
26 ALLOW THE EMISSION OF ODOROUS AIR CONTAMINANTS THAT  
27 WOULD CREATE A NUISANCE (EIR AT 4.2.-24).

19 **C. BIOLOGICAL RESOURCES**

20 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT  
21 RESULT IN SIGNIFICANT IMPACTS TO ANY FEDERALLY PROTECTED  
22 WETLANDS, NOR WOULD IT CONFLICT WITH ANY SIGNIFICANT  
23 ECOLOGICAL AREA (SEA), HABITAT CONSERVATION PLAN, NATURAL  
24 COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED  
25 CONSERVATION PLAN.

26 THRESHOLD: C AND F

27 FINDING: WITH REGARDS TO THRESHOLDS C AND F, THE CITY OF  
28 COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD  
NOT RESULT IN SIGNIFICANT IMPACTS.

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EXPLANATION: THE PROJECT SITE DOES NOT CONTAIN ANY FEDERALLY PROTECTED WETLANDS AS DEFINED BY THE SECTION 404 OF THE CLEAN WATER ACT (CWA). HOWEVER, THE PROJECT SITE DOES CONTAIN NON-WETLAND "WATERS OF THE U.S." REGULATED UNDER SECTIONS 404/401 OF THE CWA. THE PROJECT HAS BEEN DESIGNED TO REQUIRE NO MORE THAN MINIMAL ADVERSE IMPACTS TO UNITED STATES ARMY CORPS OF ENGINEER (USACE)/REGIONAL WATER QUALITY CONTROL BOARD (RWQCB) JURISDICTIONAL WATERS AS REQUIRED TO QUALIFY FOR A USACE SECTION 404 NATIONWIDE PERMIT, WHICH WOULD REQUIRE ADEQUATE ON-SITE AND/OR OFF-SITE COMPENSATORY MITIGATION PRIOR TO ISSUANCE. FOR IMPACTS TO USACE AND/OR RWQCB JURISDICTIONAL FEATURES, THE PROJECT APPLICANT WOULD BE REQUIRED TO COMPLY WITH SECTIONS 404 AND 401 OF THE CWA, RESPECTIVELY, THROUGH ISSUANCE OF CORRESPONDING PERMITS. SIMILARLY, THE OFF-SITE TRAFFIC MITIGATION IMPROVEMENT AREA IMPACTS OF APPROXIMATELY 0.4-ACRE OF USACE/RWQCB JURISDICTIONAL WATERS WOULD QUALIFY FOR A SECTION 404 NATIONWIDE PERMIT (EIR AT 4.3-27 AND 4.3-28).

THERE IS NO ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN APPLICABLE TO THE PROJECT SITE. ACCORDINGLY, THE PROJECT WOULD NOT CONFLICT WITH ANY SUCH PLAN (EIR AT 4.3-29).

**D. CULTURAL RESOURCES**

THE PROJECT WOULD RESULT IN LESS THAN SIGNIFICANT IMPACTS TO HISTORIC RESOURCES.

THRESHOLD: A

FINDING: WITH REGARDS TO THRESHOLD A, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD RESULT IN LESS THAN SIGNIFICANT IMPACTS TO HISTORICAL RESOURCES.

EXPLANATION: ACCORDING TO THE CITY OF COLTON GENERAL PLAN CULTURAL RESOURCES ELEMENT, THE PROJECT SITE IS NOT LOCATED WITHIN A HISTORIC DISTRICT. THE CLOSEST HISTORIC DISTRICT IS THE AGUA MANSA DISTRICT LOCATED TO THE NORTH OF THE PROJECT SITE ACROSS THE SANTA ANA RIVER. NONE OF THE PROJECT IMPROVEMENTS (INCLUDING THE OFF-SITE IMPROVEMENT AREAS) WOULD OCCUR WITHIN THE BOUNDARIES OF A DESIGNATED HISTORIC DISTRICT, AND THE PROJECT WOULD NOT IMPACT ANY HISTORIC DISTRICT. THE CITY OF COLTON GENERAL PLAN CULTURAL RESOURCES ELEMENT ALSO

1 DESIGNATES 46 HISTORICAL LANDMARKS WITHIN THE CITY;  
2 HOWEVER, THERE ARE NO HISTORICAL LANDMARKS LOCATED  
3 WITHIN THE PROJECT SITE OR WITHIN THE PROJECT'S OFF-SITE  
4 IMPROVEMENT AREAS. NONE OF THE EXISTING ON-SITE  
5 STRUCTURES IS ELIGIBLE FOR NATIONAL HISTORIC PRESERVATION  
6 ACT (NHPA) LISTING. ADDITIONALLY, THE EXISTING  
7 IMPROVEMENTS AT THE PROJECT SITE WOULD NOT MEET THE  
8 CRITERIA USED BY THE CALIFORNIA STATE PARKS OFFICE OF  
9 HISTORIC PRESERVATION (OHP) IN DETERMINING WHETHER A  
10 STRUCTURE IS ELIGIBLE FOR INCLUSION ON THE CALIFORNIA  
11 REGISTER OF HISTORICAL RESOURCES. THE CULTURAL  
12 RESOURCES ASSESSMENT CONDUCTED FOR THE PROJECT (EIR  
13 TECHNICAL APPENDIX F1) IDENTIFIED TWO (2) HISTORIC FEATURES  
14 AT THE PROJECT SITE AND ONE MULTI-COMPONENT SITE THAT  
15 INCLUDES A HISTORIC FEATURE. THE HISTORIC RESOURCES  
16 IDENTIFIED AT THE PROJECT SITE ARE NOT CONSIDERED  
17 SIGNIFICANT. THEREFORE, THERE IS NO REASONABLE POTENTIAL  
18 FOR THE PROJECT'S CONSTRUCTION OR OPERATION ACTIVITIES  
19 TO IMPACT ANY SIGNIFICANT HISTORICAL RESOURCES. THE  
20 PROPOSED PROJECT WOULD NOT RESULT IN A SUBSTANTIAL  
21 ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORIC  
22 RESOURCE AS DEFINED IN CCR § 15064.5, AND IMPACTS  
23 ASSOCIATED WITH HISTORICAL RESOURCES WOULD BE LESS THAN  
24 SIGNIFICANT (EIR AT 4.4-20 THROUGH 4.4-22).

#### 15 **E. CULTURAL RESOURCES**

16 IMPACTS TO HUMAN REMAINS OR TRIBAL CULTURAL RESOURCES  
17 WOULD BE LESS THAN SIGNIFICANT WITH MANDATORY  
18 REGULATORY COMPLIANCE.

19 THRESHOLD: D AND E

20 FINDING: WITH REGARDS TO THRESHOLDS D AND E, THE CITY OF  
21 COLTON HEREBY MAKES THE FINDING THAT ABSENT MITIGATION,  
22 THE PROJECT WOULD RESULT IN LESS-THAN-SIGNIFICANT  
23 IMPACTS.

24 EXPLANATION: THE PROJECT SITE AND OFF-SITE IMPROVEMENT  
25 AREA DO NOT CONTAIN A CEMETERY AND THE PEDESTRIAN  
26 SURVEYS CONDUCTED AT THE PROJECT SITE BY BRIAN F. SMITH  
27 AND ASSOCIATES, INC. (BFSA) DID NOT IDENTIFY THE PRESENCE OF  
28 ANY HUMAN REMAINS. IN THE UNLIKELY EVENT THAT HUMAN  
REMAINS ARE ENCOUNTERED BENEATH THE SURFACE OF THE  
PROPERTY DURING PROJECT CONSTRUCTION, THE  
CONSTRUCTION CONTRACTOR WOULD BE REQUIRED TO COMPLY  
WITH CALIFORNIA HEALTH AND SAFETY CODE, SECTION 7050.5

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“DISTURBANCE OF HUMAN REMAINS” AND PUBLIC RESOURCES CODE SECTION 5097.98 (EIR AT 4.4-24).

AS PART OF THE ASSEMBLY BILL (AB) 52 (PUBLIC RESOURCES CODE § 21074) NATIVE AMERICAN TRIBAL CONSULTATION PROCESSES REQUIRED BY STATE LAW, THE CITY OF COLTON SENT NOTIFICATION OF THE PROPOSED PROJECT ON JUNE 1, 2016 TO THE NATIVE AMERICAN TRIBES WITH POSSIBLE TRADITIONAL OR CULTURAL AFFILIATION TO THE AREA THAT PREVIOUSLY REQUESTED CONSULTATION PURSUANT TO AB 52 REQUIREMENTS. THE CITY RECEIVED RESPONSES FROM THE SAN MANUEL BAND OF MISSION INDIANS AND THE AGUA CALIENTE BAND OF CAHUILLA INDIANS. IN THEIR RESPONSE TO THE CITY’S NOTIFICATION OF THE PROJECT, THE AGUA CALIENTE BAND OF CAHUILLA INDIANS DEFERRED TO THE SAN MANUEL BAND OF MISSION INDIANS AND CONCLUDED THEIR PARTICIPATION IN THE AB 52 CONSULTATION ON AUGUST 25, 2016. THE CONSULTATION WITH THE SAN MANUEL BAND OF MISSION INDIANS WAS CONCLUDED ON JULY 25, 2017. NEITHER THE SAN MANUEL BAND OF MISSION INDIANS NOR THE AGUA CALIENTE BAND OF CAHUILLA INDIANS IDENTIFIED ANY SPECIFIC SIGNIFICANT TRIBAL CULTURAL RESOURCES AT THE PROJECT SITE PURSUANT TO CEQA STATUTE § 21074(A). ACCORDINGLY, IT WAS DETERMINED THAT THE PROJECT WOULD RESULT IN NO IMPACTS ASSOCIATED WITH THE SIGNIFICANCE OF TRIBAL CULTURAL RESOURCES (EIR AT 4.4-29).

**F. GEOLOGY AND SOILS**

PROJECT-RELATED IMPACTS RELATED TO SOIL EROSION AND THE LOSS OF TOPSOIL WOULD BE LESS THAN SIGNIFICANT.

THRESHOLD: B

FINDING: WITH REGARDS TO THRESHOLD B, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT ABSENT MITIGATION, THE PROJECT WOULD RESULT IN LESS THAN SIGNIFICANT IMPACTS.

EXPLANATION: THE GEOTECHNICAL INPUT REPORT (EIR TECHNICAL APPENDIX G) PREPARED FOR THE PROJECT CONCLUDED THAT ON-SITE NATIVE SOILS AND FILL SLOPES CONSTRUCTED WITH NATIVE SOILS HAVE A MODERATE SUSCEPTIBILITY TO EROSION. ADDITIONALLY, MANDATORY COMPLIANCE WITH THE PROJECT’S NPDES PERMIT, REGULATORY REQUIREMENTS OF THE SCAQMD (I.E., SCAQMD RULE 403-FUGITIVE DUST) AND THE CITY OF COLTON MUNICIPAL CODE, AND THE PROJECT-SPECIFIC STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND WATER QUALITY MANAGEMENT PLAN (WQMP) WOULD ENSURE THAT WATER AND WIND EROSION IS MINIMIZED AND NOT SUBSTANTIAL.

1 ACCORDINGLY, THE PROJECT WOULD RESULT IN LESS THAN  
2 SIGNIFICANT IMPACTS WITH RESPECT TO THRESHOLD B, AND NO  
3 MITIGATION IS REQUIRED (EIR AT 4.5-9 AND 4.5-10).

4 **G. GEOLOGY AND SOILS**

5 PROJECT-RELATED IMPACTS RELATED TO SOIL EROSION AND THE  
6 LOSS OF TOPSOIL WOULD BE LESS THAN SIGNIFICANT

7 THRESHOLD: B

8 FINDING: WITH REGARDS TO THRESHOLD B, THE CITY OF COLTON  
9 HEREBY MAKES THE FINDING THAT ABSENT MITIGATION, THE  
10 PROJECT WOULD RESULT IN LESS THAN SIGNIFICANT IMPACTS.

11 EXPLANATION: THE GEOTECHNICAL INPUT REPORT (EIR  
12 TECHNICAL APPENDIX G) PREPARED FOR THE PROJECT  
13 CONCLUDED THAT ON-SITE NATIVE SOILS AND FILL SLOPES  
14 CONSTRUCTED WITH NATIVE SOILS HAVE A MODERATE  
15 SUSCEPTIBILITY TO EROSION. ADDITIONALLY, MANDATORY  
16 COMPLIANCE WITH THE PROJECT'S NPDES PERMIT, REGULATORY  
17 REQUIREMENTS OF THE SCAQMD (I.E., SCAQMD RULE 403-FUGITIVE  
18 DUST) AND THE CITY OF COLTON MUNICIPAL CODE, AND THE  
19 PROJECT-SPECIFIC STORM WATER POLLUTION PREVENTION PLAN  
20 (SWPPP) AND WATER QUALITY MANAGEMENT PLAN (WQMP) WOULD  
21 ENSURE THAT WATER AND WIND EROSION IS MINIMIZED AND NOT  
22 SUBSTANTIAL. ACCORDINGLY, THE PROJECT WOULD RESULT IN  
23 LESS THAN SIGNIFICANT IMPACTS WITH RESPECT TO THRESHOLD  
24 B, AND NO MITIGATION IS REQUIRED (EIR AT 4.5-9 AND 4.5-10).

25 **H. GEOLOGY AND SOILS**

26 THE PROJECT WOULD NOT CONSTRUCT SEPTIC TANKS OR  
27 ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS ON SOILS  
28 INCAPABLE OF SUPPORTING SUCH SYSTEMS. NO IMPACT WOULD  
OCCUR.

THRESHOLD: E

FINDING: WITH REGARDS TO THRESHOLD E, THE CITY OF COLTON  
HEREBY MAKES THE FINDING THAT THE PROJECT WOULD HAVE NO  
IMPACT.

EXPLANATION: THE PROPOSED PROJECT WOULD INCLUDE  
FACILITIES THAT CONNECT TO THE CITY'S MUNICIPAL SEWER  
SYSTEM. NO SEPTIC TANKS OR ALTERNATIVE WASTEWATER  
DISPOSAL SYSTEMS ARE PROPOSED AS PART OF THE PROJECT;  
ACCORDINGLY, NO IMPACT WOULD OCCUR. (EIR AT 4.5-12).

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**I. GREENHOUSE GAS EMISSIONS**

WITH MANDATORY REGULATORY COMPLIANCE, THE PROJECT WOULD RESULT IN LESS THAN SIGNIFICANT IMPACTS TO APPLICABLE PLANS, POLICIES, OR REGULATIONS ADOPTED TO REDUCE GREENHOUSE GAS (GHG) EMISSIONS.

THRESHOLD: B

FINDING: WITH REGARDS TO THRESHOLD B, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT ABSENT MITIGATION, THE PROJECT WOULD HAVE A LESS-THAN-SIGNIFICANT IMPACT.

EXPLANATION: THE EIR FINDS THAT THE PROPOSED PROJECT WOULD MEET THE CITY'S GOAL OF REDUCING GHG EMISSIONS TO A LEVEL THAT IS 15 PERCENT BELOW BUSINESS-AS-USUAL (BAU) AS ESTABLISHED BY THE CITY'S CLIMATE ACTION PLAN (CAP) VIA A 25.96 PERCENT REDUCTION IN THE PROJECT'S GHG EMISSIONS COMPARED TO 2008 BAU EMISSIONS. THE CITY OF COLTON'S CAP WAS DESIGNED TO ENSURE COMPLIANCE WITH AB 32, WHICH IS THE PRIMARY PLAN FOR REDUCING GHG EMISSIONS IN THE STATE OF CALIFORNIA. THEREFORE, THE PROJECT WOULD BE CONSISTENT WITH THE GHG REDUCTION MANDATES OF AB 32. THE PROJECT WOULD ALSO BE CONSISTENT WITH ALL OTHER APPLICABLE PLANS, POLICIES, AND REGULATIONS RELATED TO THE REDUCTION OF GHGS. IMPACTS WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.6-44)

**J. HAZARDOUS AND HAZARDOUS MATERIALS**

THE PROJECT WOULD HAVE NO IMPACT AS A RESULT OF THE EMISSION AND/OR HANDLING OF HAZARDOUS MATERIALS, HAZARDOUS SUBSTANCES, OR WASTE WITHIN 0.25 MILE OF AN EXISTING OR PROPOSED SCHOOL.

THRESHOLD: C

FINDING: WITH REGARDS TO THRESHOLD C, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD HAVE NO IMPACT.

EXPLANATION: EXISTING SCHOOLS CLOSEST TO THE PROJECT SITE ARE GRAND TERRACE HIGH SCHOOL, (LOCATED APPROXIMATELY 0.4-MILE EAST OF THE PROJECT SITE), TERRACE MILLS MIDDLE SCHOOL (LOCATED APPROXIMATELY 1.6 MILES EAST OF THE PROJECT SITE), AND PATRICIA BEATTY ELEMENTARY SCHOOL (LOCATED APPROXIMATELY 1.8 MILES SOUTHWEST OF THE

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PROJECT SITE). ACCORDING TO THE CITY OF COLTON GENERAL PLAN, CITY OF RIVERSIDE GENERAL PLAN, COUNTY OF RIVERSIDE, AND CITY OF GRAND TERRACE GENERAL PLAN, THERE ARE NO SCHOOL SITES PLANNED WITHIN 0.25-MILE OF THE PROJECT SITE. THE PROPOSED PROJECT IS A MASTER-PLANNED COMMUNITY COMPRISING RESIDENTIAL AND COMMERCIAL/RETAIL LAND USES, AS WELL AS A SCHOOL SITE (PLANNING AREA 12) AND FIRE STATION SITE (PLANNING AREA 13). OPERATIONS AT THE PROJECT SITE WOULD NOT ENTAIL THE USE OF ACUTELY HAZARDOUS MATERIALS, OR THE USE OF HAZARDOUS MATERIALS WITHIN 0.25 MILE OF THE PROPOSED SCHOOL SITE. EMISSIONS ASSOCIATED WITH PASSING MOTOR VEHICLES WOULD OCCUR IN THE VICINITY OF THE SCHOOL SITE; HOWEVER, SUCH EMISSIONS WOULD NOT POSE A SIGNIFICANT HEALTH HAZARD TO SENSITIVE RECEPTORS. (EIR AT 4.7-10).

**K. HAZARDOUS AND HAZARDOUS MATERIALS**

THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT WITH RESPECT TO HAZARDOUS MATERIAL SITES COMPILED PURSUANT TO GOVERNMENT CODE § 65962.5. THEREFORE, NO IMPACT WOULD OCCUR.

THRESHOLD: D

FINDING: WITH REGARDS TO THRESHOLD D, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD HAVE NO IMPACT.

EXPLANATION: THE PROJECT SITE IS NOT LOCATED ON ANY LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE § 65962.5. ACCORDINGLY, NO IMPACTS WOULD OCCUR. (EIR AT 4.7-10).

**L. HAZARDOUS AND HAZARDOUS MATERIALS**

THE PROJECT WOULD NOT CREATE A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA AS A RESULT OF BEING LOCATED WITHIN AN AIRPORT LAND USE PLAN OR WITHIN THE VICINITY OF A PUBLIC AIRPORT OR PRIVATE AIRSTRIP. NO IMPACT WOULD OCCUR.

THRESHOLD: E AND F

FINDING: WITH REGARDS TO THRESHOLDS E AND F, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD HAVE NO IMPACTS.

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2 EXPLANATION: THE PROJECT SITE IS LOCATED APPROXIMATELY 6.0  
3 MILES SOUTHWEST OF THE NEAREST AIRPORT RUNWAY AT THE  
4 SAN BERNARDINO INTERNATIONAL AIRPORT (SBIA), AND  
5 APPROXIMATELY 4.0 MILES FROM THE SMALLER FLABOB AIRPORT.  
6 THE PROJECT SITE IS NOT LOCATED WITHIN THE AIRPORT  
7 INFLUENCE AREA (AIA) FOR THE SAN BERNARDINO INTERNATIONAL  
8 AIRPORT OR ANY OTHER AIRPORTS WITHIN THE PROJECT VICINITY.  
9 FUTURE DEVELOPMENT ON THE PROJECT SITE WOULD NOT  
10 CONFLICT WITH THE SAN BERNARDINO INTERNATIONAL AIRPORT  
11 AIRSPACE OR INTERFERE WITH FLIGHT OPERATIONS AT SAN  
12 BERNARDINO INTERNATIONAL AIRPORT, THEREBY ENSURING THAT  
13 PROJECT-RELATED DEVELOPMENT WOULD NOT RESULT IN SAFETY  
14 HAZARDS FOR PEOPLE RESIDING OR WORKING IN THE PROJECT  
15 AREA (EIR AT 4.7-10). ADDITIONALLY, THERE ARE NO PRIVATE  
16 AIRFIELDS OR AIRSTRIPS IN THE VICINITY OF THE PROJECT SITE.  
17 AS SUCH, IMPLEMENTATION OF THE PROJECT WOULD NOT EXPOSE  
18 ON-SITE RESIDENTS OR WORKERS TO SAFETY HAZARDS  
19 ASSOCIATED WITH PRIVATE AIRFIELDS OR AIRSTRIPS. (EIR AT 4.7-  
20 11).

#### 21 **M. HAZARDOUS AND HAZARDOUS MATERIALS**

22 NO IMPACTS TO EVACUATION ROUTES OR EMERGENCY RESPONSE  
23 PLAN WOULD OCCUR AS A RESULT OF THE PROPOSED PROJECT.

24 THRESHOLD: G

25 FINDING: WITH REGARDS TO THRESHOLD G, THE CITY OF COLTON  
26 HEREBY MAKES THE FINDING THAT THE PROJECT WOULD HAVE NO  
27 IMPACT ON EMERGENCY RESPONSE PLANS OR EMERGENCY  
28 EVACUATION PLANS.

EXPLANATION: ACCORDING TO THE CITY OF COLTON GENERAL  
PLAN, ALL MAJOR ARTERIALS AND FREEWAYS ARE REQUIRED TO  
BE DESIGNATED AS EMERGENCY EVACUATION ROUTES. THE  
PROJECT WOULD BE DIRECTLY ACCESSIBLE FROM LA CADENA  
DRIVE, AND THE PROJECT PROPOSES TO CONSTRUCT HALF-WIDTH  
IMPROVEMENTS ALONG THE PORTION OF LA CADENA ROAD THAT  
FRONTS THE PROJECT. LA CADENA ROAD IS DESIGNATED AS A  
MAJOR ARTERIAL ON THE CITY'S EXISTING CIRCULATION PLAN, AND  
COULD THEREFORE BE UTILIZED AS AN EVACUATION ROUTE IN THE  
EVENT OF AN EMERGENCY (EIR SECTION 4.7, PAGE 4.7-11). THE  
PROJECT APPLICANT IS REQUIRED TO PREPARE A CONSTRUCTION  
MANAGEMENT AND TRAFFIC CONTROL PLAN THAT CONFORMS TO  
THE APPLICABLE CITY OF COLTON REQUIREMENTS PRIOR TO  
ISSUANCE OF BUILDING PERMITS FOR THE PROJECT. TRAFFIC  
CONTROL DURING LANE CLOSURES WOULD BE COORDINATED

1 WITH THE CITY OF COLTON PUBLIC WORKS DEPARTMENT. AS PART  
2 OF THE CITY'S DISCRETIONARY REVIEW PROCESS, THE CITY OF  
3 COLTON IS REQUIRED BY ITS MUNICIPAL CODE TO REVIEW FUTURE  
4 PROJECT DEVELOPMENT TO ENSURE THAT APPROPRIATE  
EMERGENCY INGRESS AND EGRESS WOULD BE AVAILABLE TO-AND-  
FROM THE PROJECT SITE. (EIR AT 4.7-11)

5 **N. HAZARDOUS AND HAZARDOUS MATERIALS**

6 THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO A  
7 SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING  
8 WILDLAND FIRES. IMPACTS ASSOCIATED WITH WILDLAND FIRES  
WOULD BE LESS THAN SIGNIFICANT.

9 THRESHOLD: H

10 FINDING: WITH REGARDS TO THRESHOLD H, THE CITY OF COLTON  
11 HEREBY MAKES THE FINDING THAT THE PROJECT WOULD RESULT  
12 IN LESS-THAN-SIGNIFICANT IMPACTS.

13 EXPLANATION: ACCORDING TO THE CITY'S GENERAL PLAN UPDATE  
14 EIR, THE PROJECT SITE IS LOCATED WITHIN A "VERY HIGH FIRE  
15 HAZARD SEVERITY ZONE" OF A LOCAL RESPONSIBILITY AREA. THE  
16 ROQUET RANCH SPECIFIC PLAN DETAILS DEVELOPMENT  
17 STANDARDS AND DESIGN GUIDELINES TO ADDRESS WILDLAND FIRE  
18 HAZARDS, INCLUDING THE INSTALLATION AND MAINTENANCE OF  
19 BRUSH MANAGEMENT ZONES. ADDITIONALLY, THE PROPOSED  
20 OPEN SPACE AREAS ON-SITE WOULD BE SUBJECT TO REGULAR  
21 WEED ABATEMENT ACTIVITIES, IN CONFORMANCE WITH THE CITY  
OF COLTON FIRE DEPARTMENT REQUIREMENTS, IN ORDER TO  
MINIMIZE ANY POTENTIAL FIRE RISK. THE CITY HAS ADOPTED  
SECTION 701A OF THE CALIFORNIA BUILDING CODE, WHICH  
ESTABLISHES MEASURES TO MINIMIZE THE POTENTIAL FOR  
PROPERTY DESTRUCTION DUE TO WILDLAND FIRES BY REQUIRING  
MATERIALS AND CONSTRUCTION METHODS THAT ARE FIRE  
RESISTANT (EIR AT 4.7-12).

22 **O. HYDROLOGY AND WATER QUALITY**

23 THE PROJECT WOULD RESULT IN LESS THAN SIGNIFICANT IMPACTS  
24 WITH RESPECT TO VIOLATION OF WATER QUALITY STANDARDS OR  
25 WASTE DISCHARGE REQUIREMENTS.

26 THRESHOLD: A

27 FINDING: WITH REGARDS TO THRESHOLD A, THE CITY OF COLTON  
28 HEREBY MAKES THE FINDING THAT THE PROJECT WOULD RESULT  
IN LESS THAN SIGNIFICANT IMPACTS.

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EXPLANATION: PURSUANT TO SANTA ANA RWQCB AND CITY OF COLTON REGULATORY REQUIREMENTS, THE PROJECT WOULD BE REQUIRED TO OBTAIN A NPDES MUNICIPAL STORM WATER PERMIT FOR CONSTRUCTION ACTIVITIES. IN ADDITION, THE PROJECT WOULD BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE SANTA ANA REGION BASIN PLAN AND WOULD REQUIRE THE PREPARATION OF A SWPPP FOR CONSTRUCTION-RELATED ACTIVITIES. MANDATORY COMPLIANCE WITH THE PROVISIONS OF THE NPDES PERMIT AND THE SWPPP WOULD ENSURE THAT NO VIOLATIONS OF ANY WATER QUALITY STANDARDS OCCUR DURING THE PROJECT'S CONSTRUCTION ACTIVITIES (EIR AT 4.8-10).

AS DISCUSSED IN EIR SECTION 3.0, PROJECT DESCRIPTION, STORM WATER IS PROPOSED TO BE COLLECTED BY ROADWAY CURBS AND GUTTERS AND CONVEYED INTO THE PROJECT'S DRAINAGE SYSTEM. THE PROJECT PROPOSES TO CONSTRUCT A NETWORK OF DRAINAGE LINES AND WATER QUALITY BASINS AND WATER QUALITY/DETENTION BASINS THROUGHOUT THE PROJECT SITE TO ACCOMMODATE STORM WATER RUNOFF FLOWS. THE PROPOSED BASINS HAVE BEEN DESIGNED IN ACCORDANCE WITH THE CITY OF COLTON STANDARDS TO DETAIN AND SLOWLY RELEASE STORM WATER TO ALLOW PARTICLES AND ASSOCIATED POLLUTANTS TO SETTLE OUT. IMPLEMENTATION OF THE PROJECT'S PROPOSED STORM WATER MANAGEMENT SYSTEM WOULD ENSURE COMPLIANCE WITH WASTE DISCHARGE REQUIREMENTS AND PRECLUDE THE VIOLATION OF ANY WATER QUALITY STANDARDS. (EIR AT 4.8-11).

**P. HYDROLOGY AND WATER QUALITY**

THE PROJECT WOULD NOT SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

THRESHOLD: B

FINDING: WITH REGARDS TO THRESHOLD B, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD RESULT IN LESS-THAN-SIGNIFICANT IMPACTS.

EXPLANATION: THE PROJECT HAS A RELIABLE SOURCE OF DOMESTIC WATER AND DOES NOT PROPOSE ANY NEW POTABLE WATER WELLS THAT WOULD DIRECTLY EXTRACT GROUNDWATER, NOR WOULD IT INCREASE THE CURRENT RATE OF EXTRACTION AT THE ON-SITE DOMESTIC WATER WELL. GROUNDWATER RECHARGE WOULD OCCUR IN ONSITE DETENTION BASINS AND LANDSCAPED

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AREAS, AND WATER CONVEYED OFF-SITE WOULD HAVE THE ABILITY TO PERCOLATE INTO THE GROUNDWATER TABLE. THE PROJECT WOULD NOT SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL, AND THE IMPACT WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.8-22 AND 4.8-23).

**Q. HYDROLOGY AND WATER QUALITY**

THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE PROJECT SITE TO THE EXTENT THAT WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE. ADDITIONALLY, THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE PROJECT SITE OR SUBSTANTIALLY INCREASE SURFACE RUNOFF SUCH THAT ON- OR OFF-SITE FLOODING WOULD OCCUR. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

THRESHOLD: C AND D

FINDING: WITH REGARD TO THRESHOLDS C AND D, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD RESULT IN LESS THAN SIGNIFICANT IMPACTS.

EXPLANATION: NO PERMANENT STREAMS OR RIVERS OCCUR ON THE PROJECT SITE. SHEET FLOW AT THE PROJECT SITE IS VARIABLE DUE TO THE HILLSIDE TOPOGRAPHY AT THE PROJECT SITE, WITH STORM WATER FROM THE SOUTHERN PORTION OF THE PROJECT SITE DRAINING TO THE HIGHGROVE CHANNEL ALONG THE SOUTHERN BOUNDARY OF THE PROJECT SITE, AND STORM WATER FROM THE NORTHERN PORTION OF THE SITE DRAINING NORTHWEST TOWARD THE SANTA ANA RIVER. DRAINAGE AND FLOOD CONTROL FACILITIES AND IMPROVEMENTS WOULD BE PROVIDED IN ACCORDANCE WITH THE STANDARDS AND REQUIREMENTS OF THE CITY OF COLTON MASTER PLAN OF DRAINAGE. THE PROJECT'S PROPOSED DRAINAGE IMPROVEMENTS WOULD REDUCE EROSION AND SEDIMENTATION COMPARED TO EXISTING CONDITIONS BECAUSE THE ADDITION OF PAVED SURFACES AND LANDSCAPING ON THE PROJECT SITE WOULD SUBSTANTIALLY REDUCE THE AREA OF BARE, UNCOVERED SOILS ON THE PROJECT SITE AND PROPOSED BEST MANAGEMENT PRACTICES (BMPS) WOULD REMOVE SEDIMENT FROM STORM WATER RUNOFF BEFORE IT IS DISCHARGED FROM THE PROJECT SITE. ADDITIONALLY, THE INCREASE IN STORM WATER RUNOFF THAT WOULD RESULT FROM THE PROPOSED PROJECT WOULD BE ACCOMMODATED USING TWO (2) PROPOSED ONSITE DETENTION

1 BASINS, WHICH WOULD DETAIN THE FLOWS AND DISCHARGE  
2 WATER AT THE RATE NECESSARY TO ENSURE ADEQUATE  
3 CAPACITY UPSTREAM AND DOWNSTREAM OF THE PROJECT SITE.  
4 BMPs WOULD REDUCE OR ELIMINATE ADVERSE HYDRAULIC  
5 IMPACTS TO ANY EXISTING STORM DRAIN FACILITIES, AND NO OFF-  
6 SITE FLOODING WOULD OCCUR AS A RESULT OF THE PROJECT.  
7 (EIR AT 4.8-13).

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10 **R. HYDROLOGY AND WATER QUALITY**

11 THE PROJECT WOULD NOT CREATE OR CONTRIBUTE RUNOFF  
12 WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED  
13 STORM WATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL  
14 ADDITIONAL SOURCES OF POLLUTED RUNOFF. IMPACTS WOULD BE  
15 LESS THAN SIGNIFICANT.

16 THRESHOLD: E

17 FINDING: WITH REGARD TO THRESHOLD E, THE CITY OF COLTON  
18 HEREBY MAKES THE FINDING THAT THE PROJECT WOULD RESULT  
19 IN LESS THAN SIGNIFICANT IMPACTS.

20 EXPLANATION: THE PROJECT'S PROPOSED STORM DRAIN  
21 IMPROVEMENTS WOULD HAVE SUFFICIENT CAPACITY TO CONVEY  
22 STORM WATER RUNOFF GENERATED BY THE PROJECT, AND THE  
23 PROJECT WOULD NOT INCREASE THE RATE OF STORM WATER  
24 DISCHARGE THAT IS CONVEYED FROM THE PROJECT SITE IN THE  
25 EXISTING CONDITION. THE PROPOSED PROJECT WOULD RESULT  
26 IN A REDUCTION IN THE 100-YEAR STORM PEAK DISCHARGE (Q100)  
27 IN THE NORTH SUBAREA AND THE WEST SUBAREA, BUT WOULD  
28 RESULT IN AN INCREASE OF 50.9 CUBIC FEET PER SECOND (CFS) IN  
THE SOUTH SUBAREA (EIR AT 4.8-13). PEAK FLOWS WOULD REACH  
CADENA CREEK PRIOR TO THE ARRIVAL OF PEAK FLOWS FROM  
UPSTREAM PORTIONS OF THE CADENA CREEK WATERSHED. AS A  
RESULT, THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY  
INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF THAT IS  
DISCHARGED TO CADENA CREEK IN A MANNER THAT WOULD  
RESULT IN FLOODING ON- OR OFF-SITE. ACCORDINGLY, THE  
PROJECT WOULD NOT 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. (EIR AT 4.8-16).

29 **S. HYDROLOGY AND WATER QUALITY**

30 THERE ARE NO OTHER CONDITIONS ASSOCIATED WITH THE  
31 PROPOSED PROJECT THAT WOULD OTHERWISE RESULT IN THE  
32 SUBSTANTIAL DEGRADATION OF WATER QUALITY.

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THRESHOLD: F

FINDING: WITH REGARD TO THRESHOLD F, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD HAVE NO IMPACT.

EXPLANATION: THERE ARE NO OTHER CONDITIONS ASSOCIATED WITH THE PROPOSED PROJECT THAT COULD RESULT IN THE SUBSTANTIAL DEGRADATION OF WATER QUALITY BEYOND WHAT IS DESCRIBED ABOVE IN THE IMPACT ANALYSES FOR THRESHOLDS A, C, AND E. ACCORDINGLY, NO ADDITIONAL IMPACTS WOULD OCCUR. (EIR AT 4.8-17).

**T. HYDROLOGY AND WATER QUALITY**

THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

THRESHOLD: J

FINDING: WITH REGARD TO THRESHOLD J, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD HAVE LESS THAN SIGNIFICANT IMPACTS RELATED TO SEICHES, TSUNAMIS, AND MUDFLOWS WITH REQUIRED IMPLEMENTATION OF BMPS FROM THE SWPPP AND WQMP.

EXPLANATION: THE PROJECT IS NOT SUBJECT TO HAZARDS ASSOCIATED WITH SEICHES OR TSUNAMIS. THERE ARE NO COMPONENTS OF THE PROPOSED PROJECT THAT WOULD INCREASE THE POTENTIAL FOR SEICHES OR TSUNAMIS. DUE TO THE HIGH TOPOGRAPHIC RELIEF AT THE PROJECT SITE, THE SITE MAY BE SUBJECT TO HAZARDS ASSOCIATED WITH MUDFLOWS, PARTICULARLY DURING SIGNIFICANT PRECIPITATION EVENTS. HOWEVER, WITH IMPLEMENTATION OF THE BMPS RECOMMENDED BY THE PROJECT-SPECIFIC WQMP (EIR TECHNICAL APPENDIX J) AND SWPPP, IMPACTS ASSOCIATED WITH MUDFLOWS WOULD BE REDUCED TO LESS THAN SIGNIFICANT DURING CONSTRUCTION ACTIVITIES. ADDITIONALLY, DUE TO THE PRESENCE OF ENGINEERED SLOPES AND FLOOD CONTROL FEATURES THROUGHOUT THE PROJECT SITE IN THE POST-DEVELOPMENT CONDITION, THE LIKELIHOOD OF MUDFLOW EVENTS AT THE PROJECT SITE IS CONSIDERED TO BE VERY LOW. (EIR AT 4.8-19 THROUGH 4.8-22)

**U. LAND USE AND PLANNING**

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THE PROPOSED PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. NO IMPACT WOULD OCCUR.

THRESHOLD: A

FINDING: WITH REGARD TO THRESHOLD A, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY, AND THAT NO IMPACT WOULD OCCUR.

EXPLANATION: THE PROJECT SITE IS LOCATED IN THE SOUTHWESTERN PORTION OF THE CITY OF COLTON. THE PROJECT SITE IS BORDERED BY UNDEVELOPED HILLSIDES TO THE NORTH; EXISTING HOMES, VACANT LAND, AND COMMERCIAL LAND USES TO THE EAST; A MOBILE HOME PARK, LOW DENSITY RESIDENTIAL, INDUSTRIAL LAND USE, COMMERCIAL LAND USE, AND UNDEVELOPED/VACANT LAND TO THE SOUTH; AND UNDEVELOPED LAND AND THE SANTA ANA RIVER TO THE WEST. THE PROPOSED OFF-SITE UTILITY INFRASTRUCTURE WOULD BE CONSTRUCTED WITHIN EXISTING RIGHTS-OF-WAY AND THROUGH UNDEVELOPED LANDS; THEREFORE, THE PROJECT'S OFF-SITE UTILITY IMPROVEMENTS WOULD NOT RESULT IN A PHYSICAL DIVISION OF ANY ESTABLISHED COMMUNITY. (EIR AT 4.9-7).

**V. LAND USE AND PLANNING**

THE PROJECT WOULD NOT RESULT IN AN INCONSISTENCY WITH ANY OF THE POLICIES OF THE CITY OF COLTON GENERAL PLAN OR ANY OTHER APPLICABLE LAND USE PLAN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

THRESHOLD: B

FINDING: WITH REGARD TO THRESHOLD B, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD RESULT IN A LESS THAN SIGNIFICANT IMPACT RELATED TO INCONSISTENCIES WITH AN APPLICABLE LAND USE PLAN, POLICY, OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT.

EXPLANATION: WITH THE APPROVAL OF THE PROPOSED ROQUET RANCH SPECIFIC PLAN, ANY FUTURE DEVELOPMENT PLANS AND ENTITLEMENT APPLICATIONS (TRACT MAPS, SITE PLANS, AND OTHER SIMILAR ENTITLEMENTS) WOULD BE REQUIRED TO COMPLY WITH THE SPECIFIC PLAN AND SUBSTANTIALLY CONFORM TO THE STANDARDS AND GUIDELINES SET FORTH IN THE OTHER SECTIONS OF THE SPECIFIC PLAN, AS WELL AS ANY OTHER APPLICABLE CITY OF COLTON REGULATIONS. ALTHOUGH THE PROPOSED PROJECT

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WOULD RESULT IN A CHANGE TO THE GENERAL PLAN LAND USE DESIGNATIONS FOR THE PROJECT SITE IN ORDER TO ACCOMMODATE THE APPROVAL OF THE SPECIFIC PLAN, THESE CHANGES WOULD NOT RESULT IN A CONFLICT WITH ANY APPLICABLE PLANS, POLICIES, OR REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR REDUCING AN ENVIRONMENTAL EFFECT. ACCORDINGLY, A LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACT WOULD RESULT FROM THE PROPOSED AMENDMENT OF THE CITY OF COLTON GENERAL PLAN LAND USE DESIGNATIONS AT THE PROJECT SITE. TABLE 4.9-1, GENERAL PLAN CONSISTENCY, OF THE EIR DEMONSTRATES THAT THE PROPOSED PROJECT WOULD NOT BE INCONSISTENT WITH ANY OF THE POLICIES OR OBJECTIVES OF THE CITY OF COLTON GENERAL PLAN. ADDITIONALLY, THE PROJECT WOULD BE INCONSISTENT WITH THE CURRENT ZONING CLASSIFICATIONS APPLICABLE TO THE PROJECT SITE, AND PROPOSES A CHANGE OF ZONE FOR THE ENTIRE SITE TO RECLASSIFY THE PROJECT SITE AS "SPECIFIC PLAN" IN ACCORDANCE WITH ALL OF THE DEVELOPMENT STANDARDS SET FORTH IN THE PROPOSED ROQUET RANCH SPECIFIC PLAN. MOREOVER, THE PROJECT WOULD NOT BE INCONSISTENT WITH ANY OF THE POLICIES, STRATEGIES OR OBJECTIVES OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) 2016 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS). IMPACTS WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.9-7 THROUGH 4.9-36).

**W. LAND USE AND PLANNING**

THE PROJECT WOULD NOT CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN (HCP) OR NATURAL COMMUNITY CONSERVATION PLAN. NO IMPACT WOULD OCCUR.

THRESHOLD: C

FINDING: WITH REGARD TO THRESHOLD C, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THERE WOULD BE NO IMPACT WOULD OCCUR AS A RESULT OF A CONFLICT WITH AN APPLICABLE HCP OR NATURAL COMMUNITY CONSERVATION PLAN.

EXPLANATION: THE PROJECT SITE IS NOT LOCATED WITHIN AN ADOPTED HCP, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN. THE FINAL WEST VALLEY HCP DOES NOT DESIGNATE THE PROJECT SITE FOR HABITAT CONSERVATION (EIR AT 4.9-36). THEREFORE, NO IMPACT WOULD OCCUR.

**X. NOISE**

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THE PROPOSED PROJECT WOULD NOT RESULT IN THE EXPOSURE OF PERSONS TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

THRESHOLD: B

FINDING: WITH REGARD TO THRESHOLD B, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD RESULT IN LESS THAN SIGNIFICANT IMPACTS.

EXPLANATION: IT IS EXPECTED THAT GROUNDBORNE VIBRATION FROM PROJECT CONSTRUCTION ACTIVITIES WOULD CAUSE INTERMITTENT, LOCALIZED INTRUSION. THE PROPOSED PROJECT'S CONSTRUCTION ACTIVITIES MOST LIKELY TO CAUSE VIBRATION IMPACTS ARE HEAVY MOBILE CONSTRUCTION EQUIPMENT USED ON-SITE AND TRUCKS HAULING BUILDING MATERIALS TO THE PROJECT SITE. IT IS ANTICIPATED THAT A LARGE BULLDOZER REPRESENTS THE PEAK SOURCE OF VIBRATION WITH A REFERENCE VELOCITY OF 0.089 IN/SEC (PPV) AT A DISTANCE OF 25 FEET. AT DISTANCES RANGING FROM 54 TO 3,629 FEET FROM PROJECT CONSTRUCTION ACTIVITIES, CONSTRUCTION VIBRATION VELOCITY LEVELS ARE EXPECTED TO APPROACH 0.028 IN/SEC PPV. BASED ON THE COUNTY OF SAN BERNARDINO VIBRATION STANDARD OF 0.2 IN/SEC PPV, THE CONSTRUCTION-RELATED VIBRATION IMPACTS ARE CONSIDERED LESS THAN SIGNIFICANT. (EIR AT 4.10-20)

**Y. NOISE**

THE PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE AREA TO EXCESSIVE NOISE LEVELS ASSOCIATED WITH PUBLIC AIRPORTS OR PRIVATE AIRSTRIPS. NO IMPACT WOULD OCCUR.

THRESHOLD: E AND F

FINDING: WITH REGARD TO THRESHOLDS E AND F, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD HAVE NO IMPACTS.

EXPLANATION: THE PROJECT IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN, OR WITHIN 2.0 MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT. ADDITIONALLY, THERE ARE NO PRIVATE AIRFIELDS OR AIRSTRIPS IN THE VICINITY OF THE PROJECT SITE. ACCORDINGLY, THE PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE

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NOISE LEVELS ASSOCIATED WITH A PUBLIC USE AIRPORT OR PRIVATE AIRSTRIP. (EIR AT 4.10-21).

**Z. POPULATION AND HOUSING**

THE PROPOSED PROJECT WOULD NOT INDUCE SUBSTANTIAL POPULATION GROWTH IN THE PROJECT AREA. A LESS THAN SIGNIFICANT IMPACT WOULD OCCUR.

THRESHOLD: A

FINDING: WITH REGARD TO THRESHOLD A, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD HAVE A LESS THAN SIGNIFICANT IMPACT ON POPULATION GROWTH.

EXPLANATION: THE PROPOSED PROJECT WOULD RESULT IN THE CONSTRUCTION AND OPERATION OF A MASTER-PLANNED COMMUNITY COMPRISED OF A MAXIMUM OF 1,050 RESIDENTIAL UNITS. THE CITY OF COLTON GENERAL PLAN LAND USE MAP DESIGNATES THE PROJECT SITE AS "VERY LOW DENSITY RESIDENTIAL (VLDR)," "LOW DENSITY RESIDENTIAL (LDR)," "MEDIUM DENSITY RESIDENTIAL (MDR)," "HIGH DENSITY RESIDENTIAL (HDR)," AND "LIGHT INDUSTRIAL." THE PROJECT WOULD INCREASE THE CITY'S POPULATION BY APPROXIMATELY 3,633 PERSONS, WHICH IS A NOMINAL INCREASE COMPARED TO THE INCREASE OF 5,958 PERSONS THAT COULD RESULT FROM THE DEVELOPMENT OF THE PROJECT SITE IN ACCORDANCE WITH THE EXISTING COLTON GENERAL PLAN LAND USE DESIGNATIONS LISTED ABOVE. BECAUSE THE PROJECT SITE IS ALREADY DESIGNATED FOR RESIDENTIAL DEVELOPMENT BY THE CITY'S GENERAL PLAN, THE CITY HAS ANTICIPATED AN INCREASE TO THE CITY'S POPULATION RELATED TO RESIDENTIAL DEVELOPMENT WITHIN THE PROJECT SITE. ACCORDINGLY, IMPACTS WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.11-3)

**AA. POPULATION AND HOUSING**

THE PROPOSED PROJECT WOULD NOT DISPLACE PEOPLE NOR WOULD IT RESULT IN THE NEED FOR CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE. NO IMPACTS WOULD OCCUR.

THRESHOLD: B AND C

FINDING: WITH REGARD TO THRESHOLDS B AND C, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT WOULD HAVE NO IMPACTS.

1 EXPLANATION: THE PROJECT SITE IS VACANT AND UNDEVELOPED  
2 (WITH THE EXCEPTION OF ROQUET PAVING COMPANY  
3 COMMERCIAL FACILITY); THEREFORE, IMPLEMENTATION OF THE  
4 PROPOSED PROJECT WOULD NOT RESULT IN THE DISPLACEMENT  
5 OF A SUBSTANTIAL AMOUNT OF EXISTING HOUSING NOR WOULD IT  
6 RESULT IN THE NEED FOR CONSTRUCTION OF REPLACEMENT  
7 HOUSING ELSEWHERE. FURTHERMORE, THE PROPOSED PROJECT  
8 INVOLVES THE CONSTRUCTION OF UP TO 1,050 RESIDENTIAL UNITS  
9 ON-SITE THAT WOULD ACCOMMODATE HOUSING NEEDS FOR  
10 SEGMENTS OF THE CITY'S POPULATION. NO IMPACTS WOULD  
11 OCCUR. (EIR AT 4.11-4)

8 **BB. PUBLIC SERVICES**

9 IMPACTS RELATED TO PUBLIC SERVICES (INCLUDING FIRE  
10 PROTECTION, POLICE PROTECTION, SCHOOLS, PARKS, AND OTHER  
11 PUBLIC FACILITIES) WOULD BE LESS THAN SIGNIFICANT.

12 THRESHOLD: A, B, C, D, AND E

13 FINDING: WITH REGARD TO THRESHOLDS A THROUGH E, THE CITY  
14 OF COLTON HEREBY MAKES THE FINDING THAT THE PROJECT  
15 WOULD HAVE A LESS-THAN-SIGNIFICANT IMPACT ON PUBLIC  
16 SERVICES.

17 EXPLANATION: THE PROJECT PROPOSES TO DESIGNATE A 0.8-  
18 ACRE PLANNING AREA FOR "PUBLIC/INSTITUTIONAL" USE IN THE  
19 SOUTHEASTERN PORTION OF THE PROJECT SITE TO  
20 ACCOMMODATE THE FUTURE DEVELOPMENT OF A FIRE STATION  
21 THAT WOULD SERVICE THE PROJECT'S ON-SITE DEMAND FOR FIRE  
22 PROTECTION. SHOULD THE CFD ELECT TO DEVELOP A FIRE  
23 STATION FACILITY WITHIN THE PROPOSED FIRE STATION SITE, THE  
24 NEW FIRE STATION WOULD BE ADEQUATE TO ACCOMMODATE THE  
25 DEMAND FOR FIRE PROTECTION SERVICES GENERATED BY THE  
26 PROJECT IN ACCORDANCE WITH THE CFD'S PERFORMANCE  
27 STANDARDS. IN THE EVENT THAT THE CFD DECIDES NOT TO BUILD  
28 A NEW FIRE STATION IN PLANNING AREA 13, THERE WOULD BE  
INADEQUATE FIRE PROTECTION SERVICES AVAILABLE TO SERVE  
THE FUTURE DEMAND OF THE PROJECT IN ACCORDANCE WITH THE  
CFD'S PERFORMANCE STANDARDS. AS OF THE DATE OF THE  
PREPARATION OF THE EIR, THE CFD HAD NOT IDENTIFIED ANY  
ALTERNATIVE FIRE STATION LOCATIONS OUTSIDE THE PROJECT  
SITE THAT WOULD BE DEVELOPED IN THE CASE THAT THE  
PROPOSED ON-SITE FIRE STATION SITE IS NOT ACQUIRED FOR FIRE  
STATION DEVELOPMENT. THEREFORE, THE PROJECT MAY RESULT  
IN THE NEED FOR THE CONSTRUCTION OF A FIRE STATION AT AN  
OFF-SITE LOCATION, WHICH COULD POTENTIALLY RESULT IN  
PHYSICAL ENVIRONMENTAL IMPACTS IN ADDITION TO THOSE

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DISCUSSED WITHIN THIS EIR. THE POTENTIAL FUTURE DEVELOPMENT OF A NEW OR EXPANDED CFD FACILITY WOULD REQUIRE SUBSEQUENT DISCRETIONARY ACTIONS BY THE CITY OF COLTON, WHICH WOULD REQUIRE REVIEW UNDER CEQA. HOWEVER, BECAUSE IT IS UNKNOWN WHAT SITE (IF ANY) MAY BE AFFECTED BY A POTENTIAL FUTURE DEVELOPMENT OR EXPANSION OF A CFD FACILITY, IT WAS DETERMINED THAT IT WOULD BE HIGHLY SPECULATIVE FOR THE EIR TO EVALUATE THE POTENTIAL FOR PHYSICAL ENVIRONMENTAL IMPACTS THAT COULD RESULT FROM DEVELOPMENT OF A CFD FACILITY ON AN UNSPECIFIED ALTERNATIVE SITE. ACCORDINGLY, A LESS THAN SIGNIFICANT PHYSICAL IMPACT WOULD OCCUR AS A RESULT OF PROJECT-RELATED DEMAND FOR FIRE PROTECTION SERVICES BECAUSE AN ON-SITE LOCATION IS IDENTIFIED AND EVALUATED THROUGHOUT THE EIR. (EIR AT 4.12-5)

THE PROJECT PROPOSES TO DEVELOP A MASTER PLANNED COMMUNITY WITH 1,050 DWELLING UNITS. BASED ON A PROJECTION FROM THE COLTON POLICE DEPARTMENT (CPD), FOUR (4) ADDITIONAL OFFICERS AND TWO (2) ADDITIONAL CARS WOULD BE REQUIRED AS A RESULT OF THE PROJECT. HOWEVER, THE CPD HAS ADEQUATE FACILITIES TO SERVE THE POTENTIAL FUTURE DEMAND THAT WOULD RESULT FROM THE DEVELOPMENT OF THE PROJECT. THEREFORE, POTENTIAL FUTURE DEVELOPMENT ON THE PROJECT SITE WOULD NOT REQUIRE THE PROVISION OF NEW OR PHYSICALLY ALTERED POLICE FACILITIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.12-6)

BASED ON THE PROPOSED PROJECT, STUDENT GENERATION RATES (PER DWELLING UNIT) UTILIZED BY THE CJUSD, IMPLEMENTATION OF THE PROJECT WOULD GENERATE UP TO 387 ELEMENTARY SCHOOL STUDENTS, 104 INTERMEDIATE SCHOOL STUDENTS, AND 177 HIGH SCHOOL STUDENTS. THE PROJECT PROPOSES TO DESIGNATE A 10.3-ACRE PLANNING AREA FOR "PUBLIC/INSTITUTIONAL" USE IN THE CENTRAL PORTION OF THE PROJECT SITE TO ALLOW FOR THE FUTURE DEVELOPMENT OF AN ELEMENTARY SCHOOL THAT WOULD SERVICE THE PROJECT'S ON-SITE DEMAND FOR ELEMENTARY SCHOOL SERVICES. ADDITIONALLY, THE PROJECT APPLICANT WOULD BE REQUIRED TO CONTRIBUTE FEES TO THE CJUSD IN ACCORDANCE WITH THE LEROY F. GREEN SCHOOL FACILITIES ACT OF 1998 (SB 50 GREENE) AND COLTON MUNICIPAL CODE CHAPTER 16.92 WHICH ALLOWS SCHOOL DISTRICTS TO COLLECT FEES FROM NEW DEVELOPMENTS TO OFFSET THE COSTS ASSOCIATED WITH INCREASING SCHOOL CAPACITY NEEDS. THE PAYMENT OF SCHOOL MITIGATION IMPACT FEES AUTHORIZED BY SB 50 IS DEEMED TO PROVIDE "FULL AND COMPLETE MITIGATION OF IMPACTS" ON SCHOOL FACILITIES FROM

1 THE DEVELOPMENT OF REAL PROPERTY. IMPACTS WOULD BE LESS  
2 THAN SIGNIFICANT. (EIR AT 4.12-6 AND 4.12-7).

3 IMPLEMENTATION OF THE PROJECT WOULD PROVIDE ONE (1)  
4 PUBLIC COMMUNITY PARK, FOUR (4) NEIGHBORHOOD PARKS, ONE  
5 (1) PRIVATE RECREATIONAL FACILITY, AND SIX (6) POCKET PARKS  
6 ON-SITE THAT WOULD PROVIDE A COMBINED TOTAL OF 19.3 ACRES  
7 OF PARKLAND, WHICH IS 8.4 ACRES ABOVE THE CITY'S MUNICIPAL  
8 CODE PARKLAND REQUIREMENT. THE PROJECT WOULD MEET THE  
9 CITY'S PARKLAND DEDICATION STANDARD OF 3.0 ACRES PER 1,000  
10 RESIDENTS AND THE PROJECT APPLICANT WOULD NOT BE  
11 REQUIRED TO PAY IN-LIEU PARKLAND DEDICATION FEES TO THE  
12 CITY OF COLTON. IMPACTS WOULD BE LESS THAN SIGNIFICANT.  
13 (EIR AT 4.12-7).

14 AS A RESULT OF THE PROJECT'S APPROVAL, THE PROJECT SITE  
15 COULD BE DEVELOPED WITH UP TO 1,050 RESIDENTIAL UNITS,  
16 WHICH WOULD INCREASE THE SITE'S DEMAND FOR LIBRARY  
17 SERVICES FROM THE CITY OF COLTON AS COMPARED TO EXISTING  
18 CONDITIONS. ACCORDINGLY, THE PROJECT APPLICANT WOULD BE  
19 REQUIRED TO PAY REQUIRED DEVELOPMENT IMPACT FEES TO  
20 SUPPORT THE EXPANSION OF LIBRARY SERVICES COMMENSURATE  
21 WITH THE PROJECT. THE CITY OF COLTON LIBRARY BRANCH HAS  
22 NOT INDICATED THAT NEW OR EXPANDED LIBRARY FACILITIES  
23 WOULD BE NEEDED TO SERVE THE PROJECT. HOWEVER, IT IS  
24 EXPECTED THAT EXISTING LIBRARIES CAN ACCOMMODATE THE  
25 DEMAND AND THERE WOULD BE NO NEED TO CONSTRUCT NEW  
26 LIBRARY FACILITIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.  
27 (EIR AT 4.12-8).

18 **CC. RECREATION**

19 IMPACTS RELATED TO THE EXPANSION AND/OR CONSTRUCTION OF  
20 NEW RECREATION FACILITIES WOULD BE LESS THAN SIGNIFICANT.

21 THRESHOLD: A AND B

22 FINDING: WITH REGARD TO THRESHOLDS A AND B, THE CITY OF  
23 COLTON HEREBY MAKES THE FINDING THAT ABSENT MITIGATION,  
24 THE PROJECT WOULD HAVE LESS-THAN-SIGNIFICANT IMPACTS.

25 EXPLANATION: IMPLEMENTATION OF THE PROJECT WOULD ALLOW  
26 FOR THE DEVELOPMENT OF UP TO 1,050 RESIDENCES ON THE  
27 PROJECT SITE. PURSUANT TO THE CITY OF COLTON GENERAL  
28 PLAN HOUSING ELEMENT THE AVERAGE HOUSEHOLD SIZE IN THE  
CITY OF COLTON IS 3.46 PERSONS PER DWELLING UNIT.  
ACCORDINGLY, THE PROJECT COULD GENERATE AN ESTIMATED  
POPULATION OF 3,633 RESIDENTS. PER THE CITY OF COLTON

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MUNICIPAL CODE, THE ESTABLISHED PARKLAND DEDICATION STANDARD IS 3.0 ACRES OF PARKLAND PER 1,000 RESIDENTS, MEANING THE PROJECT WOULD GENERATE A NEED FOR APPROXIMATELY 10.9 ACRES OF PARKLAND. IMPLEMENTATION OF THE PROJECT WOULD PROVIDE 19.3 ACRES OF PARKLAND, WHICH IS 8.4 ACRES ABOVE THE CITY'S MUNICIPAL CODE PARKLAND REQUIREMENT AND 1.1 ACRE ABOVE THE CITY'S GENERAL PLAN PARKLAND OBJECTIVE OF 5.0 ACRES PER 1,000 RESIDENTS. (EIR PAGE 4.13-4). ACCORDINGLY, THE PROJECT WOULD NOT RESULT IN A NEED FOR EXPANSION OF EXISTING RECREATIONAL FACILITIES OR THE CONSTRUCTION OF NEW OFF-SITE RECREATIONAL FACILITIES. THERE ARE NO COMPONENTS OF THE PLANNED ON-SITE RECREATION FACILITIES THAT WOULD RESULT IN IMPACTS THAT HAVE NOT ALREADY BEEN ADDRESSED WITHIN THE EIR OR THAT ARE INHERENT TO RECREATION. ADDITIONALLY, NO OFF-SITE PARKS OR RECREATIONAL IMPROVEMENTS ARE PROPOSED OR REQUIRED BY THE PROJECT OR ITS IMPLEMENTING DEVELOPMENT. (EIR AT 4.13-5).

**DD. TRANSPORTATION AND TRAFFIC**

THE PROJECT WOULD HAVE LESS THAN SIGNIFICANT IMPACTS WITH RESPECT TO AIR TRAFFIC PATTERNS, UNSAFE DESIGN FEATURES, AND CONFLICTS WITH ADOPTED POLICIES, PLANS, OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES.

THRESHOLD: C, D, AND F

FINDING: REGARDING THRESHOLDS C, D, AND F, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT ABSENT MITIGATION, THE PROJECT WOULD HAVE LESS-THAN-SIGNIFICANT IMPACTS.

EXPLANATION: THE PROJECT DOES NOT PROPOSE AN AIR TRAVEL COMPONENT (E.G., RUNWAYS, HELIPADS, OR ANY DIRECT INCREASE IN AIR TRAVEL); THUS, AIR TRAFFIC WOULD NOT BE DIRECTLY GENERATED BY THE PROPOSED PROJECT. THE TALLEST VERTICAL IMPROVEMENTS WOULD BE LIMITED TO TREES, UTILITY (LIGHT) POLES, ATTACHED TOWNHOMES, WHICH WOULD HAVE A MAXIMUM BUILDING HEIGHT OF 42 FEET, COMMERCIAL SIGNAGE (WHICH WOULD HAVE A MAXIMUM HEIGHT OF 45 FEET), AND STRUCTURES IN THE PARKS (GAZEBOS, SHADE STRUCTURES, RESTROOMS, ETC.) WHICH HAVE A MAXIMUM HEIGHT LIMIT OF 45 FEET. ADDITIONALLY, THE PROJECT IS NOT LOCATED WITHIN THE VICINITY OF ANY AIRPORT OR WITHIN AN AIRPORT PLANNING AREA. THEREFORE, THE PROJECT WOULD NOT AFFECT AIR TRAFFIC PATTERNS AT ANY OF THE NEARBY AIRPORT FACILITIES. THE PROJECT WOULD INTRODUCE ADDITIONAL RESIDENTS TO THE

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PROJECT AREA WHICH COULD RESULT IN A SMALL, IMMEASURABLE, DE MINIMUS INCREASE IN AIR TRAFFIC LEVELS SUCH THAT AIR TRAFFIC PATTERNS AND SAFETY RISKS WOULD NOT CHANGE. IMPACTS WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.14-28).

THE PROJECT PROPOSES A NETWORK OF INTERNAL ROADWAYS THAT WOULD BE CONSTRUCTED WITHIN THE PROJECT SITE AND IN LIMITED OFF-SITE AREAS. DURING THE CITY'S REVIEW PROCESS FOR THE PROJECT'S PROPOSED SPECIFIC PLAN AND TENTATIVE TRACT MAP, CITY OF COLTON REVIEWED THE PROPOSED DESIGN PLANS TO ENSURE THAT NO HAZARDOUS ROADWAY FEATURES WOULD BE IMPLEMENTED AND THAT ADEQUATE EMERGENCY ACCESS WOULD BE AVAILABLE AT THE SITE. THE PROPOSED MASTER-PLANNED COMMUNITY WOULD NOT INCLUDE ANY COMPONENTS THAT WOULD RESULT IN INCOMPATIBLE USES ON ROADWAYS, INCLUDING HEAVY EQUIPMENT, ETC. ACCORDINGLY, THE PROPOSED PROJECT WOULD NOT CREATE OR SUBSTANTIALLY INCREASE SAFETY HAZARDS DUE TO A DESIGN FEATURE OR INCOMPATIBLE USE. IMPACTS WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.14-28).

THERE ARE NO EXISTING PEDESTRIAN FACILITIES OR BIKEWAYS LOCATED ON THE PROJECT SITE. THE NEAREST EXISTING BIKEWAY TO THE PROPOSED PROJECT SITE IS A CLASS I BIKE LANE LOCATED TO THE WEST AND NORTH OF THE PROJECT SITE THAT FOLLOWS THE SANTA ANA RIVER TRAIL. THE PROJECT PROPOSES TO ACCOMMODATE A FUTURE CONNECTION TO THE SANTA ANA RIVER TRAIL, AND DOES NOT PROPOSE ANY COMPONENTS THAT WOULD ADVERSELY AFFECT THIS EXISTING BIKE PATH. A CONSTRUCTION MANAGEMENT AND TRAFFIC CONTROL PLAN WHICH CONFORMS TO THE APPLICABLE CITY OF COLTON AND CITY OF RIVERSIDE MUNICIPAL CODE REQUIREMENTS WOULD BE REQUIRED TO BE PREPARED BY THE PROJECT APPLICANT AND APPROVED BY THE CITY OF COLTON AND CITY OF RIVERSIDE PRIOR TO ISSUANCE OF BUILDING PERMITS AND ENCROACHMENT PERMITS WITHIN THE RESPECTIVE JURISDICTIONS. THE CONSTRUCTION MANAGEMENT AND TRAFFIC CONTROL PLAN WOULD SPECIFY ROUTING OF PEDESTRIAN AND BIKE TRAFFIC DURING SIDEWALK AND BIKE LANE CLOSURES. ACCORDINGLY, THE PROJECT WOULD NOT IMPEDE THE USE OF EXISTING BICYCLE FACILITIES OR THE IMPLEMENTATION OF PLANNED BICYCLE FACILITIES ALONG OFF-SITE ROADWAYS IN THE PROJECT AREA. THE PROPOSED PROJECT IS DESIGNED TO ENCOURAGE PEDESTRIAN MOVEMENT WITHIN THE PROJECT SITE THROUGH THE INCORPORATION OF PEDESTRIAN FACILITIES THAT INCLUDES THE CONSTRUCTION OF PEDESTRIAN TRAILS AND SIDEWALKS TO FACILITATE PEDESTRIAN CONNECTIVITY THROUGHOUT THE PROJECT SITE. THE PROJECT

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WOULD CONSTRUCT AN INTERCONNECTED, PAVED SIDEWALK SYSTEM AND BIKE LANES WITHIN THE ROADWAY RIGHTS-OF-WAY. IMPACTS WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.14-29 AND 4.14-30).

**EE. UTILITIES AND SERVICE SYSTEMS**

IMPACTS RELATED TO WATER, STORM WATER, WASTEWATER TREATMENT AND SEWER FACILITIES WOULD BE LESS THAN SIGNIFICANT.

THRESHOLD: A, B, C, D, AND E

FINDING: WITH REGARD TO THRESHOLDS A THROUGH E, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT ABSENT MITIGATION, THE PROJECT WOULD HAVE LESS-THAN-SIGNIFICANT IMPACTS.

EXPLANATION: THE PROJECT SITE LIES WITHIN THE JURISDICTION OF THE SANTA ANA RWQCB, WHICH APPLIES REQUIREMENTS TO THE WASTEWATER TREATMENT FACILITIES OWNED AND OPERATED BY TREATMENT PROVIDERS, SUCH AS THE COLTON WASTEWATER RECLAMATION FACILITY (CWRF). PURSUANT TO SECTION 402 OF THE CWA, THE TREATMENT PLANT IS SUBJECT TO THE NPDES PERMIT PROGRAM AND REQUIRES A WASTE DISCHARGE PERMIT. THE PROJECT WOULD NOT CONTRIBUTE WASTEWATER TO THE COLTON WASTEWATER RECLAMATION FACILITY THAT WOULD HAVE THE POTENTIAL TO EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE SANTA ANA RWQCB (EIR PAGE 4.15-8). NO IMPACT WOULD OCCUR.

THE PROPOSED PROJECT IS ESTIMATED TO GENERATE A TOTAL OF 0.2738 MILLION GALLONS PER DAY (MGD) OF WASTEWATER. THE CWRF HAS A CURRENT OPERATING CAPACITY OF 8.0 MGD AND AN ULTIMATE DESIGN CAPACITY OF 10.4 MGD. ACCORDING TO THE MOST RECENT DATA, AVERAGE DAILY FLOWS ARE 5.6 MGD AND EXISTING WASTEWATER TREATMENT CAPACITY OF THE CITY'S CWRF WOULD MORE THAN SUFFICE IN TREATING PROJECT-GENERATED WASTEWATER (EIR AT 4.15-10). ACCORDINGLY, THE PROJECT WOULD RESULT IN A LESS THAN SIGNIFICANT IMPACT.

THE INSTALLATION OF DRAINAGE INFRASTRUCTURE TO SERVE THE PROPOSED PROJECT WOULD NOT RESULT IN ANY SIGNIFICANT PHYSICAL EFFECTS. THE PROJECT SITE'S FUTURE STORM DRAINAGE SYSTEM IS REQUIRED TO BE DESIGNED TO ENSURE THAT PROJECT-RELATED FLOWS WOULD NOT EXCEED THE CAPACITIES OF ANY EXISTING OR PLANNED STORM WATER DRAINAGE FACILITIES. SPECIFICALLY, PEAK FLOWS FROM THE SITE

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WOULD BE ATTENUATED TO A LEVEL AT OR BELOW THE CAPACITY OF THE STORM DRAIN SYSTEMS. IMPACTS WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.15-11).

THE CITY'S FORECASTS FOR PROJECTED WATER DEMAND ARE BASED ON THE POPULATION PROJECTIONS OF THE SCAG, WHICH RELY ON THE ADOPTED LAND USE DESIGNATIONS CONTAINED WITHIN THE GENERAL PLAN(S) THAT COVER THE GEOGRAPHIC AREA WITHIN THE CITY'S SERVICE AREA (I.E., CITY OF COLTON GENERAL PLAN). BASED ON THE PROJECT'S WATER SUPPLY ASSESSMENT (EIR TECHNICAL APPENDIX M), BUILD-OUT OF THE PROJECT WOULD RESULT IN A MAXIMUM DEMAND FOR APPROXIMATELY 1.3 MILLION-GALLONS PER DAY OF WATER RESOURCES (OR 1,456.2 ACRE-FEET PER YEAR [AFY]). SINCE THE PROJECT PROPOSES TO CONSTRUCT AND OPERATE A MASTER-PLANNED RESIDENTIAL COMMUNITY AT THE SITE, IT WOULD GENERALLY BE CONSISTENT WITH THE GENERAL PLAN LAND USE ASSUMPTIONS USED TO CALCULATE PROJECTED WATER DEMAND IN THE CITY. ACCORDINGLY, THE PROJECT'S POTENTIAL TO RESULT IN THE NEED FOR NEW OR EXPANDED WATER ENTITLEMENTS OR TREATMENT CAPACITY WOULD BE UNLIKELY AND IMPACTS WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.15-12).

AS OF 2016, THE CWRP HAS AN EXCESS TREATMENT CAPACITY OF APPROXIMATELY 2.4 MGD BASED ON THE AVERAGE DAILY FLOW OF 5.6 MGD AND A CURRENT OPERATING CAPACITY OF 8 MGD. IMPLEMENTATION OF THE PROPOSED PROJECT WOULD UTILIZE APPROXIMATELY 11.4% (0.27 MGD/2.4 MGD) OF THE AVAILABLE, EXCESS TREATMENT CAPACITY AT THE CWRP. ACCORDINGLY, THE CWRP HAS SUFFICIENT CAPACITY TO TREAT WASTEWATER GENERATED BY PROJECT-RELATED DEVELOPMENT IN ADDITION TO EXISTING COMMITMENTS. IMPACTS WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.15-13).

**FF. UTILITIES AND SERVICE SYSTEMS**

THE PROJECT'S WOULD HAVE LESS THAN SIGNIFICANT IMPACTS RELATED TO SUFFICIENT LANDFILL CAPACITY AND COMPLIANCE WITH REGULATIONS RELATED TO SOLID WASTE.

THRESHOLD: F AND G

FINDING: WITH REGARD TO THRESHOLDS F AND G, THE CITY OF COLTON HEREBY MAKES THE FINDING THAT ABSENT MITIGATION, THE PROJECT WOULD RESULT IN LESS-THAN-SIGNIFICANT IMPACTS.

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EXPLANATION: CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT WOULD RESULT IN THE GENERATION OF SOLID WASTE, REQUIRING DISPOSAL AT A LANDFILL. GIVEN THE CALIFORNIA STREET LANDFILL'S MAXIMUM PERMITTED THROUGHPUT OF 829 TONS PER DAY WITH A REMAINING CAPACITY OF 6,800,000 CUBIC YARDS AS OF MARCH 2005 (MOST RECENT DATA AVAILABLE), THIS LANDFILL COULD ACCOMMODATE ALL CONSTRUCTION DEBRIS THAT WOULD BE GENERATED BY THE PROJECT DURING THE DEMOLITION AND CONSTRUCTION PHASES, RESULTING IN A LESS THAN SIGNIFICANT IMPACT TO LANDFILL CAPACITY. THE PROJECT IS CALCULATED TO GENERATE 8.2 TONS OF WASTE PER DAY, WHICH REPRESENTS A NOMINAL FRACTION (APPROXIMATELY 1.0 PERCENT) OF THE CALIFORNIA STREET LANDFILL'S DAILY MAXIMUM PERMITTED THROUGHPUT (829 TONS PER DAY). THE AMOUNT OF SOLID WASTE GENERATED BY THE PROJECT WOULD NOT CAUSE THE CALIFORNIA STREET LANDFILL TO EXCEED ITS RESPECTIVE MAXIMUM PERMITTED DAILY USE VOLUMES. THEREFORE, IMPACTS TO LANDFILL CAPACITY ASSOCIATED WITH THE PROJECT'S OPERATIONAL ACTIVITIES WOULD BE LESS THAN SIGNIFICANT.

THE PROJECT WOULD COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE DISPOSAL, REDUCTION, AND RECYCLING, INCLUDING CALIFORNIA INTEGRATED WASTE MANAGEMENT (AB 939), SOLID WASTE REUSE AND RECYCLING ACT OF 1991 (CAL PUB RES. CODE § 42911), AND CITY OF COLTON MUNICIPAL CODE § 15.58.030. IMPACTS WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.15-14).

**SECTION 4. FINDINGS REGARDING ENVIRONMENTAL IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT.** THE CITY COUNCIL HEREBY FINDS THAT MITIGATION MEASURES HAVE BEEN IDENTIFIED IN THE EIR AND THIS RESOLUTION THAT WILL AVOID OR SUBSTANTIALLY LESSEN THE FOLLOWING POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS TO A LESS THAN SIGNIFICANT LEVEL. THE POTENTIALLY SIGNIFICANT IMPACTS, AND THE MITIGATION MEASURES THAT WILL REDUCE THEM TO A LESS THAN SIGNIFICANT LEVEL, ARE AS FOLLOWS:

**A. AIR QUALITY**

ABSENT MITIGATION, THE PROPOSED PROJECT WOULD CONFLICT WITH CONSISTENCY CRITERION NO. 1 OF THE SCAQMD'S AIR QUALITY MANAGEMENT PLAN (AQMP), AND WOULD RESULT IN A POTENTIALLY SIGNIFICANT IMPACT.

THRESHOLD: A

1 SUBSTANTIVE EVIDENCE: THE AIR QUALITY MANAGEMENT PLAN  
2 APPLICABLE TO THE PROJECT SITE IS THE SCAQMD 2012 AQMP.  
3 THE PROJECT'S LOCALIZED CONSTRUCTION-SOURCE EMISSIONS  
4 OF PARTICULATE MATTER UP TO 10 MICRONS IN SIZE (PM10)  
5 WOULD EXCEED THE APPLICABLE LOCALIZED SIGNIFICANCE  
6 THRESHOLD (LST), AND WOULD THEREFORE BE INCONSISTENT  
7 WITH CONSISTENCY CRITERION NO. 1 OF THE SCAQMD AQMP.  
8 THEREFORE, ABSENT MITIGATION, A POTENTIALLY SIGNIFICANT  
9 IMPACT WOULD OCCUR DURING PROJECT-RELATED  
10 CONSTRUCTION ACTIVITIES. (EIR AT 4.2-16).

11 AS SHOWN IN TABLE 4.2-10, EMISSIONS SUMMARY OF OVERALL  
12 CONSTRUCTION (WITH MITIGATION), AND TABLE 4.2-14, LST  
13 SUMMARY (FINE GRADING WITH MITIGATION), IMPLEMENTATION OF  
14 MITIGATION MEASURE MM 4.2-1 WOULD REDUCE EMISSIONS OF  
15 PM10 ASSOCIATED WITH PROJECT CONSTRUCTION TO LEVELS  
16 THAT ARE BELOW THE APPLICABLE SCAQMD LST FOR PM10. AS  
17 SUCH, WITH IMPLEMENTATION OF MITIGATION MEASURE MM 4.2-1,  
18 THE PROJECT WOULD NOT CONFLICT WITH CONSISTENCY  
19 CRITERION NO. 1 OF THE SCAQMD'S AQMP, AND IMPACTS WOULD  
20 BE REDUCED TO LESS THAN SIGNIFICANT LEVELS. MITIGATION  
21 MEASURE MM 4.2-1 IS LISTED BELOW, IS ADOPTED AND  
22 INCORPORATED INTO THE MMRP FOR THE PROJECT, AND WILL BE  
23 AS SPECIFIED THEREIN.

24 MM 4.2-1 PRIOR TO ISSUANCE OF GRADING PERMITS, THE CITY  
25 OF COLTON BUILDING OFFICIAL OR HIS/HER DESIGNEE SHALL  
26 ENSURE THAT GRADING PLANS INCLUDE A NOTE THAT SPECIFIES  
27 THAT THAT ALL CONSTRUCTION EQUIPMENT GREATER THAN 150  
28 HORSEPOWER IS CALIFORNIA AIR RESOURCES BOARD (CARB) TIER  
4 CERTIFIED, PROVIDED THAT TIER 3 CERTIFIED EQUIPMENT MAY  
BE USED IF THE LEAD AGENCY DETERMINES THAT TIER 4 CERTIFIED  
EQUIPMENT IS NOT REASONABLY AVAILABLE ON A TIMELY BASIS  
WITHIN A 200-MILE RADIUS OF THE PROJECT SITE. THE GRADING  
CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING  
COMPLIANCE WITH THIS NOTE THROUGHOUT THE DURATION OF  
GRADING ACTIVITIES AND PERMIT PERIODIC INSPECTION OF THE  
CONSTRUCTION SITE BY CITY OF COLTON STAFF OR ITS DESIGNEE  
TO CONFIRM COMPLIANCE. THESE NOTES ALSO SHALL BE  
SPECIFIED IN BID DOCUMENTS AND CONTRACTS ISSUED TO  
PROSPECTIVE CONSTRUCTION CONTRACTORS.

AS NOTED IN TABLE F-2, ERRATA TABLE OF ADDITIONS,  
CORRECTIONS, AND REVISIONS, OF THE FINAL EIR, MITIGATION  
MEASURE MM 4.2-1 WAS REVISED TO PERMIT PERIODIC  
INSPECTION OF THE CONSTRUCTION SITE BY CITY OF COLTON  
STAFF OR ITS DESIGNEE TO CONFIRM COMPLIANCE WITH THE  
MITIGATION AND ENSURE THE NOTES ARE SPECIFIED IN BIND

1 DOCUMENTS AND CONTRACTS ISSUED TO PROSPECTIVE  
2 CONSTRUCTION CONTRACTORS.

3 FINDINGS: REGARDING THRESHOLD A, THE CITY OF COLTON  
4 HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
5 ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO,  
6 THE PROJECT WHICH REDUCE THE SIGNIFICANT IMPACT  
7 IDENTIFIED IN THE EIR FROM POTENTIALLY SIGNIFICANT TO LESS  
8 THAN SIGNIFICANT.

9 **B. AIR QUALITY**

10 ABSENT MITIGATION, THE PROJECT HAS THE POTENTIAL TO  
11 EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT  
12 CONCENTRATIONS AND WOULD RESULT IN A POTENTIALLY  
13 SIGNIFICANT IMPACT.

14 THRESHOLD: D

15 SUBSTANTIVE FINDINGS: THE AIR QUALITY IMPACT ANALYSIS (EIR  
16 TECHNICAL APPENDIX B) INDICATES THE PROJECT WOULD EXCEED  
17 THE SCAQMD LST DURING CONSTRUCTION ACTIVITIES FOR  
18 EMISSIONS OF PM10. THEREFORE, ABSENT MITIGATION, SENSITIVE  
19 RECEPTORS IN THE PROJECT AREA WOULD BE EXPOSED TO  
20 CONCENTRATIONS OF PM10 THAT EXCEED THE APPLICABLE  
21 SCAQMD LST DURING CONSTRUCTION ACTIVITIES. THE  
22 IMPLEMENTATION OF MITIGATION MEASURE MM 4.2-1 WOULD  
23 REDUCE PROJECT CONSTRUCTION-RELATED EMISSIONS OF PM10  
24 TO A LEVEL THAT IS LESS THAN SIGNIFICANT, AS DEMONSTRATED  
25 IN TABLE 4.2-13, LST SUMMARY (ROUGH GRADING WITH  
26 MITIGATION) AND TABLE 4.2-14, LST SUMMARY (FINE GRADING WITH  
27 MITIGATION). (EIR AT 4.2-22).

28 MM 4.2-1 PRIOR TO ISSUANCE OF GRADING PERMITS, THE CITY  
OF COLTON BUILDING OFFICIAL OR HIS/HER DESIGNEE SHALL  
ENSURE THAT GRADING PLANS INCLUDE A NOTE THAT SPECIFIES  
THAT THAT ALL CONSTRUCTION EQUIPMENT GREATER THAN 150  
HORSEPOWER IS CALIFORNIA AIR RESOURCES BOARD (CARB) TIER  
4 CERTIFIED, PROVIDED THAT TIER 3 CERTIFIED EQUIPMENT MAY  
BE USED IF THE LEAD AGENCY DETERMINES THAT TIER 4 CERTIFIED  
EQUIPMENT IS NOT REASONABLY AVAILABLE ON A TIMELY BASIS  
WITHIN A 200-MILE RADIUS OF THE PROJECT SITE. THE GRADING  
CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING  
COMPLIANCE WITH THIS NOTE THROUGHOUT THE DURATION OF  
GRADING ACTIVITIES AND PERMIT PERIODIC INSPECTION OF THE  
CONSTRUCTION SITE BY CITY OF COLTON STAFF OR ITS DESIGNEE  
TO CONFIRM COMPLIANCE. THESE NOTES ALSO SHALL BE

1 SPECIFIED IN BIND DOCUMENTS AND CONTRACTS ISSUED TO  
2 PROSPECTIVE CONSTRUCTION CONTRACTORS.

3 AS NOTED IN TABLE F-2, ERRATA TABLE OF ADDITIONS,  
4 CORRECTIONS, AND REVISIONS, OF THE FINAL EIR, MITIGATION  
5 MEASURE MM 4.2-1 WAS REVISED TO PERMIT PERIODIC  
6 INSPECTION OF THE CONSTRUCTION SITE BY CITY OF COLTON  
7 STAFF OR ITS DESIGNEE TO CONFIRM COMPLIANCE WITH THE  
8 MITIGATION AND ENSURE THE NOTES ARE SPECIFIED IN BIND  
9 DOCUMENTS AND CONTRACTS ISSUED TO PROSPECTIVE  
10 CONSTRUCTION CONTRACTORS.

11 FINDINGS: REGARDING THRESHOLD D, THE CITY OF COLTON  
12 HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
13 ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO,  
14 THE PROJECT WHICH REDUCE THE SIGNIFICANT IMPACT  
15 IDENTIFIED IN THE EIR TO A LEVEL BELOW SIGNIFICANCE.

### 16 **C. BIOLOGICAL RESOURCES**

17 ABSENT MITIGATION, THE PROJECT HAS THE POTENTIAL TO HAVE  
18 A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH  
19 HABITAT MODIFICATIONS, ON SPECIES IDENTIFIED AS A  
20 CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES.

21 THRESHOLD: A

22 SUBSTANTIVE EVIDENCE: ACCORDING TO THE BIOLOGICAL  
23 RESOURCES ASSESSMENT (EIR TECHNICAL APPENDIX D), 18  
24 SPECIAL-STATUS WILDLIFE SPECIES WERE DETERMINED TO HAVE  
25 A POTENTIAL TO OCCUR ON-SITE BASED ON THE PRESENCE OF  
26 SUITABLE HABITAT (EIR AT 4.3-20). THE SPECIAL-STATUS WILDLIFE  
27 SPECIES THAT WOULD POTENTIALLY BE IMPACTED BY THE  
28 PROPOSED PROJECT INCLUDE THE SOUTHWESTERN WILLOW  
FLYCATCHER, LEAST BELL'S VIREO, AND COASTAL CALIFORNIA  
GNATCATCHER (EIR AT 4.3-22 THROUGH 4.3-24). NO BURROWING  
OWLS, BURROWS, OR SIGN OF THE SPECIES WERE DETECTED  
DURING THE FOCUSED SURVEYS CONDUCTED AS PART OF THE  
BIOLOGICAL RESOURCES ASSESSMENT. HOWEVER, DUE TO THE  
PRESENCE OF SUITABLE HABITAT FOR BURROWING OWLS  
IDENTIFIED WITHIN THE PROJECT SITE AND THE OFF-SITE  
IMPROVEMENT AREAS, A POTENTIALLY SIGNIFICANT IMPACT  
WOULD OCCUR DURING PROJECT CONSTRUCTION ABSENT  
MITIGATION. (EIR AT 4.3-25). THE IMPLEMENTATION OF MITIGATION  
MEASURES MM 4.3-1 THROUGH MM 4.3-4 (DESCRIBED BELOW)  
WOULD REDUCE THE PROJECT'S IMPACTS TO SUITABLE HABITAT  
FOR THE SPECIES LISTED ABOVE TO A LEVEL BELOW  
SIGNIFICANCE.

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2 MM 4.3-1 PRIOR TO THE ISSUANCE OF A DEMOLITION PERMIT OR  
3 GRADING PERMIT FOR THE OFF-SITE TRAFFIC MITIGATION  
4 IMPROVEMENTS TO THE PORTION OF THE RIVERSIDE AVENUE  
5 BRIDGE OVER THE SANTA ANA RIVER, THE CITY OF COLTON PUBLIC  
6 WORKS DIRECTOR OR CITY ENGINEER (OR THEIR DESIGNEE) AND  
7 THE DEVELOPMENT SERVICES DIRECTOR SHALL ENSURE THAT  
8 PLANS INCLUDE THE FOLLOWING MEASURES TO ADDRESS  
9 IMPACTS TO SOUTHWESTERN WILLOW FLYCATCHER:

10  
11 1. VEGETATION CLEARING AND TRIMMING WITHIN THE OFF-SITE  
12 IMPROVEMENT AREAS THAT INCLUDES THE RIVERSIDE AVENUE  
13 BRIDGE OVER THE SANTA ANA RIVER SHALL BE CONDUCTED  
14 OUTSIDE OF THE BREEDING SEASON FOR SOUTHWESTERN  
15 WILLOW FLYCATCHER (MAY 15 THROUGH AUGUST 31).

16  
17 2. IF VEGETATION CLEARING AND TRIMMING OR WORK WITHIN  
18 THE OFF-SITE IMPROVEMENT AREAS THAT INCLUDE THE RIVERSIDE  
19 AVENUE BRIDGE OVER THE SANTA ANA RIVER MUST BE  
20 CONDUCTED WITHIN THE BREEDING SEASON FOR SOUTHWESTERN  
21 WILLOW FLYCATCHER (MAY 15 THROUGH AUGUST 31), THEN  
22 FOCUSED SURVEYS SHOULD BE CONDUCTED IN ACCORDANCE  
23 WITH USGS GUIDELINES IN A NATURAL HISTORY SUMMARY AND  
24 SURVEY PROTOCOL FOR THE SOUTHWESTERN WILLOW  
25 FLYCATCHER (2010) TO DETERMINE THE PRESENCE/ABSENCE OF  
26 SOUTHWESTERN WILLOW FLYCATCHER WITHIN THE OFF-SITE  
27 STUDY AREAS. IF SOUTHWESTERN WILLOW FLYCATCHER ARE  
28 PRESENT, THE FOLLOWING SHALL BE REQUIRED:

A. A QUALIFIED BIOLOGIST SHALL IDENTIFY A 300-FOOT  
AVOIDANCE BUFFER FROM ANY OCCUPIED HABITAT IF  
CONSTRUCTION OCCURS DURING THE BREEDING SEASON. IF  
WORK IS REQUIRED WITHIN 300-FEET BUFFER DURING THE  
BREEDING SEASON, THE BIOLOGIST SHALL MONITOR ALL WORK TO  
ENSURE NO IMPACTS OCCUR TO THE SOUTHWESTERN WILLOW  
FLYCATCHER. WRITTEN DOCUMENTATION SHALL BE PREPARED  
AND SUBMITTED TO USFWS AND CDFW ON COMPLETION OF  
CONSTRUCTION DURING THE BREEDING SEASON TO OUTLINE ANY  
MONITORING ACTIVITIES.

B. CONSTRUCTION LIMITS IN AND AROUND ANY OCCUPIED  
SOUTHWESTERN WILLOW FLYCATCHER HABITAT SHALL BE  
DELINEATED WITH FLAGS AND/OR FENCING PRIOR TO THE  
INITIATION OF ANY GRADING OR CONSTRUCTION ACTIVITIES TO  
CLEARLY IDENTIFY THE LIMITS OF THE HABITAT AND/OR THE 300-  
FOOT AVOIDANCE BUFFER DURING THE BREEDING SEASON.

C. PRIOR TO CONSTRUCTION, A WORKER AWARENESS  
PROGRAM SHOULD BE DEVELOPED AND IMPLEMENTED TO INFORM  
ALL WORKERS ON THE PROJECT ABOUT LISTED SPECIES,

1 SENSITIVE HABITATS, AND THE IMPORTANCE OF COMPLYING WITH  
2 AVOIDANCE AND MINIMIZATION MEASURES.  
3 D. ALL CONSTRUCTION WORK SHALL OCCUR DURING DAYLIGHT  
4 HOURS. THE CONSTRUCTION CONTRACTOR SHALL LIMIT ALL  
5 CONSTRUCTION-RELATED ACTIVITIES THAT WOULD RESULT IN  
6 HIGH NOISE LEVELS ACCORDING TO THE CONSTRUCTION HOURS  
7 DETERMINED BY THE CITY OF COLTON.  
8 E. DURING ANY CONSTRUCTION WITHIN OR IMMEDIATELY  
9 ADJACENT TO THE 300-FOOT AVOIDANCE BUFFER, THE  
10 CONSTRUCTION CONTRACTORS SHALL INSTALL PROPERLY  
11 OPERATING AND MAINTAINED MUFFLERS ON ALL CONSTRUCTION  
12 EQUIPMENT, FIXED OR MOBILE, TO REDUCE CONSTRUCTION  
13 EQUIPMENT NOISE TO THE MAXIMUM EXTENT POSSIBLE. THE  
14 MUFFLERS SHALL BE INSTALLED CONSISTENT WITH  
15 MANUFACTURERS' STANDARDS. THE CONSTRUCTION  
16 CONTRACTOR SHALL ALSO PLACE ALL STATIONARY  
17 CONSTRUCTION EQUIPMENT SO THAT EMITTED NOISE IS DIRECTED  
18 AWAY FROM THE OCCUPIED SOUTHWESTERN WILLOW  
19 FLYCATCHER HABITAT.  
20 F. THE CONSTRUCTION CONTRACTOR SHALL STAGE  
21 EQUIPMENT IN AREAS THAT WILL CREATE THE GREATEST  
22 DISTANCE BETWEEN CONSTRUCTION-RELATED NOISE SOURCES  
23 AND OCCUPIED HABITAT DURING ALL PROJECT CONSTRUCTION  
24 OCCURRING DURING THE BREEDING SEASON.  
25 G. IF THE MONITORING BIOLOGIST DETERMINES THAT NOISE  
26 FROM THE CONSTRUCTION ACTIVITIES MAY BE AFFECTING THE  
27 NORMAL EXPECTED BREEDING BEHAVIOR OF THE BIRDS, THE  
28 CONSTRUCTION SUPERVISOR SHALL BE INFORMED AND WORK  
WITHIN NO LESS THAN 300 FEET OF CONSTRUCTION AREAS SHALL  
BE CEASED UNTIL APPROPRIATE MEASURES AS IDENTIFIED BY THE  
BIOLOGIST ARE IMPLEMENTED. SUCH MEASURES MAY INCLUDE  
MONITORING BY A QUALIFIED ACOUSTICIAN TO VERIFY NOISE  
LEVELS ARE BELOW 60 DBA WITHIN THE OCCUPIED  
SOUTHWESTERN WILLOW FLYCATCHER HABITAT. IF THE 60 DBA  
REQUIREMENT IS EXCEEDED THE ACOUSTICIAN SHALL MAKE  
OPERATIONAL CHANGES, UTILIZE TECHNOLOGY TO REDUCE  
CONSTRUCTION NOISE SUCH AS MUFFLERS, AND/OR INSTALL A  
BARRIER TO ALLEVIATE NOISE LEVELS DURING THE BREEDING  
SEASON. INSTALLATION OF NOISE BARRIERS AND ANY OTHER  
CORRECTIVE ACTIONS TAKEN TO MITIGATE NOISE DURING THE  
CONSTRUCTION PERIOD SHALL BE COMMUNICATED TO THE USFWS  
AND CDFW.  
H. IF AFTER ALL CORRECTIVE ACTIONS ARE IMPLEMENTED THE  
MONITORING BIOLOGISTS DETERMINES THAT THE NORMAL  
EXPECTED BREEDING BEHAVIOR OF THE BIRDS IS BEING  
AFFECTED, WORK WITHIN NO LESS THAN 300 FEET SHALL BE  
CEASED AND THE USFWS AND CDFW SHALL BE CONTACTED TO  
DETERMINE THE APPROPRIATE COURSE OF ACTION.

1 I. ON- AND/OR OFF-SITE RESTORATION AND/OR ENHANCEMENT  
2 OF SOUTHWESTERN WILLOW FLYCATCHER HABITAT AT A RATIO NO  
3 LESS THAN 0.5:1 FOR TEMPORARY IMPACTS IS REQUIRED. OFF-  
4 SITE RESTORATION AND/OR ENHANCEMENT MAY INCLUDE THE  
5 PURCHASE OF MITIGATION CREDITS AT AN AGENCY-APPROVED  
6 OFF-SITE MITIGATION BANK OR IN-LIEU FEE PROGRAM  
7 SUPPORTING SOUTHWESTERN WILLOW FLYCATCHER.

8 MM 4.3-2 PRIOR TO THE ISSUANCE OF A DEMOLITION PERMIT OR  
9 GRADING PERMIT FOR THE PORTION OF THE OFF-SITE  
10 IMPROVEMENT AREAS THAT INCLUDE THE RIVERSIDE AVENUE  
11 BRIDGE OVER THE SANTA ANA RIVER, THE CITY OF COLTON PUBLIC  
12 WORKS DIRECTOR OR CITY ENGINEER (OR THEIR DESIGNEE) AND  
13 THE DEVELOPMENT SERVICES DIRECTOR SHALL ENSURE THAT  
14 PLANS INCLUDE THE FOLLOWING MEASURES TO ADDRESS  
15 IMPACTS TO LEAST BELL'S VIREO:

16 1. VEGETATION CLEARING AND TRIMMING WITHIN THE OFF-SITE  
17 IMPROVEMENT AREAS THAT INCLUDE THE RIVERSIDE AVENUE  
18 BRIDGE OVER THE SANTA ANA RIVER SHALL BE CONDUCTED  
19 OUTSIDE OF THE BREEDING SEASON FOR LEAST BELL'S VIREO  
20 (MARCH 15 THROUGH JULY 31).

21 2. IF VEGETATION TRIMMING OR WORK MUST BE CONDUCTED  
22 WITHIN THE BREEDING SEASON FOR LEAST BELL'S VIREO (MARCH  
23 15 THROUGH JULY 31), THEN FOCUSED SURVEYS SHALL BE  
24 CONDUCTED IN ACCORDANCE WITH USFWS'S LEAST BELL'S VIREO  
25 SURVEY GUIDELINES (2001) TO DETERMINE THE  
26 PRESENCE/ABSENCE OF LEAST BELL'S VIREO WITHIN THE OFF-SITE  
27 IMPROVEMENT AREAS THAT INCLUDE THE RIVERSIDE AVENUE  
28 BRIDGE OVER THE SANTA ANA RIVER. IF LEAST BELL'S VIREO ARE  
PRESENT, THE FOLLOWING WOULD BE REQUIRED:

A. A QUALIFIED BIOLOGIST SHALL IDENTIFY A 300-FOOT  
AVOIDANCE BUFFER FROM ANY OCCUPIED HABITAT IF  
CONSTRUCTION OCCURS DURING THE BREEDING SEASON. IF  
WORK IS REQUIRED WITHIN 300-FEET DURING THE BREEDING  
SEASON, THE BIOLOGIST SHALL MONITOR ALL WORK TO ENSURE  
NO IMPACTS OCCUR TO THE LEAST BELL'S VIREO. WRITTEN  
DOCUMENTATION SHALL BE PREPARED AND SUBMITTED TO USFWS  
AND CDFW ON COMPLETION OF CONSTRUCTION DURING THE  
BREEDING SEASON TO OUTLINE ANY MONITORING ACTIVITIES.

B. CONSTRUCTION LIMITS IN AND AROUND ANY OCCUPIED  
LEAST BELL'S VIREO HABITAT SHALL BE DELINEATED WITH FLAGS  
AND/OR FENCING PRIOR TO THE INITIATION OF ANY GRADING OR  
CONSTRUCTION ACTIVITIES TO CLEARLY IDENTIFY THE LIMITS OF  
THE HABITAT AND/OR THE 300-FOOT AVOIDANCE BUFFER DURING  
THE BREEDING SEASON.

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C. PRIOR TO CONSTRUCTION, A WORKER AWARENESS PROGRAM SHOULD BE DEVELOPED AND IMPLEMENTED TO INFORM ALL WORKERS ON THE PROJECT ABOUT LISTED SPECIES, SENSITIVE HABITATS, AND THE IMPORTANCE OF COMPLYING WITH AVOIDANCE AND MINIMIZATION MEASURES.

D. ALL CONSTRUCTION WORK SHALL OCCUR DURING DAYLIGHT HOURS. THE CONSTRUCTION CONTRACTOR SHALL LIMIT ALL CONSTRUCTION-RELATED ACTIVITIES THAT WOULD RESULT IN HIGH NOISE LEVELS ACCORDING TO THE CONSTRUCTION HOURS DETERMINED BY THE CITY OF COLTON.

E. DURING ANY CONSTRUCTION WITHIN OR IMMEDIATELY ADJACENT TO THE 300-FOOT AVOIDANCE BUFFER, THE CONSTRUCTION CONTRACTORS SHALL INSTALL PROPERLY OPERATING AND MAINTAINED MUFFLERS ON ALL CONSTRUCTION EQUIPMENT, FIXED OR MOBILE, TO REDUCE CONSTRUCTION EQUIPMENT NOISE TO THE MAXIMUM EXTENT POSSIBLE. THE MUFFLERS SHALL BE INSTALLED CONSISTENT WITH MANUFACTURERS' STANDARDS. THE CONSTRUCTION CONTRACTOR SHALL ALSO PLACE ALL STATIONARY CONSTRUCTION EQUIPMENT SO THAT EMITTED NOISE IS DIRECTED AWAY FROM THE OCCUPIED LEAST BELL'S VIREO HABITAT.

F. THE CONSTRUCTION CONTRACTOR SHALL STAGE EQUIPMENT IN AREAS THAT WILL CREATE THE GREATEST DISTANCE BETWEEN CONSTRUCTION-RELATED NOISE SOURCES AND OCCUPIED HABITAT DURING ALL PROJECT CONSTRUCTION OCCURRING DURING THE BREEDING SEASON.

G. IF THE MONITORING BIOLOGIST DETERMINES THAT NOISE FROM THE CONSTRUCTION ACTIVITIES MAY BE AFFECTING THE NORMAL EXPECTED BREEDING BEHAVIOR OF THE BIRDS, THE CONSTRUCTION SUPERVISOR SHALL BE INFORMED AND WORK WITHIN NO LESS THAN 300 FEET OF CONSTRUCTION AREAS SHALL BE CEASED UNTIL APPROPRIATE MEASURES ARE IMPLEMENTED. THIS MAY INCLUDE MONITORING BY A QUALIFIED ACOUSTICIAN TO VERIFY NOISE LEVELS ARE BELOW 60DBA WITHIN THE OCCUPIED LEAST BELL'S VIREO HABITAT. IF THE 60DBA REQUIREMENT IS EXCEEDED THE ACOUSTICIAN SHALL MAKE OPERATIONAL CHANGES, UTILIZE TECHNOLOGY TO REDUCE CONSTRUCTION NOISE SUCH AS MUFFLERS, AND/OR INSTALL A BARRIER TO ALLEVIATE NOISE LEVELS DURING THE BREEDING SEASON. INSTALLATION OF NOISE BARRIERS AND ANY OTHER CORRECTIVE ACTIONS TAKEN TO MITIGATE NOISE DURING THE CONSTRUCTION PERIOD SHALL BE COMMUNICATED TO THE USFWS AND CDFW.

H. IF AFTER ALL CORRECTIVE ACTIONS ARE IMPLEMENTED THE MONITORING BIOLOGISTS DETERMINES THAT THE NORMAL EXPECTED BREEDING BEHAVIOR OF THE BIRDS IS BEING AFFECTED, WORK WITHIN NO LESS THAN 300 FEET SHALL BE CEASED AND THE USFWS AND CDFW SHALL BE CONTACTED TO DISCUSS THE APPROPRIATE COURSE OF ACTION.

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I. ON- AND/OR OFF-SITE RESTORATION AND/OR ENHANCEMENT OF LEAST BELL'S VIREO HABITAT AT A RATIO NO LESS THAN 0.5:1 FOR TEMPORARY IMPACTS. OFF-SITE RESTORATION AND/OR ENHANCEMENT MAY INCLUDE THE PURCHASE OF MITIGATION CREDITS AT AN AGENCY-APPROVED OFF-SITE MITIGATION BANK OR IN-LIEU FEE PROGRAM SUPPORTING LEAST BELL'S VIREO.

MM 4.3-3 PRIOR TO THE APPROVAL OF A FINAL MAP FOR THE PROJECT, THE PROJECT APPLICANT SHALL PROVIDE EVIDENCE TO THE PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR THEIR DESIGNEE AND THE DEVELOPMENT SERVICES DIRECTOR THAT THE FOLLOWING ACTIONS SHALL BE IMPLEMENTED TO MITIGATE POTENTIAL IMPACTS TO COASTAL CALIFORNIA GNATCATCHER CRITICAL HABITAT:

1. FOR AREAS OF THE PROJECT SITE LOCATED WITHIN DESIGNATED CRITICAL HABITAT WHICH WOULD BE AVOIDED, A LEGAL PROTECTION MECHANISM (SUCH AS A CONSERVATION EASEMENT, DEED RESTRICTION, ETC.) SHALL BE IMPLEMENTED TO ENSURE THESE AREAS ARE CONSERVED FOR THE BENEFIT OF THE COASTAL CALIFORNIA GNATCATCHER AND WOULD NOT BE DEVELOPED OR DISTURBED IN THE FUTURE.

2. AN ENVIRONMENTAL AWARENESS DISPLAY, WHICH SHALL INCLUDE UP TO TWO INFORMATIVE KIOSKS, SHALL BE INSTALLED IN AREAS OF THE PROJECT SITE THAT ARE LOCATED ADJACENT TO THE CONSERVED OPEN SPACE. ADDITIONALLY, THE HOMEOWNERS ASSOCIATION SHALL DISTRIBUTE INFORMATION BROCHURES TO INDIVIDUAL HOMEOWNERS UPON PURCHASE OF A HOME TO EDUCATE THEM ABOUT THE SENSITIVE BIOLOGICAL RESOURCES WITHIN THE CONSERVED AREAS.

MM 4.3-4 PRIOR TO ISSUANCE OF ANY GRADING PERMITS, THE PROJECT APPLICANT SHALL PROVIDE EVIDENCE TO THE PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR THEIR DESIGNEE AND THE DEVELOPMENT SERVICES DIRECTOR THAT THE FOLLOWING ACTIONS SHALL BE IMPLEMENTED TO ADDRESS POTENTIAL IMPACTS TO BURROWING OWL:

1. A PRE-CONSTRUCTION TAKE AVOIDANCE SURVEY FOR BURROWING OWLS SHALL BE CONDUCTED WITHIN THE PROJECT SITE AND OFF-SITE STUDY AREAS NO LESS THAN 14 DAYS PRIOR TO INITIATING GROUND DISTURBANCE ACTIVITIES. THE SURVEY SHALL BE CONDUCTED IN ACCORDANCE WITH THE GUIDELINES IN THE 2012 CDFW STAFF REPORT ON BURROWING OWL MITIGATION TO DETERMINE THE PRESENCE OF BURROWING OWLS AND AVOID POTENTIAL DIRECT TAKE OF BURROWING OWLS IF PRESENT.

1           2.     IN THE CASE THAT THE QUALIFIED BIOLOGIST DETERMINES  
2           THAT BURROWING OWLS ARE PRESENT DURING THE FOCUSED  
3           SURVEY, OCCUPIED BURROWS AND HABITAT SHALL BE AVOIDED IN  
4           ACCORDANCE WITH THE GUIDELINES IN THE STAFF REPORT ON  
5           BURROWING OWL MITIGATION PUBLISHED BY CDFW DATED MARCH  
6           7, 2012. AVOIDANCE MEASURES SHALL INCLUDE, BUT ARE NOT  
7           LIMITED TO: AVOIDING DIRECT OR INDIRECT DESTRUCTION OF  
8           BURROWS, IMPLEMENTING A WORKER AWARENESS PROGRAM,  
9           BIOLOGICAL MONITORING, ESTABLISHING AVOIDANCE BUFFERS,  
10          AND FLAGGING BURROWS FOR AVOIDANCE WITH VISIBLE  
11          MARKERS. THE PROJECT APPLICANT SHALL RETAIN A QUALIFIED  
12          BIOLOGIST TO SUPERVISE THE IMPLEMENTATION OF THE  
13          AVOIDANCE MEASURES. IF OCCUPIED BURROWS OR HABITAT  
14          CANNOT BE AVOIDED, APPROPRIATE COMPENSATION MEASURES  
15          SHALL BE DETERMINED BY THE QUALIFIED BIOLOGIST IN  
16          ACCORDANCE WITH THE GUIDELINES DETAILED IN THE 2012 CDFW  
17          STAFF REPORT AND SUBJECT TO APPROVAL BY CDFW. THIS  
18          INCLUDES A BURROWING OWL EXCLUSION PLAN FOR TEMPORARY  
19          OR PERMANENT EXCLUSION OF OWLS FROM OCCUPIED BURROWS,  
20          AND/OR A MITIGATION LAND MANAGEMENT PLAN FOR PERMANENT  
21          CONSERVATION OF SIMILAR VEGETATION COMMUNITIES TO  
22          PROVIDE FOR BURROWING OWL NESTING, FORAGING, WINTERING  
23          AND DISPERSAL COMPARABLE TO OR OF HIGHER QUALITY THAN  
24          THE IMPACT AREA.

15           FINDINGS: REGARDING THRESHOLD A, THE CITY OF COLTON  
16           HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
17           ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO  
18           THE PROJECT WHICH REDUCE THE SIGNIFICANT IMPACT  
19           IDENTIFIED IN THE EIR FROM POTENTIALLY SIGNIFICANT TO LESS  
20           THAN SIGNIFICANT.

19           **C. BIOLOGICAL RESOURCES**

20           ABSENT MITIGATION, THE PROJECT HAS THE POTENTIAL TO HAVE  
21           A SUBSTANTIAL ADVERSE EFFECT ON RIPARIAN HABITAT OR OTHER  
22           SENSITIVE NATURAL COMMUNITY.

23           THRESHOLD: B

24           SUBSTANTIVE EVIDENCE: ACCORDING TO THE BIOLOGICAL  
25           RESOURCES ASSESSMENT PREPARED FOR THE PROJECT (EIR  
26           TECHNICAL APPENDIX D), THE PROJECT SITE AND OFF-SITE  
27           IMPROVEMENT AREAS SUPPORT TWO (2) SENSITIVE PLANT  
28           COMMUNITIES, BLACK WILLOW THICKET AND BLACK WILLOW  
          THICKET/ORNAMENTAL, WHICH ARE CONSIDERED HABITATS THAT  
          ARE HIGH PRIORITY FOR INVENTORY BY CALIFORNIA DEPARTMENT  
          OF FISH AND WILDLIFE (CDFW). THE 0.46-ACRE OF BLACK WILLOW

1 THICKET THAT OCCURS WITHIN THE OFF-SITE TRAFFIC MITIGATION  
2 IMPROVEMENT AREAS WOULD BE TEMPORARILY IMPACTED BY  
3 VEGETATION TRIMMING, BUT ARE EXPECTING TO REGROW, AND  
4 THEREFORE NO MITIGATION IS REQUIRED FOR THE 0.46 ACRES.  
(EIR AT 4.3-26).

5 THE PROJECT WOULD PERMANENTLY IMPACT 0.26-ACRE OF BLACK  
6 WILLOW THICKET/ORNAMENTAL THAT OCCURS WITHIN THE  
7 PROJECT SITE. THE BLACK WILLOW THICKET/ORNAMENTAL THAT  
8 WOULD BE IMPACTED BY THE PROJECT ARE ASSOCIATED WITH  
9 DRAINAGE A, AND ARE NOT CONSIDERED HIGH-QUALITY DUE TO  
10 THE DISTURBED/NON-CONTIGUOUS COMPOSITION. IMPACTS TO  
11 THESE SENSITIVE VEGETATION COMMUNITIES WOULD BE  
12 CONSIDERED POTENTIALLY SIGNIFICANT WITHOUT MITIGATION  
13 DUE TO DISTURBANCE OF THIS VEGETATION. IMPLEMENTATION OF  
14 MITIGATION MEASURE MM 4.3-5 (DESCRIBED BELOW) WOULD  
15 REQUIRE THE PROJECT APPLICANT TO PROVIDE COMPENSATORY  
16 MITIGATION FOR IMPACTS TO BLACK WILLOW  
17 THICKET/ORNAMENTAL AT A RATIO NO LESS THAN 1:1 BY ON-  
18 AND/OR OFF-SITE CREATION, RESTORATION, ENHANCEMENT, AND  
19 OR PRESERVATION. (EIR AT 4.3-26).

20 THE PROJECT SITE AND OFF-SITE IMPROVEMENT AREAS SUPPORT  
21 DRAINAGES THAT ARE CONSIDERED JURISDICTIONAL STREAMBED  
22 PURSUANT TO SECTION 1602 OF THE CALIFORNIA FISH AND GAME  
23 CODE, AS REGULATED BY CDFW, THAT WOULD BE PERMANENTLY  
24 IMPACTED BY THE PROPOSED PROJECT. ACCORDINGLY, THE  
25 PROJECT WOULD RESULT IN POTENTIALLY SIGNIFICANT IMPACTS  
26 TO STREAMBEDS AND RIPARIAN VEGETATION UNDER CDFW  
27 JURISDICTION ABSENT MITIGATION. IMPLEMENTATION OF  
28 MITIGATION MEASURE MM 4.3-6 (DESCRIBED BELOW) WOULD  
REDUCE THE PROJECT'S IMPACTS TO JURISDICTIONAL  
STREAMBED TO A LEVEL BELOW SIGNIFICANCE. (EIR AT 4.3-27).

MM 4.3-5 PRIOR TO ISSUANCE OF GRADING PERMITS, THE  
PROJECT APPLICANT SHALL PROVIDE EVIDENCE TO THE  
SATISFACTION OF THE PUBLIC WORKS DIRECTOR OR CITY  
ENGINEER OR THEIR DESIGNEE AND THE DEVELOPMENT SERVICES  
DIRECTOR THAT COMPENSATORY MITIGATION HAS BEEN  
CONFIRMED FOR IMPACTS TO BLACK WILLOW  
THICKET/ORNAMENTAL AT A RATIO NO LESS THAN 1:1 BY ON-  
AND/OR OFF-SITE CREATION, RESTORATION, ENHANCEMENT,  
AND/OR PRESERVATION.

PURCHASE OF ANY MITIGATION CREDITS THROUGH AN AGENCY-  
APPROVED MITIGATION BANK OR IN-LIEU FEE PROGRAM SHALL  
OCCUR PRIOR TO ANY ACTIVITIES THAT WOULD IMPACT SENSITIVE  
PLANT COMMUNITIES. ANY MITIGATION PROPOSED ON-SITE, OR ON

1 LAND ACQUIRED FOR THE PURPOSE OF IN-PERPETUITY MITIGATION  
2 THAT IS NOT PART OF AN AGENCY-APPROVED MITIGATION BANK OR  
3 IN-LIEU FEE PROGRAM, SHALL INCLUDE THE CREATION,  
4 RESTORATION, ENHANCEMENT, AND/OR PRESERVATION OF  
5 SIMILAR HABITAT PURSUANT TO A HABITAT MITIGATION AND  
6 MONITORING PLAN (HMMP). PRIOR TO THE ISSUANCE OF GRADING  
7 PERMITS, THE PROJECT APPLICANT SHALL PROVIDE THE CITY OF  
8 COLTON BUILDING OFFICIAL OR THEIR DESIGNEE WITH A HMMP  
9 WHICH PROVIDES DETAILS REGARDING THE IMPLEMENTATION OF  
10 THE MITIGATION, PERFORMANCE STANDARDS, MAINTENANCE, AND  
11 FUTURE MONITORING. THE GOAL OF THE MITIGATION SHALL BE TO  
12 PRESERVE, CREATE, RESTORE, AND/OR ENHANCE SIMILAR  
13 HABITAT WITH EQUAL OR GREATER FUNCTION AND VALUE THAN  
14 THE IMPACTED HABITAT. THE HMMP SHALL DESCRIBE THE OFFSET  
15 OF IMPACTS TO THESE HABITATS, AND THE ON-SITE AND/OR OFF-  
16 SITE MITIGATION SHALL BE PRESERVED IN PERPETUITY PURSUANT  
17 TO CITY-APPROVED LEGAL PROTECTION MECHANISM.

11 MM 4.3-6 PRIOR TO THE ISSUANCE OF ANY GRADING PERMIT  
12 THAT WOULD DISTURB A JURISDICTIONAL AREA, THE PROJECT  
13 APPLICANT SHALL PROVIDE EVIDENCE TO THE PUBLIC WORKS  
14 DIRECTOR OR CITY ENGINEER OR THEIR DESIGNEE THAT IT HAS  
15 OBTAINED REGULATORY PERMITS FROM THE USACE, RWQCB, AND  
16 CDFW. THE FOLLOWING SHALL BE INCORPORATED INTO THE  
17 PERMITTING, SUBJECT TO APPROVAL BY THE REGULATORY  
18 AGENCIES:

17 1. ON-SITE AND/OR OFF-SITE CREATION, RESTORATION,  
18 ENHANCEMENT, AND/OR PRESERVATION OF USACE/RWQCB  
19 JURISDICTIONAL "WATERS OF THE U.S." WITHIN THE WATERSHED  
20 AT A RATIO NO LESS THAN 1:1 OR WITHIN AN ADJACENT  
21 WATERSHED AT A RATIO NO LESS THAN 2:1 FOR PERMANENT  
22 IMPACTS, AND FOR ANY TEMPORARY IMPACTS TO RESTORE THE  
23 IMPACT AREA TO PRE-PROJECT CONDITIONS (I.E., PRE-PROJECT  
24 CONTOURS AND REVEGETATE WHERE APPLICABLE). OFF-SITE  
25 MITIGATION MAY OCCUR ON LAND ACQUIRED FOR THE PURPOSE  
26 OF IN-PERPETUITY PRESERVATION, OR THROUGH THE PURCHASE  
27 OF MITIGATION CREDITS AT AN AGENCY-APPROVED OFF-SITE  
28 MITIGATION BANK OR IN-LIEU FEE PROGRAM.

24 2. ON-SITE AND/OR OFF-SITE CREATION, RESTORATION,  
25 ENHANCEMENT, AND/OR PRESERVATION OF CDFW  
26 JURISDICTIONAL STREAMBED AND ASSOCIATED RIPARIAN HABITAT  
27 WITHIN THE WATERSHED AT A RATIO NO LESS THAN 2:1 OR WITHIN  
28 AN ADJACENT WATERSHED AT A RATIO NO LESS THAN 3:1 FOR  
PERMANENT IMPACTS, AND FOR ANY TEMPORARY IMPACTS TO  
RESTORE THE IMPACT AREA TO PRE-PROJECT CONDITIONS (I.E.,  
PRE-PROJECT CONTOURS AND REVEGETATE WHERE APPLICABLE).  
OFF-SITE MITIGATION MAY OCCUR ON LAND ACQUIRED FOR THE

1 PURPOSE OF IN-PERPETUITY PRESERVATION, OR THROUGH THE  
2 PURCHASE OF MITIGATION CREDITS AT AN AGENCY-APPROVED  
OFF-SITE MITIGATION BANK OR IN-LIEU FEE PROGRAM.

3 THE PROJECT APPLICANT SHALL DEMONSTRATE TO THE CITY OF  
4 COLTON THAT PURCHASE OF ANY MITIGATION CREDITS THROUGH  
5 AN AGENCY-APPROVED MITIGATION BANK OR IN-LIEU FEE  
6 PROGRAM OCCURRED PRIOR TO ANY IMPACTS TO JURISDICTIONAL  
7 DRAINAGES. ANY MITIGATION PROPOSED ON LAND ACQUIRED FOR  
8 THE PURPOSE OF IN-PERPETUITY MITIGATION THAT IS NOT PART  
9 OF AN AGENCY-APPROVED MITIGATION BANK OR IN-LIEU FEE  
10 PROGRAM SHALL INCLUDE THE CREATION, RESTORATION,  
11 ENHANCEMENT, AND/OR PRESERVATION OF SIMILAR HABITAT  
12 PURSUANT TO A HABITAT MITIGATION AND MONITORING PLAN  
(HMMP) PREPARED BY A QUALIFIED BIOLOGIST ON BEHALF OF THE  
PROJECT APPLICANT. THE HMMP SHALL BE PREPARED PRIOR TO  
ANY IMPACTS TO JURISDICTIONAL FEATURES, AND SHALL PROVIDE  
DETAILS AS TO THE IMPLEMENTATION OF THE MITIGATION,  
PERFORMANCE STANDARDS, MAINTENANCE, AND FUTURE  
MONITORING.

13 FINDINGS: REGARDING THRESHOLD B, THE CITY OF COLTON  
14 HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
15 ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO  
16 THE PROJECT WHICH REDUCE THE PROJECT'S IMPACTS FROM  
POTENTIALLY SIGNIFICANT TO LESS THAN SIGNIFICANT.

17 **D. BIOLOGICAL RESOURCES**

18 ABSENT MITIGATION, THE PROJECT HAS THE POTENTIAL TO HAVE  
19 A SUBSTANTIAL ADVERSE EFFECT ON MIGRATORY FISH OR  
20 WILDLIFE SPECIES, AND A POTENTIALLY SIGNIFICANT IMPACT  
WOULD OCCUR.

21 THRESHOLD: D

22 SUBSTANTIVE EVIDENCE: THE PROJECT SITE AND OFF-SITE  
23 TRAFFIC MITIGATION IMPROVEMENT AREAS SUPPORT POTENTIAL  
24 LIVE-IN AND MOVEMENT HABITAT FOR SPECIES ON A LOCAL SCALE  
(E.G., FOR REPTILE, BIRD, AND MAMMAL SPECIES), BUT IT LIKELY  
25 PROVIDES LITTLE TO NO FUNCTION TO FACILITATE WILDLIFE  
26 MOVEMENT FOR SPECIES ON A REGIONAL SCALE, AND IS NOT  
27 IDENTIFIED AS A REGIONALLY IMPORTANT DISPERSAL OR  
28 SEASONAL MIGRATION CORRIDOR. AS SUCH, IMPACTS TO LOCAL  
MOVEMENT WOULD BE LESS THAN SIGNIFICANT AND NO  
MITIGATION MEASURES WOULD BE REQUIRED. SINCE THE  
PROJECT SITE DOES NOT FUNCTION AS A REGIONAL WILDLIFE  
CORRIDOR AND IS NOT KNOWN TO SUPPORT WILDLIFE NURSERY

1 AREA(S), NO IMPACTS WOULD OCCUR AND NO MITIGATION  
2 MEASURES ARE WARRANTED. (EIR AT 4.3-28).

3 BASED ON THE DISTURBED NATURE OF THE MAJORITY OF THE  
4 PROJECT SITE AND THE SURROUNDING DEVELOPMENT, THE  
5 QUALITY OF MIGRATORY BIRD AND RAPTOR FORAGING HABITAT  
6 WITHIN THE PROJECT SITE AND OFF-SITE IMPROVEMENT AREAS IS  
7 CONSIDERED TO BE LOW. IMPACTS TO FORAGING HABITAT WOULD  
8 BE CONSIDERED LESS THAN SIGNIFICANT AND NO MITIGATION  
9 MEASURES ARE REQUIRED. THE PROJECT SITE AND OFF-SITE  
10 IMPROVEMENT AREAS SUPPORT SONGBIRD AND RAPTOR NESTS  
11 DUE TO THE PRESENCE OF SHRUBS, GROUND COVER, AND LIMITED  
12 TREES. NESTING ACTIVITY TYPICALLY OCCURS FROM FEBRUARY  
13 15 TO AUGUST 31. DISTURBING OR DESTROYING ACTIVE NESTS  
14 WOULD BE A VIOLATION OF THE MIGRATORY BIRD TREATY ACT  
15 (MBTA) (16 U.S.C. 703 ET SEQ.). IN ADDITION, NESTS AND EGGS ARE  
16 PROTECTED UNDER FISH AND WILDLIFE CODE SECTION 3503. THE  
17 IMPLEMENTATION OF MITIGATION MEASURE MM 4.3-7 (DESCRIBED  
18 BELOW) WOULD REQUIRE VEGETATION REMOVAL ACTIVITIES BE  
19 SCHEDULED OUTSIDE THE NESTING SEASON (SEPTEMBER 21 TO  
20 FEBRUARY 14 FOR SONGBIRDS; SEPTEMBER 1 TO JANUARY 14 FOR  
21 RAPTORS) AND THAT PRE-CONSTRUCTION SURVEYS BE  
22 CONDUCTED BEFORE COMMENCEMENT OF ANY CONSTRUCTION  
23 ACTIVITIES DURING NESTING SEASON. WITH IMPLEMENTATION OF  
24 MITIGATION MEASURE MM 4.3-7, THE PROJECT'S IMPACTS TO  
25 MIGRATORY BIRDS AND RAPTORS WOULD BE REDUCED TO A LEVEL  
26 BELOW SIGNIFICANCE. (EIR AT 4.3-29).

17 MM 4.3-7 PRIOR TO THE ISSUANCE OF ANY GRADING PERMIT  
18 THAT WOULD REMOVE POTENTIALLY SUITABLE NESTING HABITAT  
19 FOR RAPTORS OR SONGBIRDS, THE PROJECT APPLICANT SHALL  
20 DEMONSTRATE TO THE SATISFACTION OF THE CITY OF COLTON  
21 PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR THEIR DESIGNEE  
22 AND THE DEVELOPMENT SERVICES DIRECTOR THAT EITHER OF THE  
23 FOLLOWING HAVE BEEN OR WOULD BE IMPLEMENTED.

22 1. NESTING SEASON IS TYPICALLY FEBRUARY 15 TO AUGUST 31  
23 FOR SONGBIRDS, AND JANUARY 15 TO AUGUST 31 FOR RAPTORS.  
24 THEREFORE, VEGETATION REMOVAL ACTIVITIES SHALL BE  
25 SCHEDULED OUTSIDE THE NESTING SEASON (SEPTEMBER 1 TO  
26 FEBRUARY 14 FOR SONGBIRDS; SEPTEMBER 1 TO JANUARY 14 FOR  
27 RAPTORS) TO AVOID POTENTIAL IMPACTS TO NESTING BIRDS.

26 2. ANY CONSTRUCTION ACTIVITIES THAT OCCUR DURING THE  
27 NESTING SEASON (FEBRUARY 15 TO AUGUST 31 FOR SONGBIRDS;  
28 JANUARY 15 TO AUGUST 31 FOR RAPTORS) SHALL REQUIRE THAT  
ALL SUITABLE HABITAT BE THOROUGHLY SURVEYED FOR THE  
PRESENCE OF NESTING BIRDS BY A QUALIFIED BIOLOGIST BEFORE

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COMMENCEMENT OF VEGETATION REMOVAL ACTIVITIES. IF ANY ACTIVE NESTS ARE DETECTED, A BUFFER OF 300 FEET (500 FEET FOR RAPTORS) AROUND THE NEST WOULD BE DELINEATED, FLAGGED, AND AVOIDED UNTIL THE NESTING CYCLE IS COMPLETE (E.G., IT IS DETERMINED BY A QUALIFIED BIOLOGIST THAT THE NESTLINGS HAVE FLEDGED, OR THE NEST HAS FAILED). THE BUFFER MAY BE MODIFIED AND/OR OTHER RECOMMENDATIONS PROPOSED AS DETERMINED APPROPRIATE BY THE BIOLOGICAL MONITOR TO MINIMIZE IMPACTS.

AS NOTED IN TABLE F-2, ERRATA TABLE OF ADDITIONS, CORRECTIONS, AND REVISIONS, OF THE FINAL EIR, MITIGATION MEASURE MM 4.3-7 WAS REVISED TO PROVIDE CLARIFICATION REGARDING TIMEFRAME OF THE NESTING SEASON FOR SONGBIRDS (TYPICALLY FEBRUARY 15 TO AUGUST 31) AND RAPTORS (JANUARY 15 TO AUGUST 31).

FINDINGS: REGARDING THRESHOLD D, THE CITY OF COLTON HEREBY MAKES THE DETERMINATION THAT CHANGES OR ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT WHICH REDUCE THE PROJECT'S IMPACTS FROM POTENTIALLY SIGNIFICANT TO LESS THAN SIGNIFICANT.

**E. BIOLOGICAL RESOURCES**

ABSENT MITIGATION, THE PROJECT HAS THE POTENTIAL TO HAVE A SUBSTANTIAL ADVERSE EFFECT ON LOCAL POLICIES THAT PROTECT BIOLOGICAL RESOURCES.

THRESHOLD: E

SUBSTANTIVE EVIDENCE: THE PROJECT SITE DOES NOT CONTAIN ANY STREET TREES REGULATED UNDER THE CITY'S ORDINANCE. HOWEVER, THE OFF-SITE IMPROVEMENT AREAS INCLUDE TREES ALONG CITY STREETS THAT MAY BE SUBJECT TO THE STREET TREE ORDINANCE OF THE CITY OF COLTON. IN ACCORDANCE WITH THE CITY OF COLTON STREET TREE ORDINANCE (CITY OF COLTON MUNICIPAL CODE, CHAPTER 12.20 TREES AND SHRUBS), A PERMIT IS REQUIRED FROM THE RECREATION AND PARKS DIRECTOR FOR TRIMMING OR REMOVAL OF ANY STREET TREES. IMPLEMENTATION OF MITIGATION MEASURE MM 4.3-8 WOULD REQUIRE A TREE INVENTORY BE CONDUCTED FOR ANY STREET TREES WHICH MAY POTENTIALLY BE TRIMMED OR REMOVED BY THE PROPOSED PROJECT, AND THAT PERMIT(S) BE OBTAINED FROM THE CITY OF COLTON RECREATION AND PARKS DIRECTOR FOR TRIMMING OR REMOVAL OF ANY STREET TREES. (EIR AT 4.3-29).

1 MM 4.3-8 PRIOR TO THE ISSUANCE OF ANY GRADING PERMIT,  
2 THE PROJECT APPLICANT SHALL PROVIDE EVIDENCE TO THE  
3 PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR THEIR DESIGNEE  
4 AND THE DEVELOPMENT SERVICES DIRECTOR THAT IT HAS  
5 CONDUCTED A TREE INVENTORY FOR ANY STREET TREES WHICH  
6 MAY POTENTIALLY BE TRIMMED OR REMOVED BY THE PROPOSED  
7 PROJECT. THE PROJECT APPLICANT SHALL ALSO PROVIDE  
8 EVIDENCE THAT IT HAS OBTAINED A PERMIT FOR TRIMMING OR  
9 REMOVAL OF ANY STREET TREES IN ACCORDANCE WITH THE  
10 STREET TREE ORDINANCE OF THE CITY OF COLTON (CITY OF  
11 COLTON MUNICIPAL CODE, CHAPTER 12.20 TREES AND SHRUBS).

12 FINDINGS: REGARDING THRESHOLD E, THE CITY OF COLTON  
13 HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
14 ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO  
15 THE PROJECT WHICH REDUCE THE PROJECT'S IMPACT FROM  
16 POTENTIALLY SIGNIFICANT TO LESS THAN SIGNIFICANT.

17 **F. CULTURAL RESOURCES**

18 ABSENT MITIGATION, THE PROJECT HAS THE POTENTIAL TO CAUSE  
19 A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN  
20 ARCHAEOLOGICAL RESOURCE.

21 THRESHOLD: B

22 SUBSTANTIVE EVIDENCE: THE CULTURAL RESOURCES  
23 ASSESSMENT (EIR TECHNICAL APPENDIX F1) PREPARED FOR THE  
24 PROJECT IDENTIFIED A TOTAL OF 25 CULTURAL RESOURCES AT  
25 THE PROJECT SITE. OF THE 25 CULTURAL RESOURCE SITES  
26 IDENTIFIED WITHIN THE PROJECT SITE, ONLY TWO (2) OF THE 25  
27 CULTURAL RESOURCES WERE DETERMINED TO MEET THE  
28 DEFINITION OF A SIGNIFICANT CULTURAL RESOURCE UNDER CEQA.  
SITE SBR-29,034 CONSISTS OF A PREHISTORIC CARVED YONI  
FEATURE SITE. NO SURFACE OR SUBSURFACE ARTIFACT  
DEPOSITS WERE ENCOUNTERED. SITE SBR-29,037 CONSISTS OF A  
PREHISTORIC CARVED YONI FEATURE SITE LOCATED WITHIN THE  
PROJECT SITE. BFS A DID NOT ENCOUNTER ANY SURFACE OR  
SUBSURFACE ARTIFACT DEPOSITS OR CULTURAL DEPOSITS IN  
ASSOCIATION WITH THIS ROCK ART FEATURE. AS DISCUSSED  
ABOVE, ABSENT MITIGATION, THE PROJECT WOULD RESULT IN A  
POTENTIALLY SIGNIFICANT IMPACT TO KNOWN ARCHAEOLOGICAL  
RESOURCE SITES SBR-29,034 AND SBR-29,037, DURING PROJECT-  
RELATED GRADING AND CONSTRUCTION ACTIVITIES. MITIGATION  
MEASURES MM 4.4-1 AND MM 4.4-3 IMPOSE FENCING  
REQUIREMENTS, OTHER AVOIDANCE MEASURES, AND  
RECORDATION OF CULTURAL RESOURCE EASEMENTS FOR THE  
PROTECTION OF SITES SBR-29,034 AND SBR-29,037.

1 FURTHERMORE, IMPLEMENTATION OF MITIGATION MEASURE MM  
2 4.4-2 WOULD ENSURE THAT UNKNOWN SIGNIFICANT  
3 ARCHAEOLOGICAL RESOURCES THAT MAY BE UNCOVERED  
4 DURING PROJECT GRADING AND EXCAVATION ACTIVITIES WOULD  
5 NOT BE DESTROYED THROUGH THE USE OF NATIVE AMERICAN AND  
6 ARCHAEOLOGICAL MONITORING DURING SUCH ACTIVITIES. WITH  
7 IMPLEMENTATION OF MITIGATION MEASURES MM 4.4-1 THROUGH  
8 MM 4.4-3, THE PROJECT'S IMPACTS TO ARCHAEOLOGICAL  
9 RESOURCES WOULD BE REDUCED TO A LEVEL BELOW  
10 SIGNIFICANCE (EIR AT 4.4-22 AND 4.4-23).

11 MM 4.4-1 PRIOR TO THE ISSUANCE OF GRADING PERMITS  
12 ASSOCIATED WITH THE ON-SITE WATER TANK, THE CITY OF  
13 COLTON PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR THEIR  
14 DESIGNEE AND DEVELOPMENT SERVICES DIRECTOR SHALL  
15 ENSURE THAT A NOTE IS INCLUDED ON THE GRADING PLAN  
16 REQUIRING THAT THE LIMITS OF ARCHAEOLOGICAL RESOURCE  
17 SITE SBR-29,034 AND SITE SBR-29,037 BE FENCED TO PREVENT ANY  
18 INADVERTENT INTRUSION INTO EITHER OF THE SITES BY GRADING  
19 EQUIPMENT OR PERSONNEL. THE FENCING SHALL BE INSTALLED  
20 PRIOR TO ANY ON-SITE GRADING ASSOCIATED WITH THE ON-SITE  
21 WATER TANK AND REMAIN IN PLACE THROUGHOUT THE DURATION  
22 OF GRADING ACTIVITIES ASSOCIATED WITH THE ON-SITE WATER  
23 TANK. THE CONSTRUCTION CONTRACTOR SHALL BE RESPONSIBLE  
24 FOR ENSURING THAT THE CONSTRUCTION EMPLOYEES COMPLY  
25 WITH THE NOTE(S).

26 MM 4.4-2 PRIOR TO THE ISSUANCE OF GRADING PERMITS, THE  
27 CITY OF COLTON PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR  
28 THEIR DESIGNEE AND DEVELOPMENT SERVICES DIRECTOR SHALL  
APPROVE AN ARCHEOLOGICAL MONITORING PLAN AND DISCOVERY  
AND TREATMENT PLAN. THE ARCHEOLOGICAL MONITORING PLAN  
AND DISCOVERY AND TREATMENT PLAN SHALL INCLUDE, AT A  
MINIMUM, THE FOLLOWING ELEMENTS:

1. WRITTEN VERIFICATION THAT A CERTIFIED ARCHAEOLOGIST  
DEFINED AS MEETING THE SECRETARY OF THE INTERIOR'S  
STANDARDS FOR PROFESSIONAL ARCHAEOLOGY (U.S.  
DEPARTMENT OF INTERIOR, 2011) HAS BEEN RETAINED TO  
MONITOR GRADING ACTIVITIES AND IMPLEMENT THE  
ARCHEOLOGICAL MONITORING PLAN AND DISCOVERY AND  
TREATMENT PLAN. THIS VERIFICATION SHALL BE PRESENTED IN A  
LETTER FROM THE PROJECT ARCHAEOLOGIST TO THE CITY OF  
COLTON.

2. WRITTEN VERIFICATION TO THE CITY OF COLTON THAT A  
NATIVE AMERICAN MONITOR(S) HAS BEEN RETAINED TO BE  
PRESENT DURING GRADING ACTIVITIES. THE NATIVE AMERICAN

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MONITOR(S) SHALL WORK IN CONCERT WITH THE ARCHAEOLOGICAL MONITOR(S) TO OBSERVE GROUND DISTURBANCES.

3. THE PROJECT ARCHAEOLOGIST AND NATIVE AMERICAN MONITOR(S) SHALL ATTEND A PRE-GRADING MEETING WITH THE CONTRACTORS TO EXPLAIN AND COORDINATE THE REQUIREMENTS OF THE MONITORING PLAN.

4. DURING THE ORIGINAL CUTTING OF PREVIOUSLY UNDISTURBED DEPOSITS, THE ARCHAEOLOGICAL MONITOR(S) AND NATIVE AMERICAN MONITOR(S) SHALL BE ON-SITE, AS DETERMINED BY THE CONSULTING ARCHAEOLOGIST, TO PERFORM PERIODIC INSPECTIONS OF THE EXCAVATIONS. THE FREQUENCY OF INSPECTIONS SHALL DEPEND UPON THE RATE OF EXCAVATION, THE MATERIALS EXCAVATED, AND THE PRESENCE AND ABUNDANCE OF ARTIFACTS AND FEATURES.

5. ISOLATES AND CLEARLY NON-SIGNIFICANT DEPOSITS SHALL BE DOCUMENTED IN THE FIELD SO THAT THE MONITORED GRADING CAN CONTINUE.

6. IN THE EVENT THAT PREVIOUSLY UNIDENTIFIED CULTURAL RESOURCES ARE DISCOVERED (OTHER THAN ISOLATES AND CLEARLY NON-SIGNIFICANT DEPOSITS), THE CONSULTING ARCHAEOLOGIST SHALL HAVE THE AUTHORITY TO DIVERT OR TEMPORARILY HALT GROUND DISTURBANCE OPERATION IN THE AREA OF THE DISCOVERY TO ALLOW FOR THE EVALUATION OF POTENTIALLY SIGNIFICANT CULTURAL RESOURCES. THE ARCHAEOLOGIST SHALL CONTACT THE CITY OF COLTON BUILDING OFFICIAL OR THEIR DESIGNEE AT THE TIME OF DISCOVERY. THE ARCHAEOLOGIST, IN CONSULTATION WITH THE CITY OF COLTON BUILDING OFFICIAL OR THEIR DESIGNEE, SHALL DETERMINE THE SIGNIFICANCE OF THE DISCOVERED RESOURCES. THE CITY OF COLTON BUILDING OFFICIAL OR THEIR DESIGNEE MUST CONCUR WITH THE EVALUATION BEFORE CONSTRUCTION ACTIVITIES WILL BE ALLOWED TO RESUME IN THE AFFECTED AREA. FOR SIGNIFICANT CULTURAL RESOURCES, A RESEARCH DESIGN AND DATA RECOVERY PROGRAM TO MITIGATE IMPACTS SHALL BE PREPARED BY THE CONSULTING ARCHAEOLOGIST AND APPROVED BY THE CITY OF COLTON BUILDING OFFICIAL OR THEIR DESIGNEE BEFORE BEING CARRIED OUT USING PROFESSIONAL ARCHAEOLOGICAL METHODS. IN THE EVENT THAT PREVIOUSLY UNIDENTIFIED TRIBAL CULTURAL RESOURCES ARE DISCOVERED, THE NATIVE AMERICAN MONITOR SHALL HAVE THE AUTHORITY TO DIVERT OR TEMPORARILY HALT GROUND DISTURBANCE OPERATION IN THE AREA OF THE DISCOVERY TO ALLOW FOR THE EVALUATION OF POTENTIALLY SIGNIFICANT TRIBAL CULTURAL

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RESOURCES. IF ANY HUMAN BONES ARE DISCOVERED, THE SAN BERNARDINO COUNTY CORONER AND CITY OF COLTON BUILDING OFFICIAL OR THEIR DESIGNEE SHALL BE CONTACTED. IN THE EVENT THAT THE REMAINS ARE DETERMINED TO BE OF NATIVE AMERICAN ORIGIN, THE MOST LIKELY DESCENDANT (MLD), AS IDENTIFIED BY THE NAHC, SHALL BE CONTACTED IN ORDER TO DETERMINE PROPER TREATMENT AND DISPOSITION OF THE REMAINS. BEFORE CONSTRUCTION ACTIVITIES ARE ALLOWED TO RESUME IN THE AFFECTED AREA, THE ARTIFACTS SHALL BE RECOVERED AND FEATURES RECORDED USING PROFESSIONAL ARCHAEOLOGICAL METHODS. THE CITY OF COLTON SHALL CONSULT WITH THE APPROPRIATE CONSULTING NATIVE AMERICAN TRIBE(S) IN DETERMINING APPROPRIATE TREATMENT FOR UNEARTHED CULTURAL RESOURCES IF THE RESOURCES ARE PREHISTORIC OR NATIVE AMERICAN IN NATURE. IN THE EVENT THAT PREVIOUSLY UNIDENTIFIED TRIBAL CULTURAL RESOURCES ARE DISCOVERED, THE NATIVE AMERICAN MONITORS SHALL HAVE THE AUTHORITY TO DIVERT OR TEMPORARILY HALT GROUND DISTURBANCE OPERATION IN THE AREA OF THE DISCOVERY TO ALLOW FOR THE EVALUATION OF POTENTIALLY SIGNIFICANT TRIBAL CULTURAL RESOURCES.

IF ANY HUMAN REMAINS AND/OR CREMATIONS ARE DISCOVERED, THE SAN BERNARDINO COUNTY CORONER AND CITY OF COLTON BUILDING OFFICIAL OR THEIR DESIGNEE SHALL BE CONTACTED. IN THE EVENT THAT THE REMAINS ARE DETERMINED TO BE OF NATIVE AMERICAN ORIGIN, THE MOST LIKELY DESCENDANT (MLD), AS IDENTIFIED BY THE NAHC, SHALL BE CONTACTED IN ORDER TO DETERMINE PROPER TREATMENT AND DISPOSITION OF THE REMAINS. BEFORE CONSTRUCTION ACTIVITIES ARE ALLOWED TO RESUME IN THE AFFECTED AREA, THE ARTIFACTS SHALL BE RECOVERED AND FEATURES RECORDED USING PROFESSIONAL ARCHAEOLOGICAL METHODS. THE ARCHAEOLOGICAL MONITOR(S) SHALL DETERMINE THE AMOUNT OF MATERIAL TO BE RECOVERED FOR AN ADEQUATE ARTIFACT SAMPLE FOR ANALYSIS, AND A TREATMENT PLAN SHALL BE DEVELOPED AND REVIEWED IN CONSULTATION WITH THE CONSULTING NATIVE AMERICAN TRIBE(S).

7. ANY CULTURAL RESOURCE MATERIAL COLLECTED DURING THE IMPLEMENTATION OF THE ARCHEOLOGICAL MONITORING PLAN AND DISCOVERY AND TREATMENT PLAN SHALL BE PROCESSED AND CURATED ACCORDING TO THE CURRENT PROFESSIONAL REPOSITORY STANDARDS. THE COLLECTIONS AND ASSOCIATED RECORDS SHALL BE TRANSFERRED, INCLUDING TITLE, TO AN APPROPRIATE CURATION FACILITY, TO BE ACCOMPANIED BY PAYMENT OF THE FEES NECESSARY FOR PERMANENT CURATION.

1 8. A REPORT DOCUMENTING THE FIELD AND ANALYSIS RESULTS  
2 AND INTERPRETING THE ARTIFACT AND RESEARCH DATA WITHIN  
3 THE RESEARCH CONTEXT SHALL BE COMPLETED AND SUBMITTED  
4 TO THE SATISFACTION OF THE CITY OF COLTON BUILDING OFFICIAL  
5 OR THEIR DESIGNEE PRIOR TO THE ISSUANCE OF ANY BUILDING  
6 PERMITS. THE REPORT WILL INCLUDE DPR PRIMARY AND  
7 ARCHAEOLOGICAL SITE FORMS.

8 AS NOTED IN TABLE F-2, ERRATA TABLE OF ADDITIONS,  
9 CORRECTIONS, AND REVISIONS, OF THE FINAL EIR, MITIGATION  
10 MEASURE MM 4.4-2 WAS REVISED TO PROVIDE FURTHER  
11 CLARIFICATION REGARDING NATIVE AMERICAN MONITORING  
12 ACTIVITIES.

13 MM 4.4-3 PRIOR TO THE APPROVAL OF A FINAL MAP, THE CITY OF  
14 COLTON PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR THEIR  
15 DESIGNEE AND DEVELOPMENT SERVICES DIRECTOR SHALL  
16 ENSURE THAT CULTURAL RESOURCE EASEMENTS ARE CREATED IN  
17 ORDER TO PROTECT SBR-29,034 AND SITE SBR-29,037 AND ENSURE  
18 THAT ANY FUTURE TRAILS OR OTHER IMPROVEMENTS AVOID  
19 THESE SITES. THE EASEMENTS SHALL BE DEDICATED TO AN  
20 APPROPRIATE TRIBAL ENTITY THAT WILL BE RESPONSIBLE FOR  
21 OVERSEEING THE PROTECTION OF THE CULTURAL RESOURCE IN  
22 PERPETUITY TO THE SATISFACTION OF THE CITY OF COLTON  
23 BUILDING OFFICIAL.

24 FINDINGS: REGARDING THRESHOLD B, THE CITY OF COLTON  
25 HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
26 ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO  
27 THE PROJECT WHICH REDUCE THE PROJECT'S IMPACTS FROM  
28 POTENTIALLY SIGNIFICANT TO LESS THAN SIGNIFICANT.

#### **G. CULTURAL RESOURCES**

ABSENT MITIGATION, THE PROJECT WOULD HAVE POTENTIALLY  
SIGNIFICANT IMPACTS ON A UNIQUE PALEONTOLOGICAL  
RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

THRESHOLD: C

SUBSTANTIVE EVIDENCE: ACCORDING TO THE PALEONTOLOGICAL  
RESOURCE AND MITIGATION MONITORING ASSESSMENT (EIR  
TECHNICAL APPENDIX F2) PREPARED FOR THE PROPOSED  
PROJECT, NO PREVIOUSLY RECORDED FOSSIL LOCALITIES WERE  
IDENTIFIED WITHIN THE PROJECT BOUNDARIES OR WITHIN THE  
VICINITY OF THE PROJECT SITE. ADDITIONALLY, NO FOSSILS OR  
FOSSILIFEROUS SEDIMENTS WERE OBSERVED IN ANY OF THE  
QUATERNARY SEDIMENTARY EXPOSURES IN THE NORTHWEST

1 VALLEY AREA, NOR IN THE SOUTHWESTERN, SOUTHERN, OR  
2 SOUTHEASTERN PARTS OF THE PROJECT SITE. BFSFA ALSO  
3 CONDUCTED FOOT SURVEYS OF THE ROQUET RANCH PROPERTY  
4 AND THE OFF-SITE IMPROVEMENT AREAS ON MARCH 7, 2014, MAY  
5 6, 2015 AND JULY 5 TO 8, 2016. HOWEVER, ACCORDING TO THE  
6 PALEONTOLOGICAL RESOURCE AND MITIGATION MONITORING  
7 ASSESSMENT, THE ALLUVIAL FAN DEPOSITS AT THE PROJECT SITE  
8 ARE CONSIDERED TO HAVE A HIGH POTENTIAL TO CONTAIN  
9 SIGNIFICANT PALEONTOLOGICAL RESOURCES. MITIGATION  
10 MEASURE MM 4.4-4 REQUIRES THE PROVISION OF A  
11 PALEONTOLOGICAL MONITOR WHEN PERFORMING ANY GRADING,  
EXCAVATION, AND/OR TRENCHING ACTIVITIES WITHIN AREAS OF  
THE PROJECT SITE WHERE QUATERNARY OLDER ALLUVIAL VALLEY  
AND ALLUVIAL FAN SEDIMENTS (QOA3, QOF3, AND QVOF3) ARE  
MAPPED. WITH IMPLEMENTATION OF MITIGATION MEASURE MM 4.4-  
4, THE PROJECT'S IMPACTS TO UNIQUE PALEONTOLOGICAL  
RESOURCES AND UNIQUE GEOLOGIC FEATURES WOULD BE  
REDUCED TO A LEVEL BELOW SIGNIFICANCE. (EIR AT 4.4.-24).

12 MM 4.4-4 PRIOR TO THE ISSUANCE OF GRADING PERMITS, THE  
13 CITY OF COLTON PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR  
14 THEIR DESIGNEE SHALL ENSURE THAT A NOTE IS INCLUDED ON THE  
15 GRADING PLAN INDICATING THAT A PALEONTOLOGICAL MONITOR  
16 SHALL BE PRESENT DURING ALL MASS GRADING AND EXCAVATION  
17 ACTIVITIES WHERE QUATERNARY OLDER ALLUVIAL VALLEY AND  
18 ALLUVIAL FAN SEDIMENTS (QOA3, QOF3, AND QVOF3) ARE MAPPED  
19 AT THE PROJECT SITE. PRIOR TO THE ISSUANCE OF GRADING  
20 PERMITS, THE PROJECT APPLICANT SHALL PROVIDE THE CITY OF  
21 COLTON WITH A PALEONTOLOGICAL MITIGATION MONITORING AND  
22 REPORTING PROGRAM PREPARED BY A PROFESSIONAL  
23 PALEONTOLOGIST AND WHICH IS CONSISTENT WITH THE  
24 PROVISIONS OF CEQA, THE APPLICABLE REGULATIONS OF THE  
CITY OF COLTON AND THE COUNTY OF SAN BERNARDINO, AND  
APPLICABLE GUIDELINES OF THE SOCIETY OF VERTEBRATE  
PALEONTOLOGY WHICH INDICATES THE PROCEDURES THAT WILL  
BE UNDERTAKEN TO ENSURE THE PROPERTY IDENTIFICATION AND  
TREATMENT OF SIGNIFICANT PALEONTOLOGICAL RESOURCES  
SHOULD THEY BE UNEARTHED. THE CITY OF COLTON SHALL  
REVIEW AND APPROVE THE PALEONTOLOGICAL MMRP PRIOR TO  
THE ISSUANCE OF GRADING PERMITS.

25 FINDINGS: REGARDING THRESHOLD C, THE CITY OF COLTON  
26 HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
27 ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO  
THE PROJECT WHICH REDUCE THE PROJECT'S IMPACTS FROM  
POTENTIALLY SIGNIFICANT TO LESS THAN SIGNIFICANT.

28 **H. GEOLOGY AND SOILS**

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ABSENT MITIGATION, THE PROJECT HAS THE POTENTIAL TO EXPOSE PEOPLE OR STRUCTURES TO SUBSTANTIAL ADVERSE EFFECTS AS A RESULT OF A RUPTURE, SEISMIC GROUND SHAKING, SEISMIC GROUND FAILURE, AND LANDSLIDES.

THRESHOLD: A

SUBSTANTIVE EVIDENCE: THE PROJECT SITE IS NOT LOCATED WITHIN AN ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE AND BECAUSE NO KNOWN ACTIVE FAULTS UNDERLIE THE PROJECT SITE, THE PROJECT SITE WOULD NOT BE EXPOSED TO FAULT RUPTURE DURING A SEISMIC EVENT. ADDITIONALLY, COMPLIANCE WITH CALGREEN AND CHAPTER 15.06 BUILDING CODE OF THE CITY OF COLTON MUNICIPAL CODE WOULD ENSURE THAT STRONG SEISMIC GROUND SHAKING EFFECTS ARE ATTENUATED. NO IMPACT WOULD OCCUR WITH RESPECT TO RUPTURE OF A KNOWN EARTHQUAKE FAULT. (EIR AT 4.5-7 AND 4.5-8)

THE COLTON GENERAL PLAN UPDATE EIR DOES NOT IDENTIFY THE PROJECT SITE AS BEING IN AN AREA POTENTIALLY SUSCEPTIBLE TO LIQUEFACTION. HOWEVER, ACCORDING TO THE GEOTECHNICAL INPUT REPORT, THE WESTERN PORTION OF THE PROJECT SITE THAT ABUTS THE SANTA ANA RIVER CHANNEL MAY BE UNDERLAIN BY SHALLOW GROUNDWATER (LESS THAN 30 FEET BELOW GROUND SURFACE [BGS]) CONDITIONS, AND THUS MAY BE SUSCEPTIBLE TO LIQUEFACTION. MITIGATION MEASURE MM 4.5-2 REQUIRES THAT PRIOR TO ISSUANCE OF ANY GRADING PERMIT, A PROJECT-SPECIFIC GEOTECHNICAL INVESTIGATION BE PERFORMED TO FURTHER EVALUATE THE POTENTIAL HAZARDS ASSOCIATED WITH LIQUEFACTION AND REQUIRE CONSTRUCTION PRACTICES THAT LESSEN POTENTIAL RISKS TO PERSONS AND STRUCTURES. IMPLEMENTATION OF MITIGATION MEASURE MM 4.5-2 WOULD REDUCE THE PROJECT'S IMPACTS RELATED TO LIQUEFACTION TO A LEVEL BELOW SIGNIFICANCE. (EIR AT 4.5-8).

ADDITIONALLY, THE COLTON GENERAL PLAN UPDATE EIR INDICATES THE PROJECT SITE IS LOCATED WITHIN AN AREA SUSCEPTIBLE TO EARTHQUAKE-INDUCED LANDSLIDES. THE GEOTECHNICAL INPUT REPORT PREPARED FOR THE PROJECT CONCLUDED THAT SLOPE INSTABILITY AT THE PROJECT SITE IS MODERATE TO HIGH AS A RESULT OF THE PRESENCE OF STATIC AND DYNAMIC BEDROCK COUPLED WITH THE RELATIVELY HIGH TOPOGRAPHIC RELIEF ACROSS THE SUBJECT PROPERTY. MITIGATION MEASURE MM 4.5-1 REQUIRES THAT PRIOR TO ISSUANCE OF ANY GRADING PERMIT, A PROJECT-SPECIFIC GEOTECHNICAL INVESTIGATION BE PERFORMED TO FURTHER EVALUATE THE POTENTIAL HAZARDS ASSOCIATED WITH

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LANDSLIDES AND REQUIRE CONSTRUCTION PRACTICES THAT LESSEN POTENTIAL RISKS TO PERSONS AND STRUCTURES. ADDITIONALLY, MITIGATION MEASURE MM 4.5-1 REQUIRES THAT ANY REMEDIAL MEASURES RECOMMENDED BY THE FUTURE PROJECT-SPECIFIC GEOTECHNICAL INVESTIGATION BE IMPLEMENTED PRIOR TO ISSUANCE OF ANY GRADING PERMIT. IMPLEMENTATION OF MITIGATION MEASURE MM 4.5-1 WOULD REDUCE THE PROJECT'S IMPACTS TO EARTHQUAKE-INDUCED LANDSLIDES TO A LEVEL BELOW SIGNIFICANCE. (EIR AT 4.5-8 AND 4.5-9)

MM 4.5-1 PRIOR TO ISSUANCE OF ANY GRADING PERMIT, THE CITY OF COLTON PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR THEIR DESIGNEE SHALL REQUIRE THAT A PROJECT-SPECIFIC GEOTECHNICAL INVESTIGATION IS PREPARED WHICH SHALL, AT A MINIMUM, ADDRESS: SLOPE STABILITY, LANDSLIDES, COLLAPSIBLE SOILS, AND EXPANSIVE SOILS. IF WARRANTED, THE GEOTECHNICAL INVESTIGATION REPORT SHALL IDENTIFY RECOMMENDED REMEDIAL MEASURES AND PROJECT DESIGN FEATURES THAT WOULD ADDRESS THE POTENTIAL IMPACTS OF THE IDENTIFIED GEOLOGIC HAZARDS ON THE PROPOSED DEVELOPMENT. REMEDIAL MEASURES TO ADDRESS SLOPE STABILITY AND LANDSLIDES MAY INCLUDE REMOVAL, REPOSITIONING, EMBEDMENT, ANCHORING OF THE BOULDERS; INSTALLATION OF CATCHMENT FENCES; AND CONSTRUCTION IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER, CALGREEN AND ANY CITY AND/OR COUNTY GUIDELINES. POTENTIAL REMEDIAL MEASURES THAT MAY BE REQUIRED TO ADDRESS COLLAPSIBLE SOILS INCLUDE OVEREXCAVATION OF ALL UNCONTROLLED ARTIFICIAL FILL AND UPPER PORTION OF THE SURFICIAL SOILS DURING SITE GRADING. TYPICAL REMEDIAL MEASURES UNDERTAKEN TO ADDRESS EXPANSIVE SOILS INCLUDE PERFORMING TESTING AFTER GRADING OF THE PROPOSED PADS IS COMPLETED AND PRIOR TO CONSTRUCTION OF THE PROPOSED FOUNDATIONS TO EVALUATE THE EXPANSIVE POTENTIAL OF THE UNDERLYING SOIL, AND PROVIDING THE RESULTS TO THE STRUCTURAL ENGINEER TO DESIGN A FOUNDATION SYSTEM THAT IS ABLE TO WITHSTAND THE EXPANSIVE POTENTIAL OF THE UNDERLYING SOILS.

MM 4.5-2 PRIOR TO THE ISSUANCE OF THE FIRST GRADING OR BUILDING PERMIT, THE CITY OF COLTON DIRECTOR OF PUBLIC WORKS OR CITY ENGINEER SHALL ENSURE THAT A REPORT IS PREPARED BY A LICENSED GEOTECHNICAL ENGINEER THAT SHALL EXAMINE THE WESTERN PORTION OF THE PROJECT SITE NEAR THE SANTA ANA RIVER WHERE GROUNDWATER EXISTS LOCALLY WITHIN A DEPTH OF APPROXIMATELY 30 FEET. THESE AREAS SHALL BE EXAMINED BY PERFORMING GEOTECHNICAL EXPLORATIONS TO A

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DEPTH OF AT LEAST 35 FEET BELOW THE EXISTING GRADE OR PROPOSED GRADE, WHICHEVER IS AT THE LOWER ELEVATION. IF THE EXPLORATIONS REVEAL THAT DIFFERENTIAL SETTLEMENT OR LATERAL MOVEMENT WOULD OCCUR RELATED TO LIQUEFACTION, DRY SEISMIC SETTLEMENT, OR LATERAL SPREADING, REMEDIAL MEASURES SHALL BE UNDERTAKEN AS RECOMMENDED BY THE LICENSED GEOTECHNICAL ENGINEER AND APPROVED BY THE CITY OF COLTON, AS PART OF THE GRADING OPERATION AND CONSTRUCTION PHASES. MEASURES MAY INCLUDE BUT NOT BE LIMITED TO THE REMOVAL AND RECOMPACTION OF NEAR SURFACE SOILS, THE USE OF DEEP FOUNDATIONS AND/OR STONE COLUMNS, AND DEEP DYNAMIC COMPACTION. THE REMEDIAL MEASURES UNDERTAKEN SHALL ENSURE THAT POTENTIAL DIFFERENTIAL SETTLEMENTS AND LATERAL MOVEMENTS CALCULATED AS A RESULT OF THE GEOTECHNICAL EXPLORATION AND ANALYSIS CAN BE SAFELY ACCOMMODATED WITHIN HABITABLE STRUCTURES, PAVED ROADS, AND WET OR DRY UTILITIES, THEREBY SAFEGUARDING HABITABLE STRUCTURES, ROADS, AND UTILITY LINES AGAINST POTENTIAL SEISMIC HAZARDS. THE FINDINGS OF THE GEOLOGICAL EXPLORATIONS AND RECOMMENDATIONS SHALL BE DOCUMENTED IN A REPORT PREPARED BY THE LICENSED GEOTECHNICAL ENGINEER. THE REPORT SHALL BE APPROVED BY THE CITY OF COLTON AND THE RECOMMENDATIONS CONTAINED IN THE REPORT SHALL BE IMPLEMENTED AND REQUIRED AS GRADING PERMIT AND BUILDING PERMIT CONDITIONS OF APPROVAL.

FINDINGS: REGARDING THRESHOLD A, THE CITY OF COLTON HEREBY MAKES THE DETERMINATION THAT CHANGES OR ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT WHICH REDUCE THE PROJECT'S IMPACTS FROM SIGNIFICANT TO LESS THAN SIGNIFICANT.

**I. GEOLOGY AND SOILS**

ABSENT MITIGATION, THE PROJECT WOULD RESULT IN POTENTIALLY SIGNIFICANT IMPACTS RELATED TO BEING LOCATED ON A GEOLOGIC UNIT THAT IS UNSTABLE, OR THAT MAY BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON-SITE OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE.

THRESHOLD: C

SUBSTANTIVE EVIDENCE: AS DEPICTED ON EXHIBIT 4.6-4 OF THE CITY'S GENERAL PLAN, THE PROJECT SITE IS LOCATED IN AN AREA SUSCEPTIBLE TO LANDSLIDES. MITIGATION MEASURE MM 4.5-1 REQUIRES THAT PRIOR TO ISSUANCE OF ANY GRADING PERMIT, A PROJECT-SPECIFIC GEOTECHNICAL INVESTIGATION BE

1 PERFORMED TO FURTHER EVALUATE THE POTENTIAL HAZARDS  
2 ASSOCIATED WITH LANDSLIDES. ADDITIONALLY, MITIGATION  
3 MEASURE MM 4.5-1 REQUIRES THAT ANY REMEDIAL MEASURES  
4 RECOMMENDED BY THE FUTURE PROJECT-SPECIFIC  
5 GEOTECHNICAL INVESTIGATION BE IMPLEMENTED PRIOR TO  
6 ISSUANCE OF ANY GRADING PERMIT. WITH IMPLEMENTATION OF  
7 MITIGATION MEASURE MM 4.5-1, THE PROJECT'S IMPACTS RELATED  
8 TO LANDSLIDES WOULD BE REDUCED TO A LEVEL BELOW  
9 SIGNIFICANCE. (EIR AT 4.5-11)

10 AS A RESULT OF THE SHALLOW GROUNDWATER CONDITIONS ON  
11 THE WESTERN PORTION OF THE PROJECT SITE, THE AREA MAY BE  
12 SUSCEPTIBLE TO LATERAL SPREADING. MITIGATION MEASURE MM  
13 4.5-2 REQUIRES THAT PRIOR TO ISSUANCE OF ANY GRADING  
14 PERMIT, A PROJECT-SPECIFIC GEOTECHNICAL INVESTIGATION BE  
15 PERFORMED TO FURTHER EVALUATE THE POTENTIAL HAZARDS  
16 ASSOCIATED WITH LATERAL SPREADING. ADDITIONALLY,  
17 MITIGATION MEASURE MM 4.5-2 REQUIRES THAT ANY REMEDIAL  
18 MEASURES RECOMMENDED BY THE FUTURE PROJECT-SPECIFIC  
19 GEOTECHNICAL INVESTIGATION BE IMPLEMENTED PRIOR TO  
20 ISSUANCE OF ANY GRADING PERMIT. WITH IMPLEMENTATION OF  
21 MITIGATION MEASURE MM 4.5-2, THE PROJECT'S IMPACTS RELATED  
22 TO LATERAL SPREADING WOULD BE REDUCED TO A LEVEL BELOW  
23 SIGNIFICANCE. (EIR AT 4.5-11).

24 THE RESEARCH PERFORMED AS PART OF THE PROJECT-SPECIFIC  
25 GEOTECHNICAL INPUT REPORT DID NOT IDENTIFY REPORTS OF  
26 REGIONAL SUBSIDENCE IN THE PROJECT VICINITY, NOR DID IT  
27 IDENTIFY INTENSE REMOVAL OF SIGNIFICANT QUANTITIES OF  
28 WATER OR OIL EXTRACTION IN THE AREA. AS SUCH, THE  
POTENTIAL FOR GROUND SUBSIDENCE IS VERY LOW, AND IMPACTS  
WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.5-11).

DUE TO THE SHALLOW GROUNDWATER (LESS THAN 30 FEET BGS)  
CONDITIONS THAT LIKELY EXIST WITHIN THE WESTERN PORTION  
OF THE PROJECT SITE THAT ABUTS THE SANTA ANA RIVER  
CHANNEL, THE PROJECT SITE IS SUSCEPTIBLE TO LIQUEFACTION.  
COMPLIANCE WITH THE MANDATORY PROVISIONS OF CALGREEN  
WOULD REDUCE THE POTENTIAL FOR ADVERSE IMPACTS  
ASSOCIATED WITH LIQUEFACTION. NEVERTHELESS, MITIGATION  
MEASURE MM 4.5-2 REQUIRES THAT PRIOR TO ISSUANCE OF ANY  
GRADING PERMIT, A SITE-SPECIFIC GEOTECHNICAL INVESTIGATION  
BE PERFORMED TO FURTHER EVALUATE THE POTENTIAL HAZARDS  
ASSOCIATED WITH LIQUEFACTION. ADDITIONALLY, MITIGATION  
MEASURE MM 4.5-2 REQUIRES THAT ANY REMEDIAL MEASURES  
RECOMMENDED BY THE FUTURE PROJECT-SPECIFIC  
GEOTECHNICAL INVESTIGATION BE IMPLEMENTED PRIOR TO  
ISSUANCE OF ANY GRADING PERMIT. WITH IMPLEMENTATION OF

1 MITIGATION MEASURE MM 4.5-2, THE PROJECT'S IMPACTS RELATED  
2 TO LIQUEFACTION WOULD BE REDUCED TO A LEVEL BELOW  
3 SIGNIFICANCE. (EIR AT 4.5-11 AND 4.5.-12).

4 MM 4.5-1 PRIOR TO ISSUANCE OF ANY GRADING PERMIT, THE  
5 CITY OF COLTON PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR  
6 THEIR DESIGNEE SHALL REQUIRE THAT A PROJECT-SPECIFIC  
7 GEOTECHNICAL INVESTIGATION IS PREPARED WHICH SHALL, AT A  
8 MINIMUM, ADDRESS: SLOPE STABILITY, LANDSLIDES, COLLAPSIBLE  
9 SOILS, AND EXPANSIVE SOILS. IF WARRANTED, THE  
10 GEOTECHNICAL INVESTIGATION REPORT SHALL IDENTIFY  
11 RECOMMENDED REMEDIAL MEASURES AND PROJECT DESIGN  
12 FEATURES THAT WOULD ADDRESS THE POTENTIAL IMPACTS OF  
13 THE IDENTIFIED GEOLOGIC HAZARDS ON THE PROPOSED  
14 DEVELOPMENT. REMEDIAL MEASURES TO ADDRESS SLOPE  
15 STABILITY AND LANDSLIDES MAY INCLUDE REMOVAL,  
16 REPOSITIONING, EMBEDMENT, ANCHORING OF THE BOULDERS;  
17 INSTALLATION OF CATCHMENT FENCES; AND CONSTRUCTION IN  
18 ACCORDANCE WITH THE RECOMMENDATIONS OF THE PROJECT  
19 GEOTECHNICAL ENGINEER, CALGREEN AND ANY CITY AND/OR  
20 COUNTY GUIDELINES. POTENTIAL REMEDIAL MEASURES THAT MAY  
21 BE REQUIRED TO ADDRESS COLLAPSIBLE SOILS INCLUDE  
22 OVEREXCAVATION OF ALL UNCONTROLLED ARTIFICIAL FILL AND  
23 UPPER PORTION OF THE SURFICIAL SOILS DURING SITE GRADING.  
24 TYPICAL REMEDIAL MEASURES UNDERTAKEN TO ADDRESS  
25 EXPANSIVE SOILS INCLUDE PERFORMING TESTING AFTER  
26 GRADING OF THE PROPOSED PADS IS COMPLETED AND PRIOR TO  
27 CONSTRUCTION OF THE PROPOSED FOUNDATIONS TO EVALUATE  
28 THE EXPANSIVE POTENTIAL OF THE UNDERLYING SOIL, AND  
PROVIDING THE RESULTS TO THE STRUCTURAL ENGINEER TO  
DESIGN A FOUNDATION SYSTEM THAT IS ABLE TO WITHSTAND THE  
EXPANSIVE POTENTIAL OF THE UNDERLYING SOILS.

20 MM 4.5-2 PRIOR TO THE ISSUANCE OF THE FIRST GRADING OR  
21 BUILDING PERMIT, THE CITY OF COLTON DIRECTOR OF PUBLIC  
22 WORKS OR CITY ENGINEER SHALL ENSURE THAT A REPORT IS  
23 PREPARED BY A LICENSED GEOTECHNICAL ENGINEER THAT SHALL  
24 EXAMINE THE WESTERN PORTION OF THE PROJECT SITE NEAR THE  
25 SANTA ANA RIVER WHERE GROUNDWATER EXISTS LOCALLY WITHIN  
26 A DEPTH OF APPROXIMATELY 30 FEET. THESE AREAS SHALL BE  
27 EXAMINED BY PERFORMING GEOTECHNICAL EXPLORATIONS TO A  
28 DEPTH OF AT LEAST 35 FEET BELOW THE EXISTING GRADE OR  
PROPOSED GRADE, WHICHEVER IS AT THE LOWER ELEVATION. IF  
THE EXPLORATIONS REVEAL THAT DIFFERENTIAL SETTLEMENT OR  
LATERAL MOVEMENT WOULD OCCUR RELATED TO LIQUEFACTION,  
DRY SEISMIC SETTLEMENT, OR LATERAL SPREADING, REMEDIAL  
MEASURES SHALL BE UNDERTAKEN AS RECOMMENDED BY THE  
LICENSED GEOTECHNICAL ENGINEER AND APPROVED BY THE CITY

1 OF COLTON, AS PART OF THE GRADING OPERATION AND  
2 CONSTRUCTION PHASES. MEASURES MAY INCLUDE BUT NOT BE  
3 LIMITED TO THE REMOVAL AND RECOMPACTION OF NEAR SURFACE  
4 SOILS, THE USE OF DEEP FOUNDATIONS AND/OR STONE COLUMNS,  
5 AND DEEP DYNAMIC COMPACTION. THE REMEDIAL MEASURES  
6 UNDERTAKEN SHALL ENSURE THAT POTENTIAL DIFFERENTIAL  
7 SETTLEMENTS AND LATERAL MOVEMENTS CALCULATED AS A  
8 RESULT OF THE GEOTECHNICAL EXPLORATION AND ANALYSIS CAN  
9 BE SAFELY ACCOMMODATED WITHIN HABITABLE STRUCTURES,  
10 PAVED ROADS, AND WET OR DRY UTILITIES, THEREBY  
11 SAFEGUARDING HABITABLE STRUCTURES, ROADS, AND UTILITY  
12 LINES AGAINST POTENTIAL SEISMIC HAZARDS. THE FINDINGS OF  
13 THE GEOLOGICAL EXPLORATIONS AND RECOMMENDATIONS SHALL  
14 BE DOCUMENTED IN A REPORT PREPARED BY THE LICENSED  
15 GEOTECHNICAL ENGINEER. THE REPORT SHALL BE APPROVED BY  
16 THE CITY OF COLTON AND THE RECOMMENDATIONS CONTAINED IN  
17 THE REPORT SHALL BE IMPLEMENTED AND REQUIRED AS GRADING  
18 PERMIT AND BUILDING PERMIT CONDITIONS OF APPROVAL.

19 FINDINGS: REGARDING THRESHOLD C, THE CITY OF COLTON  
20 HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
21 ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO  
22 THE PROJECT WHICH REDUCE THE PROJECT'S IMPACT FROM  
23 POTENTIALLY SIGNIFICANT TO LESS THAN SIGNIFICANT.

24 **J. GEOLOGY AND SOILS**

25 THE PROJECT HAS THE POTENTIAL TO BE LOCATED ON EXPANSIVE  
26 SOILS, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING  
27 CODE (1994), CREATING A SUBSTANTIAL RISK TO LIFE OR  
28 PROPERTY. ABSENT MITIGATION, IMPACTS WOULD BE  
POTENTIALLY SIGNIFICANT.

THRESHOLD: D

29 SUBSTANTIVE EVIDENCE: THE PROJECT-SPECIFIC GEOTECHNICAL  
30 INPUT REPORT (EIR TECHNICAL APPENDIX G) CONCLUDED ON-SITE  
31 SOILS EXHIBIT AN EXPANSION INDEX (EI) IN THE "VERY LOW" TO  
32 "MEDIUM" RANGE, OR AN EI OF LESS THAN 90. EXHIBIT 4.6-4,  
33 GEOLOGIC HAZARDS, OF THE CITY'S GENERAL PLAN EIR INDICATES  
34 THE PROJECT SITE CONTAINS SMALL AREAS OF EXPANSIVE SOILS  
35 RESULTING FROM THE PRESENCE OF MONSERATE SANDY LOAM (2-  
36 9%) SOIL TYPE. EXPANSIVE SOILS MAY POTENTIALLY IMPACT THE  
37 PROPOSED PROJECT SITE BECAUSE THE PRESENCE OF  
38 EXPANSIVE SOIL COULD LEAD TO STRUCTURAL INSTABILITY IF THE  
39 SOILS ARE NOT PROPERLY TREATED DURING THE CONSTRUCTION  
40 PROCESS. MITIGATION MEASURE MM 4.5-1 WOULD ENSURE THAT  
41 SOILS ARE PROPERLY TREATED DURING CONSTRUCTION AND

1           WOULD REDUCE IMPACTS RELATED TO EXPANSIVE SOILS TO A  
2           LEVEL BELOW SIGNIFICANCE. (EIR AT 4.5-12).

3           MM 4.5-1   PRIOR TO ISSUANCE OF ANY GRADING PERMIT, THE  
4           CITY OF COLTON PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR  
5           THEIR DESIGNEE SHALL REQUIRE THAT A PROJECT-SPECIFIC  
6           GEOTECHNICAL INVESTIGATION IS PREPARED WHICH SHALL, AT A  
7           MINIMUM, ADDRESS: SLOPE STABILITY, LANDSLIDES, COLLAPSIBLE  
8           SOILS, AND EXPANSIVE SOILS.   IF WARRANTED, THE  
9           GEOTECHNICAL INVESTIGATION REPORT SHALL IDENTIFY  
10          RECOMMENDED REMEDIAL MEASURES AND PROJECT DESIGN  
11          FEATURES THAT WOULD ADDRESS THE POTENTIAL IMPACTS OF  
12          THE IDENTIFIED GEOLOGIC HAZARDS ON THE PROPOSED  
13          DEVELOPMENT.  REMEDIAL MEASURES TO ADDRESS SLOPE  
14          STABILITY AND LANDSLIDES MAY INCLUDE REMOVAL,  
15          REPOSITIONING, EMBEDMENT, ANCHORING OF THE BOULDERS;  
16          INSTALLATION OF CATCHMENT FENCES; AND CONSTRUCTION IN  
17          ACCORDANCE WITH THE RECOMMENDATIONS OF THE PROJECT  
18          GEOTECHNICAL ENGINEER, CALGREEN AND ANY CITY AND/OR  
19          COUNTY GUIDELINES.  POTENTIAL REMEDIAL MEASURES THAT MAY  
20          BE REQUIRED TO ADDRESS COLLAPSIBLE SOILS INCLUDE  
21          OVEREXCAVATION OF ALL UNCONTROLLED ARTIFICIAL FILL AND  
22          UPPER PORTION OF THE SURFICIAL SOILS DURING SITE GRADING.  
23          TYPICAL REMEDIAL MEASURES UNDERTAKEN TO ADDRESS  
24          EXPANSIVE SOILS INCLUDE PERFORMING TESTING AFTER  
25          GRADING OF THE PROPOSED PADS IS COMPLETED AND PRIOR TO  
26          CONSTRUCTION OF THE PROPOSED FOUNDATIONS TO EVALUATE  
27          THE EXPANSIVE POTENTIAL OF THE UNDERLYING SOIL, AND  
28          PROVIDING THE RESULTS TO THE STRUCTURAL ENGINEER TO  
29          DESIGN A FOUNDATION SYSTEM THAT IS ABLE TO WITHSTAND THE  
30          EXPANSIVE POTENTIAL OF THE UNDERLYING SOILS.

31          FINDINGS: REGARDING THRESHOLD D, THE CITY OF COLTON  
32          HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
33          ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO  
34          THE PROJECT WHICH REDUCE THE PROJECT'S IMPACT FROM  
35          POTENTIALLY SIGNIFICANT TO LESS THAN SIGNIFICANT.

#### 36          K. GREENHOUSE GAS EMISSIONS

37          ABSENT MITIGATION, THE PROJECT HAS THE POTENTIAL TO  
38          GENERATE GHG EMISSIONS THAT MAY HAVE A SIGNIFICANT IMPACT  
39          ON THE ENVIRONMENT.

40          THRESHOLD: A

41          SUBSTANTIVE EVIDENCE: THE CITY OF COLTON CAP IDENTIFIED  
42          SCREENING TABLES WHERE PROJECTS THAT ACHIEVE AT LEAST 75

1 POINTS ARE DETERMINED TO BE CONSISTENT WITH THE  
2 REDUCTION QUANTITIES SPECIFIED IN THE CITY'S CAP. IN THE  
3 EVENT THAT THE PROJECT DOES NOT ACHIEVE THE 75 POINTS  
4 OUTLINED IN THE CAP'S SCREENING TABLES, THE PROJECT WOULD  
5 RESULT IN SIGNIFICANT IMPACTS WITH RESPECT TO GHG  
6 EMISSIONS. THE PROJECT'S ANNUAL GHG EMISSIONS ARE  
7 CALCULATED TO BE APPROXIMATELY 16,481.15 TOTAL CO<sub>2</sub>E,  
8 WHICH IS 25.96-PERCENT LESS THAN 2008 BAU CONDITIONS, WHICH  
9 MEET THE MINIMUM GHG EMISSIONS REDUCTION (25 PERCENT)  
10 REQUIRED BY THE CITY'S CAP. AS SUCH, THE PROJECT WOULD  
11 NOT GENERATE SUBSTANTIAL GHG EMISSIONS – EITHER DIRECTLY  
12 OR INDIRECTLY – THAT WOULD HAVE A SIGNIFICANT IMPACT ON  
13 THE ENVIRONMENT. MITIGATION MEASURE MM 4.6-1 (DESCRIBED  
14 BELOW) HAS BEEN IMPOSED TO ENSURE THE PROJECT ACHIEVES  
15 THE 75 POINTS OUTLINED IN THE CAP'S SCREENING TABLES. WITH  
16 IMPLEMENTATION OF MITIGATION MEASURE MM 4.6-1, THE  
17 PROJECT WOULD RESULT IN LESS THAN SIGNIFICANT IMPACTS  
18 WITH RESPECT TO THRESHOLD A.

12 MM 4.6-1 PRIOR TO ISSUANCE OF BUILDING PERMITS FOR EACH  
13 PLANNING AREA, THE PROJECT APPLICANT SHALL PROVIDE  
14 DOCUMENTATION TO THE CITY OF COLTON PLANNING DIVISION  
15 DEMONSTRATING THAT EACH PLANNING AREA WILL IMPLEMENT  
16 PROJECT DESIGN FEATURES THAT WILL ACHIEVE AT LEAST 75  
17 POINTS FROM THE CITY OF COLTON'S GREENHOUSE GAS  
18 EMISSIONS SCREENING TABLES, WHICH SHALL INCLUDE AT LEAST  
19 THE FOLLOWING OR EQUIVALENT TO THE FOLLOWING SCREENING  
20 TABLE MEASURES:

18 INSULATION

19 - INSTALL "MODESTLY ENHANCED," "ENHANCED," OR "GREATLY  
20 ENHANCED" INSULATION IN WALLS, ROOF/ATTIC OF PROPOSED  
21 STRUCTURES.

21 WINDOWS

22 - INSTALL "MODESTLY ENHANCED," "ENHANCED," OR "GREATLY  
23 ENHANCED" WINDOW INSULATION OF PROPOSED STRUCTURES.

23 COOL ROOF

24 - INSTALL "MODEST," "ENHANCED," OR "GREATLY ENHANCED"  
25 COOL ROOFS AT PROPOSED STRUCTURES.

25 AIR INFILTRATION

26 - INSTALL AIR BARRIER IN EXTERIOR WALLS AND CAULKING OF  
27 PROPOSED STRUCTURES.

27 - INSTALL HOME ENERGY RATING SYSTEMS (HERS)-VERIFIED  
28 ENVELOPE LEAKAGE OR EQUIVALENT IN PROPOSED STRUCTURES.

1 THERMAL STORAGE  
2 - INSTALL "MODEST" OR "ENHANCED" THERMAL MASS IN  
3 PROPOSED STRUCTURES.

4 HEATING / COOLING DISTRIBUTION SYSTEM  
5 - INSTALL "MODEST (R-6)" OR "ENHANCED (R-8)" DUCT  
6 INSULATION IN PROPOSED STRUCTURES.  
7 - INSTALL DISTRIBUTION LOSS REDUCTION WITH INSPECTION  
8 (HERS VERIFIED DUCT LEAKAGE OR EQUIVALENT).

9 SPACE HEATING/ COOLING EQUIPMENT  
10 - INSTALL "IMPROVED EFFICIENCY," "HIGH EFFICIENCY," OR  
11 "VERY HIGH EFFICIENCY" HVAC SYSTEMS IN PROPOSED  
12 STRUCTURES.

13 WATER HEATERS  
14 - INSTALL "IMPROVED EFFICIENCY," "HIGH EFFICIENCY," OR  
15 "VERY HIGH EFFICIENCY" WATER HEATERS IN PROPOSED  
16 STRUCTURES.  
17 - INSTALL SOLAR PRE-HEAT SYSTEM IN PROPOSED  
18 STRUCTURES.

19 DAYLIGHTING  
20 - ENSURE ALL LIVING SPACES WITHIN THE PROPOSED  
21 RESIDENTIAL STRUCTURES HAVE DAYLIGHT (THROUGH USE OF  
22 WINDOWS, SOLAR TUBES, SKYLIGHTS, ETC.).

23 ARTIFICIAL LIGHTING  
24 - EQUIP PROPOSED RESIDENTIAL STRUCTURES WITH  
25 EFFICIENT LIGHTS (25% OF IN-UNIT FIXTURES CONSIDERED "HIGH  
26 EFFICACY"), HIGH EFFICIENCY LIGHTS (50% OF IN-UNIT FIXTURES  
27 ARE HIGH EFFICACY), OR VERY HIGH EFFICIENCY LIGHTS (100% OF  
28 IN-UNIT FIXTURES ARE HIGH EFFICACY).

APPLIANCES  
- INSTALL NEW ENERGY STAR APPLIANCES (I.E.,  
REFRIGERATOR DISHWASHER, OR WASHING MACHINE) AT  
PROPOSED RESIDENTIAL STRUCTURES.

BUILDING PLACEMENT  
- DESIGN PROPOSED BUILDINGS WITH NORTH/SOUTH  
ALIGNMENT TO OPTIMIZE NATURAL HEATING, COOLING, AND  
LIGHTING.

SHADING  
- DESIGN PROPOSED BUILDINGS SO THAT AT LEAST 90% OF  
SOUTH-FACING GLAZING WOULD BE SHADED BY VEGETATION OR  
OVERHANGS AT NOON ON JUNE 21ST.

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ENERGY STAR HOMES

- EARN EPA ENERGY STAR FOR HOMES (VERSION 3 OR ABOVE) CERTIFICATION.

INDEPENDENT ENERGY EFFICIENCY CALCULATIONS

- EARN POINTS THROUGH EQUIPPING PROPOSED STRUCTURES WITH OTHER ENERGY EFFICIENT DESIGN FEATURES THAT PROVIDE FOR GREATER EFFICIENCY BEYOND TITLE 24 ENERGY EFFICIENCY STANDARDS.

PHOTOVOLTAIC POWER

- ENSURE THAT PROPOSED RESIDENCES ARE SOLAR-READY HOMES.
- UTILIZE PHOTOVOLTAIC-GENERATED ENERGY TO MEET 10 PERCENT OR MORE OF THE PROJECT'S POWER NEEDS.

WIND TURBINES

- IMPLEMENT INDIVIDUAL WIND TURBINES AT HOMES OR COLLECTIVE NEIGHBORHOOD ARRANGEMENTS OF WIND TURBINES THAT WOULD PROVIDE 10 PERCENT OR MORE OF THE PROJECT'S POWER NEEDS.

OFF-SITE RENEWABLE ENERGY PROJECT

- SUPPLY AN OFF-SITE RENEWABLE ENERGY PROJECT THAT WOULD PROVIDE THE CITY WITH RENEWABLE ENERGY.

OTHER RENEWABLE ENERGY GENERATION

- IMPLEMENT OTHER INNOVATIVE DESIGNS THAT WOULD ALLOW THE PROJECT TO SOURCE ELECTRICITY FROM THE GENERATION OF RENEWABLE ENERGY.

WATER EFFICIENT LANDSCAPING

- LIMIT CONVENTIONAL TURF TO LESS THAN 25% OF REQUIRED LANDSCAPE AREA OF THE PROJECT.
- PROHIBIT CONVENTIONAL TURF (WARM SEASON TURF TO LESS THAN 50% OF REQUIRED LANDSCAPE AREA AND/OR LOW WATER USING PLANTS ARE ALLOWED).
- PLANT ONLY CALIFORNIA NATIVE PLANTS THAT REQUIRE NO IRRIGATION OR SOME SUPPLEMENTAL IRRIGATION.

WATER EFFICIENT IRRIGATION SYSTEMS

- INSTALL LOW PRECIPITATION SPRAY HEADS THAT DISPENSE LESS THAN 0.75 INCHES PER HOUR OR UTILIZE DRIP IRRIGATION.
- INSTALL WEATHER-BASED IRRIGATION CONTROL SYSTEMS OR MOISTURE SENSORS (DEMONSTRATE 20% REDUCED WATER USE).

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RECYCLED WATER

- INSTALL RECYCLED WATER CONNECTIONS (PURPLE PIPE) TO IRRIGATION SYSTEM ON-SITE.

WATER REUSE

- INSTALL GRAY WATER REUSE SYSTEM TO COLLECT GRAY WATER FROM CLOTHES WASHERS, SHOWERS AND FAUCETS FOR IRRIGATION USE.

STORM WATER REUSE SYSTEMS

- UTILIZE INNOVATIVE ON-SITE STORM WATER COLLECTION SYSTEMS THAT FILTER AND ALLOW FOR REUSE OF STORM WATER FOR OTHER FUNCTIONS (I.E., SUPPLEMENTAL IRRIGATION WATER).

POTABLE WATER

- INSTALL WATER EFFICIENT SHOWERHEADS (2.0 GALLONS PER MINUTE [GPM]).
- INSTALL WATER EFFICIENT TOILETS (1.5 GPM).
- INSTALL WATER EFFICIENT FAUCETS (1.28 GPM).
- INSTALL WATER EFFICIENT DISHWASHER (6 GALLONS PER CYCLE OR LESS).
- INSTALL WATER EFFICIENT WASHING MACHINE (WATER FACTOR LESS THAN 5.5).
- EARN EPA WATERSENSE CERTIFICATION.

MIXED-USE

- PROVIDE A DEVELOPMENT PATTERN THAT INCLUDES A MIX OF COMPLEMENTARY LAND USES THAT WOULD REDUCE THE NEED FOR VEHICLE TRIPS.

LOCATE RESIDENTIAL DEVELOPMENT NEAR LOCAL RETAIL USES

- LOCATE RESIDENTIAL DEVELOPMENTS WITHIN WALKING AND BIKING DISTANCE OF LOCAL RETAIL TO FACILITATE REDUCTION OF VEHICLE TRIPS AND/OR VEHICLE MILES TRAVELED (VMT).

OTHER TRIP REDUCTION MEASURES

- IMPLEMENT OTHER MEASURES THAT REDUCE VEHICLE TRIPS OR VMT (MUST BE SUPPORTED WITH DATA FROM THE PROJECT'S TIA OR OTHER TRAFFIC DATA).

BICYCLE INFRASTRUCTURE

- PROVIDE BICYCLE PATHS WITHIN PROJECT BOUNDARIES.
- PROVIDE BICYCLE PATH LINKAGES BETWEEN RESIDENTIAL AND OTHER LAND USES.
- PROVIDE BICYCLE PATH LINKAGES BETWEEN RESIDENTIAL AND TRANSIT.

ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

1 - ACCOMMODATE FOR, OR EQUIP RESIDENTIAL GARAGES  
2 WITH, ELECTRIC VEHICLE CHARGING STATIONS.

3 FINDINGS: REGARDING THRESHOLD A, THE CITY OF COLTON  
4 HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
5 ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO  
6 THE PROJECT WHICH REDUCE THE PROJECT'S IMPACT FROM  
7 SIGNIFICANT TO LESS THAN SIGNIFICANT.

8 **L. HAZARDS AND HAZARDOUS MATERIALS**

9 ABSENT MITIGATION, THE PROJECT HAS THE POTENTIAL TO  
10 CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE  
11 ENVIRONMENTAL THROUGH THE ROUTINE TRANSPORT, USE,  
12 DISPOSAL, OR RELEASE OF HAZARDOUS MATERIALS.

13 THRESHOLDS: A AND B

14 SUBSTANTIVE EVIDENCE: HEAVY EQUIPMENT THAT WOULD BE  
15 USED DURING CONSTRUCTION OF THE PROPOSED PROJECT  
16 WOULD BE FUELED AND MAINTAINED BY SUBSTANCES SUCH AS  
17 OIL, DIESEL FUEL, GASOLINE, HYDRAULIC FLUID, AND OTHER LIQUID  
18 MATERIALS THAT WOULD BE CONSIDERED HAZARDOUS IF  
19 IMPROPERLY STORED OR HANDLED. IN ADDITION, MATERIALS  
20 SUCH AS PAINTS, ROOFING MATERIALS, SOLVENTS, AND OTHER  
21 SUBSTANCES TYPICALLY USED IN BUILDING CONSTRUCTION  
22 WOULD BE LOCATED ON THE PROJECT SITE DURING  
23 CONSTRUCTION. IMPROPER USE, STORAGE, OR TRANSPORTATION  
24 OF HAZARDOUS MATERIALS COULD RESULT IN ACCIDENTAL  
25 RELEASES OR SPILLS, POTENTIALLY POSING HEALTH RISKS TO  
26 WORKERS, THE PUBLIC, AND THE ENVIRONMENT. HOWEVER, THIS  
27 IS A STANDARD RISK ON ALL CONSTRUCTION SITES, AND THERE  
28 WOULD BE NO GREATER RISK FOR IMPROPER HANDLING,  
TRANSPORTATION, OR SPILLS ASSOCIATED WITH FUTURE  
DEVELOPMENT. (EIR AT 4.7-8).

THE PROPOSED PROJECT CONSISTS OF A PROPOSAL TO CHANGE  
THE SITE'S EXISTING GENERAL PLAN AND ZONING DESIGNATIONS  
TO ALLOW FOR THE DEVELOPMENT OF UP TO 1,050 RESIDENTIAL  
DWELLING UNITS, A 10.3-ACRE SCHOOL SITE, A 0.8-ACRE FIRE  
STATION SITE, A 3.0-ACRE RV PARKING AREA, AND 1.2 ACRES OF  
COMMERCIAL-RETAIL USE. RESIDENTIAL, SCHOOL, FIRE STATION,  
AND COMMERCIAL RETAIL USES ARE NOT TYPICALLY ASSOCIATED  
WITH THE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS  
MATERIALS. HOUSEHOLD ITEMS AND CHEMICALS TYPICALLY ONLY  
CONTAIN TRACE AMOUNTS OF HAZARDOUS MATERIALS.  
RESIDENTS AND OFFICE PERSONNEL ARE REQUIRED TO DISPOSE  
OF HOUSEHOLD HAZARDOUS WASTE, INCLUDING PESTICIDES,

1 BATTERIES, OLD PAINT, SOLVENTS, USED OIL, ANTIFREEZE, AND  
2 OTHER CHEMICALS, AT A HOUSEHOLD HAZARDOUS WASTE  
3 COLLECTION FACILITY. ALSO, AS OF FEBRUARY 2006,  
4 FLUORESCENT LAMPS, BATTERIES, AND MERCURY THERMOSTATS  
5 CAN NO LONGER BE DISPOSED IN THE TRASH. FURTHERMORE, THE  
6 TRANSPORT, USE, AND DISPOSAL OF HAZARDOUS MATERIALS ARE  
7 FULLY REGULATED BY THE EPA, STATE OF CALIFORNIA, AND/OR  
8 SAN BERNARDINO COUNTY. (EIR AT 4.7-8).

9 ACCORDING TO THE PHASE I ESA (EIR TECHNICAL APPENDIX H)  
10 PREPARED FOR THE PROJECT SITE, THERE IS A POTENTIAL THAT  
11 ASBESTOS CONTAINING MATERIALS (ACMS) ARE PRESENT IN THE  
12 BUILDINGS, AS A RESULT OF THE AGE OF THE BUILDINGS. FEDERAL  
13 ASBESTOS REQUIREMENTS ARE FOUND IN NATIONAL EMISSION  
14 STANDARDS FOR HAZARDOUS AIR POLLUTANTS (NESHA) WITHIN  
15 THE CODE OF FEDERAL REGULATIONS (CFR) TITLE 40, PART 61,  
16 SUBPART M, AND ARE ENFORCED IN THE PROJECT AREA BY THE  
17 SCAQMD. IN CONFORMANCE WITH THE NESHA, SCAQMD RULE  
18 1403 ESTABLISHES SURVEY REQUIREMENTS, NOTIFICATION, AND  
19 WORK PRACTICE REQUIREMENTS TO PREVENT ASBESTOS  
20 EMISSIONS FROM EMANATING DURING BUILDING RENOVATION AND  
21 DEMOLITION ACTIVITIES. BECAUSE THE PROJECT WOULD BE  
22 REQUIRED TO COMPLY WITH AQMD RULE 1403 DURING DEMOLITION  
23 ACTIVITIES, IMPACTS DUE TO THE POTENTIAL PRESENCE OF  
24 ASBESTOS WOULD BE LESS THAN SIGNIFICANT (EIR AT 4.6-7).

25 ADDITIONALLY, ONE OR MORE OF THE EXISTING ON-SITE  
26 STRUCTURES ALSO COULD CONTAIN LEAD BASED PAINT (LBP) DUE  
27 TO THE AGE OF THE STRUCTURES. TITLE 17, CALIFORNIA CODE OF  
28 REGULATIONS (CCR), DIVISION 1, CHAPTER 8: ACCREDITATION,  
CERTIFICATION AND WORK PRACTICES FOR LEAD-BASED PAINT  
AND LEAD HAZARDS, DEFINES AND REGULATES LEAD-BASED PAINT.  
ANY DETECTABLE AMOUNT OF LEAD IS REGULATED. THE  
DEMOLITION AND CONSTRUCTION PHASES OF THE PROJECT  
WOULD BE REQUIRED TO COMPLY WITH TITLE 17, CALIFORNIA  
CODE OF REGULATIONS (CCR), DIVISION 1, CHAPTER 8, WHICH  
INCLUDES REQUIREMENTS SUCH AS EMPLOYER PROVIDED  
TRAINING, AIR MONITORING, PROTECTIVE CLOTHING,  
RESPIRATORS, AND HAND WASHING FACILITIES. COMPLIANCE  
WITH TITLE 17, CALIFORNIA CODE OF REGULATIONS (CCR), DIVISION  
1, CHAPTER 8 IS MANDATORY. (EIR AT 4.7-7).

ACCORDING TO THE PHASE I ESA PREPARED FOR THE PROJECT  
SITE, PORTIONS OF THE SITE WERE HISTORICALLY USED FOR  
AGRICULTURAL PURPOSES. DUE TO THE TIMEFRAME OF  
HISTORICAL AGRICULTURAL ACTIVITIES AT THE PROJECT SITE  
(CEASED PRIOR TO 1946), IT IS NOT LIKELY THAT THE SOIL AT THE

1 SITE IS IMPACTED WITH ORGANOCHLORINE PESTICIDES; AS SUCH,  
2 THE PHASE I ESA DOES NOT RECOMMEND CONDUCTING ANY SOIL  
3 SAMPLING ACTIVITIES TO EVALUATE THE PESTICIDE CONTENT OF  
4 ON-SITE SOILS. THE REGULATORY RECORDS SEARCH INDICATED  
5 THAT THE ROQUET PAVING COMPANY FACILITY WAS PREVIOUSLY  
6 THE SITE OF FOUR (4) UNDERGROUND STORAGE TANKS (USTS).  
7 THERE IS A POTENTIAL THAT SOIL CONTAMINATION COULD BE  
8 PRESENT WITHIN OR NEAR THE LOCATION OF THE FOUR UST SITES,  
9 WHICH, ABSENT MITIGATION, COULD RESULT IN POTENTIALLY  
10 SIGNIFICANT IMPACTS DURING CONSTRUCTION AND OPERATION  
11 OF THE PROJECT SITE WITH RESPECT TO TRANSPORT, USE, OR  
12 DISPOSAL OF HAZARDOUS MATERIALS. ADDITIONALLY, THE  
13 PREVIOUS PHASE I ESA (TECHNICAL APPENDIX H) INDICATED THAT  
14 SOIL STAINING WAS OBSERVED IN THE VEHICLE STORAGE AREAS  
15 AND THE SMUDGE POT STORAGE AREA WITHIN THE ROQUET  
16 PAVING COMPANY FACILITY DURING THE SITE INVESTIGATION. THE  
17 STAINED SOILS COULD INDICATE THE PRESENCE OF PETROLEUM  
18 CONTAMINATION WITHIN THE SOILS, WHICH, ABSENT MITIGATION,  
19 COULD RESULT IN POTENTIALLY SIGNIFICANT IMPACTS.  
20 MITIGATION MEASURE MM 4.7-1 (DESCRIBED BELOW) WOULD  
21 REDUCE IMPACTS ASSOCIATED WITH POTENTIALLY  
22 CONTAMINATED SOILS TO LEVELS THAT ARE LESS THAN  
23 SIGNIFICANT SINCE TREATMENT/REMEDATION WOULD BE  
24 REQUIRED TO BE COMPLETED PRIOR TO BUILDING NEW OCCUPIED  
25 STRUCTURES ON ANY IMPAIRED AREAS OF THE SITE. (EIR AT 4.7-7).

16 MM 4.7-1 PRIOR TO THE ISSUANCE OF A DEMOLITION PERMIT OR  
17 A GRADING PERMIT FOR THE PROJECT INVOLVING THE PORTION OF  
18 THE PROJECT SITE SUBJECT TO THE CURRENT OR FORMER  
19 OPERATION OF THE ROQUET PAVING COMPANY FACILITY, THE  
20 PROJECT APPLICANT SHALL PROVIDE A PHASE II SOIL  
21 INVESTIGATION REPORT TO THE BUILDING OFFICIAL OR THEIR  
22 DESIGNEE AND PUBLIC WORKS DIRECTOR OR CITY ENGINEER OR  
23 THEIR DESIGNEE FOR REVIEW AND APPROVAL. THE PHASE II SOIL  
24 INVESTIGATION SHALL BE CONDUCTED BY A QUALIFIED  
25 PROFESSIONAL IN ACCORDANCE WITH LOCAL, STATE, AND  
26 FEDERAL REGULATIONS TO CONFIRM WHETHER HAZARDOUS  
27 MATERIALS ARE PRESENT WITHIN THE PORTION OF THE PROJECT  
28 SITE CONTAINING THE ROQUET PAVING COMPANY FACILITY. IF THE  
PHASE II SOIL INVESTIGATION REPORT DEMONSTRATES THAT  
HAZARDOUS MATERIALS ARE PRESENT IN THE SOILS ABOVE  
LEVELS CONSIDERED SAFE BY LOCAL, STATE, AND FEDERAL  
REGULATIONS FOR RESIDENTIAL OCCUPANCY OF THE PROPERTY,  
A TREATMENT/REMEDATION PLAN SHALL BE DEVELOPED BY THE  
HAZARDOUS MATERIALS PROFESSIONAL TO BRING CONTAMINANT  
LEVELS WITHIN THE LOCAL, STATE, AND FEDERAL REQUIREMENTS  
FOR THE PROPOSED RESIDENTIAL, COMMERCIAL, AND  
PUBLIC/INSTITUTION LAND USES IN THE SPECIFIC PLAN. THE

1 TREATMENT/REMEDATION PLAN MAY INCLUDE SOIL REMOVAL,  
2 ENCAPSULATION, AND/OR ONSITE TREATMENT SUCH AS IN SITU  
3 TREATMENTS AND NATURAL DEGRADATION; GROUNDWATER  
4 MANAGEMENT AND TREATMENT; AND INSTITUTIONAL CONTROLS.  
5 ANY REMEDIATION MEASURES IDENTIFIED IN THE  
6 TREATMENT/REMEDATION PLAN SHALL BE IMPOSED AS  
7 CONDITION(S) OF APPROVAL FOR THE DEMOLITION OR GRADING  
8 PERMIT. THE TREATMENT/REMEDATION PLAN SHALL BE  
9 IMPLEMENTED UNDER THE OVERSIGHT OF THE CITY, AND AT THE  
10 CITY'S DIRECTION INCLUDE OVERSIGHT BY A STATE  
11 ENVIRONMENTAL AGENCY. A FINAL REPORT DOCUMENTING  
12 IMPLEMENTATION OF ANY REQUIRED TREATMENT AND  
13 ACHIEVEMENT OF THE REMEDIATION LEVELS REQUIRED FOR THE  
14 SAFE REUSE OF THE SITE, SHALL BE SUBMITTED TO THE CITY OF  
15 COLTON FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE OF  
16 BUILDING PERMITS FOR OCCUPIED STRUCTURES ON AREAS OF  
17 THE SITE IDENTIFIED IN THE TREATMENT/REMEDATION PLAN AS  
18 REQUIRING REMEDIATION.

12 FINDINGS: REGARDING THRESHOLDS A AND B, THE CITY OF  
13 COLTON HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
14 ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO  
15 THE PROJECT WHICH REDUCE THE PROJECT'S IMPACT FROM  
16 POTENTIALLY SIGNIFICANT TO LESS THAN SIGNIFICANT.

15 **M. HYDROLOGY AND WATER QUALITY**

16 ABSENT MITIGATION, THE PROJECT WOULD RESULT IN SIGNIFICANT  
17 IMPACTS BECAUSE IT PLACE HOMES WITHIN A 100-YEAR FLOOD  
18 HAZARD AREA AND POTENTIALLY EXPOSE PEOPLE OR  
19 STRUCTURES TO A SIGNIFICANT RISK OF LOSS INJURY, OR DEATH  
20 AS A RESULT OF FLOODING.

20 THRESHOLDS: G, H, AND I

21 SUBSTANTIVE EVIDENCE: AS DEPICTED BY THE FEDERAL  
22 EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE  
23 RATE MAP (FIRM, MAP NUMBER 06071C8688H), PORTIONS OF THE  
24 EASTERN AND SOUTHERN AREAS OF THE PROJECT SITE ARE  
25 LOCATED WITHIN THE 100-YEAR FLOODPLAIN (ZONE AE) AND/OR  
26 ZONE X (SHADED). EIR FIGURE 4.8-2, FEMA FLOOD INSURANCE  
27 RATE MAP (FIRM), DEPICTS RESIDENTIAL PLANNING AREAS 9 AND  
28 10 AS BEING LOCATED WITHIN A 100-YEAR FLOODPLAIN. IN ORDER  
TO ENSURE THAT NO HOUSING WOULD BE PLACED IN THE FEMA  
FLOODPLAIN, THE PROJECT NECESSITATES A FLOODPLAIN MAP  
REVISION. AS SUCH, MITIGATION MEASURES MM 4.8-1 AND MM 4.8-  
2 REQUIRE THE PROJECT APPLICANT TO SECURE A CONDITIONAL  
LETTER OF MAP REVISION (CLOMR) AND PERMANENT LETTER OF

1 MAP REVISION (LOMR) FROM FEMA TO VERIFY THAT THAT FLOOD  
2 CONTROL MEASURES HAVE BEEN COMPLETED AND THE  
3 PROPOSED RESIDENTIAL DEVELOPMENT AREAS ARE  
4 PERMANENTLY REMOVED FROM THE FEMA 100-YEAR FLOODPLAIN.  
5 WITH IMPLEMENTATION OF MITIGATION MEASURES MM 4.8-1 AND  
6 MM 4.8-2, NO PORTIONS OF THE PROJECT WOULD BE LOCATED IN  
7 THE FEMA 100-YEAR FLOODPLAIN, AND IMPACTS WOULD BE  
8 REDUCED TO A LEVEL BELOW SIGNIFICANCE. (EIR AT 4.8-18).

9 THE PROJECT DOES NOT PROPOSE TO INSTALL A LEVEE OR DAM  
10 AND WOULD HAVE NO PHYSICAL EFFECTS ON ANY EXISTING LEVEE  
11 OR DAM. THE NEAREST DAM TO THE PROJECT SITE IS THE SEVEN  
12 OAKS DAM, LOCATED APPROXIMATELY 15 MILES TO THE  
13 NORTHEAST OF THE PROJECT SITE. AS SHOWN ON EXHIBIT 4.9-3,  
14 HYDROLOGIC HAZARDS, OF THE CITY'S GENERAL PLAN UPDATE  
15 EIR, THE PROJECT SITE IS NOT LOCATED IN AN AREA THAT IS  
16 SUBJECT TO INUNDATION DUE TO FAILURE OF ANY DAMS.  
17 NEVERTHELESS, IMPLEMENTATION OF MITIGATION MEASURES MM  
18 4.8-1 AND MM 4.8-2 WOULD ENSURE THAT THE CLOMR AND LOMR  
19 ARE IN PLACE AT THE TIME OF NEED AND EFFECTIVELY REDUCE  
20 IMPACTS ASSOCIATED WITH ON-SITE FLOOD HAZARDS TO A LEVEL  
21 BELOW SIGNIFICANCE. (EIR AT 4.8-19)

22 MM 4.8-1 PRIOR TO THE CITY OF COLTON'S ISSUANCE OF  
23 BUILDING PERMITS FOR STRUCTURES LOCATED WITHIN THE 100-  
24 YEAR FLOODPLAIN (AS SHOWN ON APPLICABLE FEMA FLOOD  
25 INSURANCE RATE MAPS), THE PROJECT APPLICANT SHALL  
26 PROVIDE EVIDENCE TO THE CITY OF COLTON THAT A CONDITIONAL  
27 LETTER OF MAP REVISION (CLOMR) HAS BEEN ISSUED BY FEMA FOR  
28 THE PROJECT. THE GRADING PLAN SHALL BE FOUND TO  
SUBSTANTIALLY CONFORM TO THE CLOMR PRIOR TO THE  
ISSUANCE OF A BUILDING PERMIT IN THIS AREA.

MM 4.8-2 PRIOR TO THE CITY OF COLTON'S ISSUANCE OF  
BUILDING PERMITS FOR STRUCTURES LOCATED WITHIN THE 100-  
YEAR FLOODPLAIN (AS SHOWN ON APPLICABLE FEMA FLOOD  
INSURANCE RATE MAPS), THE PROJECT APPLICANT SHALL  
PROVIDE EVIDENCE TO THE CITY OF COLTON THAT A FINAL LETTER  
OF MAP REVISION (LOMR) HAS BEEN ISSUED BY FEMA VERIFYING  
THAT FLOOD CONTROL MEASURES HAVE BEEN COMPLETED AND  
THE RESIDENTIAL DEVELOPMENT AREAS ARE PERMANENTLY  
REMOVED FROM THE FEMA 100-YEAR FLOODPLAIN.

FINDINGS: REGARDING THRESHOLDS G, H, AND I, THE CITY OF  
COLTON HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO  
THE PROJECT WHICH REDUCE THE PROJECT'S IMPACT FROM  
POTENTIALLY SIGNIFICANT TO LESS THAN SIGNIFICANT.

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**N. NOISE**

ABSENT MITIGATION, THE PROJECT WOULD RESULT IN POTENTIALLY SIGNIFICANT IMPACTS RELATED TO AN INCREASE IN NOISE LEVELS ABOVE APPLICABLE STANDARDS, INCLUDING A TEMPORARY AND PERMANENT INCREASE IN AMBIENT NOISE.

THRESHOLD: A, C, AND D

SUBSTANTIVE EVIDENCE: CONSTRUCTION EQUIPMENT OPERATING ON THE PROJECT SITE WOULD CREATE INTERMITTENT PERIODS OF NOISE WHEN CONSTRUCTION EQUIPMENT IS IN OPERATION, WHICH WOULD CAUSE SHORT-TERM INCREASES IN AMBIENT NOISE LEVELS. AS DISCUSSED IN EIR SUBSECTION 4.10.5, THE PROJECT'S NOISE IMPACT ANALYSIS (EIR TECHNICAL APPENDIX K) MODELED AND ANALYZED CONSTRUCTION NOISE LEVELS FOR EACH STAGE OF CONSTRUCTION, WHICH INCLUDE (EIR AT 4.10-14):

- ROUGH/FINE GRADING;
- UNDERGROUND INFRASTRUCTURE;
- BUILDING CONSTRUCTION;
- ARCHITECTURAL COATING; AND
- PAVING.

THE PROJECT'S NOISE IMPACT ANALYSIS CALCULATED THAT AT THE NEAREST SENSITIVE RECEIVER LOCATION, CONSTRUCTION-RELATED NOISE LEVELS WOULD RANGE FROM 42.3 TO 83.2 DBA LEQ. NONE OF THE CALCULATED CONSTRUCTION NOISE LEVELS WOULD EXCEED THE CONSTRUCTION NOISE LEVEL THRESHOLD OF 85 DBA LEQ FOR CONSTRUCTION ACTIVITIES OVER A PERIOD OF EIGHT HOURS OR MORE ADOPTED BY THE NATIONAL INSTITUTE FOR OCCUPATIONAL SAFETY AND HEALTH (NIOSH). ADDITIONALLY, BASED ON THE STANDARD ARTICULATED IN SECTION 83.01.080 (G) OF THE COUNTY OF SAN BERNARDINO DEVELOPMENT CODE, TABLE 4.10-2 REQUIRES THAT ALL CONSTRUCTION ACTIVITIES WOULD BE LIMITED TO OCCURRING WITHIN THE HOURS OF 7:00 A.M. AND 7:00 P.M. MONDAYS TO SATURDAYS, WITH NO ACTIVITY ALLOWED ON SUNDAYS AND FEDERAL HOLIDAYS. ALTHOUGH CONSTRUCTION NOISE IS TEMPORARY, INTERMITTENT, AND OF SHORT DURATION AND WOULD BE LESS THAN SIGNIFICANT, MITIGATION MEASURE MM 4.10-1 (DESCRIBED BELOW) WOULD REQUIRE THAT NOTES BE ADDED TO THE GRADING PLAN WHICH THE CONSTRUCTION CONTRACTOR WOULD BE REQUIRED TO ADHERE TO THAT WOULD REDUCE THE GENERATION OF EXCESSIVE NOISE IMPACTS. (EIR AT 4.10-15).

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AS SHOWN ON EIR TABLE 4.10-5, EXISTING OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS, THE EXISTING WITH PROJECT NOISE LEVEL CONDITIONS ARE CALCULATED TO RANGE FROM 57.2 TO 78.0 DBA CNEL. AS SHOWN ON TABLE 4.10-5, THE PROJECT WOULD RESULT IN AN EXTERIOR NOISE LEVEL INCREASE OF UP TO 2.0 DBA CNEL. TABLE 4.10-6, OPENING YEAR 2020 OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS, PRESENTS A COMPARISON OF THE YEAR 2020 WITHOUT PROJECT AND YEAR 2020 WITH PROJECT CONDITIONS CNEL NOISE LEVELS. AS SHOWN ON EIR TABLE 4.10-6, OPENING YEAR 2020 OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS, THE YEAR 2020 WITH PROJECT CONDITIONS NOISE LEVEL CONTOURS ARE CALCULATED TO RANGE FROM 58.1 TO 78.3 DBA CNEL. AS SHOWN ON TABLE 4.10-6, THE PROJECT WOULD RESULT IN AN EXTERIOR NOISE LEVEL INCREASE OF UP TO 1.8 DBA CNEL, HOWEVER, NO IMPACT ON AMBIENT NOISE CONDITIONS WOULD OCCUR. EIR TABLE 4.10-7, HORIZON YEAR 2040 OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS, INDICATES THAT UNMITIGATED EXTERIOR NOISE LEVELS ARE EXPECTED TO RANGE FROM 61.3 TO 79.8 DBA CNEL FOR HORIZON YEAR 2040 WITHOUT PROJECT CONDITIONS. AS SHOWN ON TABLE 4.10-7, THE PROJECT WOULD GENERATE AN EXTERIOR NOISE LEVEL INCREASE OF UP TO 1.3 DBA CNEL, WHICH WOULD NOT EXCEED THE SIGNIFICANCE THRESHOLDS. (EIR AT 4.10-16).

THE PRIMARY SOURCE OF NOISE IMPACTS TO THE PROJECT SITE WOULD BE TRAFFIC NOISE FROM THE I-215 FREEWAY, LA CADENA DRIVE, PELLISSIER ROAD, ROQUET RANCH ROAD, AND BNSF RAIL LINES. EIR TABLE 4.10-8, EXTERIOR NOISE LEVELS (CNEL), PRESENTS A SUMMARY OF FUTURE EXTERIOR NOISE LEVELS IN THE OUTDOOR LIVING AREAS (BACKYARDS) FOR THE PROPOSED LOTS ADJACENT TO THE I-215 FREEWAY, LA CADENA DRIVE, PELLISSIER ROAD, AND ROQUET RANCH ROAD, AND FACING THE BNSF RAIL LINES. AS SHOWN IN EIR TABLE 4.10-8, THE PROPOSED LOTS WOULD EXPERIENCE UNMITIGATED EXTERIOR NOISE LEVELS RANGING FROM 46.7 TO 73.6 DBA CNEL. STANDARD 2 OF THE CITY OF COLTON GENERAL PLAN NOISE ELEMENT, ESTABLISHES A 60 DBA CNEL EXTERIOR NOISE LEVEL STANDARD FOR RESIDENTIAL LAND USES. AS SHOWN IN EIR TABLE 4.10-8, UNMITIGATED NOISE LEVELS WOULD EXCEED THE 60 DBA CNEL. ACCORDINGLY, MITIGATION MEASURE MM 4.10-2 (DESCRIBED BELOW) WOULD REQUIRE THE CONSTRUCTION OF 6-FOOT HIGH NOISE BARRIERS FOR PLANNING AREAS 2 TO 4, AND 6 TO 9 ADJACENT TO PELLISSIER ROAD AND ROQUET RANCH ROAD AND WOULD REDUCE EXTERIOR NOISE LEVELS FOR PLANNING AREAS 2 TO 4, AND 6 TO 9 ADJACENT TO PELLISSIER ROAD AND ROQUET RANCH ROAD TO A RANGE OF 53.8 TO 58.3 DBA CNEL, WHICH WOULD SATISFY THE CITY OF COLTON 60 DBA CNEL EXTERIOR NOISE LEVEL STANDARD.

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ACCORDINGLY, WITH IMPLEMENTATION OF MITIGATION MEASURE MM 4.10-2, THE PROJECT'S EXTERIOR NOISE LEVEL IMPACTS WOULD BE REDUCED TO A LEVEL BELOW SIGNIFICANCE. (EIR AT 4.10-17).

TO ENSURE THAT THE INTERIOR NOISE LEVELS WOULD COMPLY WITH THE CITY OF COLTON 45 DBA CNEL INTERIOR NOISE STANDARDS, THE PROJECT'S NOISE IMPACT ANALYSIS (EIR TECHNICAL APPENDIX E) CALCULATED FUTURE NOISE LEVELS AT THE FIRST AND SECOND FLOOR BUILDING FAÇADES. EIR TABLE 4.10-9, FIRST FLOOR INTERIOR NOISE IMPACTS (CNEL), SHOWS THAT THE FUTURE UNMITIGATED NOISE LEVELS (WITH WINDOWS OPEN) AT THE FIRST-FLOOR BUILDING FAÇADE ARE CALCULATED TO RANGE FROM 53.9 TO 66.1 DBA CNEL. EIR TABLE 4.10-10, SECOND FLOOR INTERIOR NOISE IMPACTS (CNEL), SHOWS THAT THE FUTURE UNMITIGATED NOISE LEVELS (WITH WINDOWS OPEN) AT THE SECOND-FLOOR BUILDING FAÇADE ARE CALCULATED TO RANGE FROM 56.8 TO 70.6 DBA CNEL. THE INTERIOR NOISE LEVEL ANALYSIS SHOWS THAT THE CITY OF COLTON 45 DBA CNEL INTERIOR NOISE LEVEL STANDARDS CAN BE SATISFIED USING STANDARD WINDOWS WITH A MINIMUM SOUND TRANSMISSION CLASS (STC) RATING OF 27, WITH THE EXCEPTION OF THE LOTS IN PLANNING AREA 9 THAT ABUT LA CADENA DRIVE, WHICH WOULD REQUIRE UPGRADED WINDOWS WITH A MINIMUM STC RATING OF 32. AS SUCH, MITIGATION MEASURE MM 4.10-3 (DESCRIBED BELOW) REQUIRES THE INSTALLATION OF UPGRADED WINDOWS WITH A MINIMUM STC RATING OF 32 AT ALL RESIDENTIAL BUILDINGS WITHIN PLANNING AREA 9 SITUATED ON LOTS THAT ABUT LA CADENA DRIVE. WITH IMPLEMENTATION OF MITIGATION MEASURE MM 4.10-3, THE PROJECT WOULD RESULT IN LESS THAN SIGNIFICANT IMPACTS WITH RESPECT TO ON-SITE INTERIOR NOISE. (EIR AT 4.10-18).

THE NOISE IMPACT ANALYSIS (EIR TECHNICAL APPENDIX E) DETERMINED THAT THE OPERATIONAL NOISE LEVELS GENERATED BY THE PROJECT AT THE SENSITIVE RECEIVER LOCATIONS WOULD NOT EXCEED THE EXTERIOR NOISE LEVEL STANDARD OF 65 DBA LEQ ESTABLISHED BY SECTION 18.42.040 OF THE CITY OF COLTON MUNICIPAL CODE. A LESS THAN SIGNIFICANT IMPACT WOULD OCCUR AND NO MITIGATION WOULD BE REQUIRED.

MM 4.10-1 PRIOR TO ISSUANCE OF ANY GRADING AND BUILDING PERMITS, THE CITY OF COLTON SHALL REVIEW GRADING AND BUILDING PLANS TO ENSURE THE FOLLOWING NOTES ARE INCLUDED ON THE PLANS. PROJECT CONTRACTORS SHALL BE REQUIRED TO COMPLY WITH THESE NOTES AND MAINTAIN WRITTEN RECORDS OF SUCH COMPLIANCE THAT CAN BE INSPECTED BY THE CITY OF COLTON UPON REQUEST. THE

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GRADING CONTRACTOR SHALL PERMIT PERIODIC INSPECTION OF THE CONSTRUCTION SITE BY CITY OF COLTON STAFF OR ITS DESIGNEE TO CONFIRM COMPLIANCE. THESE NOTES ALSO SHALL BE SPECIFIED IN BIND DOCUMENTS AND CONTRACTS ISSUED TO PROSPECTIVE CONSTRUCTION CONTRACTORS.

A) ALL CONSTRUCTION ACTIVITIES AND HAUL TRUCK DELIVERIES SHALL BE PROHIBITED FROM OCCURRING BETWEEN 7:00 P.M. AND 7:00 A.M. MONDAY THROUGH SATURDAY, AND ALL DAY ON SUNDAYS AND FEDERAL HOLIDAYS.

B) ALL CONSTRUCTION EQUIPMENT, FIXED OR MOBILE, SHALL BE EQUIPPED WITH PROPERLY OPERATING AND MAINTAINED MUFFLERS, CONSISTENT WITH MANUFACTURER'S STANDARDS. THE CONSTRUCTION CONTRACTORS SHALL PLACE ALL STATIONARY EQUIPMENT SO THAT EMITTED NOISE IS DIRECTED AWAY FROM THE NOISE SENSITIVE RECEIVERS NEAREST THE PROJECT SITE.

C) CONSTRUCTION EQUIPMENT STAGING AREAS SHALL BE LOCATED SUCH THAT A MINIMUM DISTANCE OF 100 FEET IS MAINTAINED BETWEEN CONSTRUCTION STAGING AREAS, EXISTING HOMES, BUSINESSES AND NOISE-SENSITIVE RECEPTORS.

D) THE CONSTRUCTION CONTRACTOR SHALL DESIGN A HAUL ROUTE EXHIBIT THAT INCLUDES DELIVERY ROUTES THAT MINIMIZE THE EXPOSURE OF SENSITIVE LAND USES OR RESIDENTIAL DWELLINGS TO DELIVERY TRUCK-RELATED NOISE. THE CONSTRUCTION CONTRACTOR SHALL LIMIT HAUL TRUCK DELIVERIES TO THE SAME HOURS SPECIFIED FOR CONSTRUCTION EQUIPMENT (BETWEEN THE HOURS OF 7:00 A.M. TO 7:00 P.M. MONDAY TO SATURDAY WITH NO ACTIVITY ON SUNDAYS AND FEDERAL HOLIDAYS).

AS NOTED IN TABLE F-2, ERRATA TABLE OF ADDITIONS, CORRECTIONS, AND REVISIONS, OF THE FINAL EIR, MITIGATION MEASURE MM 4.10-1 WAS REVISED TO PERMIT PERIODIC INSPECTION OF THE CONSTRUCTION SITE BY CITY OF COLTON STAFF OR ITS DESIGNEE TO CONFIRM COMPLIANCE WITH THE MITIGATION AND ENSURE THE NOTES ARE SPECIFIED IN BIND DOCUMENTS AND CONTRACTS ISSUED TO PROSPECTIVE CONSTRUCTION CONTRACTORS.

MM 4.10-2 PRIOR TO ISSUANCE OF BUILDING PERMITS, THE CITY OF COLTON SHALL VERIFY THAT FINAL BUILDING PLANS REQUIRE THE CONSTRUCTION OF 6-FOOT HIGH NOISE BARRIERS AT LOTS WITHIN PLANNING AREAS 2 TO 4, AND 6 TO 9 THAT ABUT PELLISSIER ROAD AND ROQUET RANCH ROAD. ADDITIONALLY, THE FINAL BUILDING PLANS SHALL ALSO REQUIRE THE CONSTRUCTION OF AN 8-FOOT HIGH NOISE BARRIER FOR OUTDOOR LIVING AREAS AT

1            LOTS WITHIN PLANNING AREA 9 WHICH ABUT LA CADENA DRIVE AND  
2            FACE THE I-215 FREEWAY AND BNSF RAIL LINES.

3            THE RECOMMENDED NOISE CONTROL BARRIERS SHALL BE  
4            CONSTRUCTED SO THAT THE TOP OF EACH WALL AND/OR BERM  
5            COMBINATION EXTENDS TO THE RECOMMENDED HEIGHT ABOVE  
6            THE PAD ELEVATION OF THE LOT IT IS SHIELDING. IN INSTANCES  
7            WHERE THE ROAD IS ELEVATED ABOVE THE PAD ELEVATION, THE  
8            BARRIER SHALL EXTEND TO THE RECOMMENDED HEIGHT ABOVE  
9            THE HIGHEST POINT BETWEEN THE RESIDENTIAL HOME AND THE  
10            ROAD. THE BARRIER SHALL PROVIDE A WEIGHT OF AT LEAST 4  
11            POUNDS PER SQUARE FOOT OF FACE AREA WITH NO DECORATIVE  
12            CUTOUTS OR LINE-OF-SIGHT OPENINGS BETWEEN SHIELDED  
13            AREAS AND THE ROADWAYS. THE BARRIER SHALL CONSIST OF A  
14            SOLID FACE FROM TOP TO BOTTOM. UNNECESSARY OPENINGS OR  
15            DECORATIVE CUTOUTS SHALL NOT BE MADE. ALL GAPS (EXCEPT  
16            FOR WEEP HOLES) SHOULD BE FILLED WITH GROUT OR CAULKING.  
17            THE NOISE BARRIER SHALL BE CONSTRUCTED USING ANY  
18            COMBINATION OF THE FOLLOWING CONSTRUCTION MATERIALS:

- 19            •        MASONRY BLOCK;
- 20            •        STUCCO VENEER OVER WOOD FRAMING (OR FOAM CORE),  
21            OR 1-INCH-THICK TONGUE AND GROOVE WOOD OF SUFFICIENT  
22            WEIGHT PER SQUARE FOOT;
- 23            •        GLASS (1/4-INCH-THICK), OR OTHER TRANSPARENT MATERIAL  
24            WITH SUFFICIENT WEIGHT PER SQUARE FOOT;
- 25            •        EARTHEN BERM;
- 26            •        ANY COMBINATION OF THESE CONSTRUCTION MATERIALS.

27            DURING THE FINAL BUILDING INSPECTION, THE CITY OF COLTON  
28            BUILDING INSPECTOR SHALL ENSURE THAT THE SOUND BARRIERS  
29            WERE CONSTRUCTED TO ADHERE TO THE REQUIREMENTS STATED  
30            HEREIN, AS WELL AS THE DESIGN SPECIFICATIONS SHOWN ON THE  
31            FINAL APPROVED BUILDING PLANS.

32            MM 4.10-3 PRIOR TO ISSUANCE OF BUILDING PERMITS IN  
33            PLANNING AREA 9, THE CITY OF COLTON SHALL VERIFY THAT FINAL  
34            BUILDING PLANS REQUIRE WINDOWS WITH A MINIMUM STC RATING  
35            OF 32 BE INSTALLED AT ALL BUILDINGS SITUATED ON LOTS WITHIN  
36            PLANNING AREA 9 THAT ABUT LA CADENA DRIVE. DURING THE  
37            FINAL BUILDING INSPECTION, THE CITY OF COLTON BUILDING  
38            INSPECTOR SHALL ENSURE THAT THE WINDOWS WERE INSTALLED  
39            IN ADHERENCE WITH THE REQUIREMENTS STATED HEREIN, AS  
40            WELL AS THE DESIGN SPECIFICATIONS SHOWN ON THE FINAL  
41            APPROVED BUILDING PLANS.

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FINDINGS: REGARDING THRESHOLDS A, C, AND D, THE CITY OF COLTON HEREBY MAKES THE DETERMINATION THAT CHANGES OR ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO THE PROJECT WHICH REDUCE THE PROJECT'S IMPACTS FROM POTENTIALLY SIGNIFICANT TO LESS THAN SIGNIFICANT.

**O. TRANSPORTATION AND TRAFFIC**

THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS TO THE SITE OR SURROUNDING PROPERTIES. NEVERTHELESS, MITIGATION MEASURE MM 4.14-1 WOULD REQUIRE THAT ALL PROJECT-RELATED CONSTRUCTION TRAFFIC COMPLY WITH A TEMPORARY TRAFFIC CONTROL PLAN THAT MEETS THE APPLICABLE REQUIREMENTS OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

THRESHOLD: E

SUBSTANTIVE EVIDENCE: THE PROJECT PROPOSES A NETWORK OF INTERNAL ROADWAYS THAT WOULD BE CONSTRUCTED WITHIN THE PROJECT SITE AND IN LIMITED OFF-SITE AREAS. DURING THE CITY'S REVIEW PROCESS FOR THE PROJECT'S PROPOSED SPECIFIC PLAN AND TENTATIVE TRACT MAP, CITY OF COLTON REVIEWED THE PROPOSED DESIGN PLANS TO ENSURE THAT NO HAZARDOUS ROADWAY FEATURES WOULD BE IMPLEMENTED AND THAT ADEQUATE EMERGENCY ACCESS WOULD BE AVAILABLE AT THE SITE. THE PROPOSED MASTER-PLANNED COMMUNITY WOULD NOT INCLUDE ANY COMPONENTS THAT WOULD RESULT IN INCOMPATIBLE USES ON ROADWAYS, INCLUDING HEAVY EQUIPMENT, ETC. REGARDLESS, ALL PROJECT-RELATED CONSTRUCTION TRAFFIC WILL BE REQUIRED TO COMPLY WITH A TEMPORARY TRAFFIC CONTROL PLAN THAT MEETS THE APPLICABLE REQUIREMENTS OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. COMPLIANCE WITH THE TRAFFIC CONTROL PLAN WOULD BE ASSURED BY MITIGATION MEASURE MM 4.14-1 (DESCRIBED BELOW). (EIR AT 4.14-28 AND 4.14-29).

MM 4.14-1 PRIOR TO THE ISSUANCE OF GRADING OR BUILDING PERMITS, THE PROJECT APPLICANT SHALL PREPARE AND THE CITY OF COLTON SHALL APPROVE A TEMPORARY TRAFFIC CONTROL PLAN. THE TEMPORARY TRAFFIC CONTROL PLAN SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. A REQUIREMENT TO COMPLY WITH THE TEMPORARY TRAFFIC CONTROL PLAN SHALL BE NOTED ON ALL GRADING AND BUILDING

1 PLANS AND ALSO SHALL BE SPECIFIED IN BID DOCUMENTS ISSUED  
2 TO PROSPECTIVE CONSTRUCTION CONTRACTORS.

3 FINDINGS: REGARDING THRESHOLD E, THE CITY OF COLTON  
4 HEREBY MAKES THE DETERMINATION THAT CHANGES OR  
5 ALTERATIONS HAVE BEEN REQUIRED IN, OR INCORPORATED INTO  
6 THE PROJECT WHICH REDUCE THE PROJECT'S IMPACTS FROM  
7 POTENTIALLY SIGNIFICANT TO LESS THAN SIGNIFICANT.

8 **SECTION 5. FINDINGS REGARDING ENVIRONMENTAL**  
9 **IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS THAN**  
10 **SIGNIFICANT. THE CITY COUNCIL HEREBY FINDS THAT, DESPITE**  
11 **THE INCORPORATION OF MITIGATION MEASURES OUTLINED IN THE**  
12 **EIR AND IN THIS RESOLUTION, THE FOLLOWING IMPACTS FROM THE**  
13 **PROJECT AND RELATED APPROVALS CANNOT BE FULLY MITIGATED**  
14 **TO A LESS THAN SIGNIFICANT LEVEL AND A STATEMENT OF**  
15 **OVERRIDING CONSIDERATIONS IS THEREFORE, INCLUDED HEREIN:**

16 **A. AESTHETICS**

17 THE PROPOSED PROJECT WOULD ALTER THE EXISTING VISUAL  
18 CHARACTER OF THE SITE AS A RESULT OF HILLSIDE GRADING,  
19 WHICH WOULD RESULT IN A SIGNIFICANT IMPACT WITH RESPECT  
20 TO THRESHOLD C.

21 THRESHOLD: C

22 SUBSTANTIVE EVIDENCE: THE PROJECT WOULD DEVELOP THE SITE  
23 IN COMPLIANCE WITH THE SITE PLANNING, ARCHITECTURE, AND  
24 LANDSCAPING THEMES PRESENTED IN SECTION IV, DESIGN  
25 GUIDELINES, OF THE ROQUET RANCH SPECIFIC PLAN, WHICH  
26 WOULD ENSURE COMPATIBILITY AND CONTINUITY OF  
27 DEVELOPMENT WITHIN THE ROQUET RANCH COMMUNITY AND WITH  
28 THE SURROUNDING ENVIRONS. HOWEVER, THE EXISTING HILLSIDE  
SETTING THAT CHARACTERIZES THE VISUAL CHARACTER OF THE  
PROJECT SITE WOULD BE PERMANENTLY ALTERED BY THE  
PROJECT DURING ITS OPERATION THROUGH ITS PROPOSED  
GRADING OF SOME OF CERTAIN ON-SITE HILLSIDES.  
ACCORDINGLY, THE PROPOSED PROJECT WOULD HAVE DIRECT  
SIGNIFICANT IMPACT ON THE VISUAL CHARACTER OF THE PROJECT  
SITE. BECAUSE THE PROJECT'S EFFECTS TO VISUAL CHARACTER  
ARE PROJECT SITE-SPECIFIC, THEY WOULD NOT BE CUMULATIVELY  
CONSIDERABLE.

THE PROJECT'S DESIGN HAS BEEN DEVELOPED TO MINIMIZE  
PROJECT-SPECIFIC EFFECTS TO VISUAL CHARACTER IN A NUMBER  
OF WAYS. THE IMPLEMENTATION OF THE PROJECT WOULD PLACE  
RESIDENTIAL NEIGHBORHOODS AND COMMUNITY AMENITIES IN A

1 CLUSTERED DESIGN TO PRESERVE THE VAST MAJORITY OF STEEP  
2 SLOPES AND MAJOR RIDGELINES ON THE PROJECT SITE.  
3 PROPOSED RESIDENCES WOULD NOT BLOCK THE SIGHTLINE OF  
4 THE RIDGE AND THEIR DEVELOPMENT WOULD BE CONCENTRATED  
5 ON THE FLATTER PORTIONS OF THE SITE TO AVOID, AS MUCH AS  
6 POSSIBLE, GRADING OF STEEP HILLSIDES. PROPOSED LOCAL  
7 STREETS WOULD CLIMB WITHIN THE GRADED PADS OF  
8 RESIDENCES TO MINIMIZE HILLSIDE DISTURBANCE, WITH  
9 DEVELOPMENT "STAIR-STEPPED" INTO EXISTING GRADES TO  
10 REFLECT THE EXISTING TOPOGRAPHY. FURTHER, WHERE  
11 FEASIBLE, AND PARTICULARLY ALONG THE EDGE OF THE GRADING  
12 THAT WOULD BE VISIBLE FROM OFF-SITE AREAS, THE PROJECT  
13 WOULD USE CONTOUR GRADING TO BLEND THE NATURAL  
14 TOPOGRAPHY WITH THE MANUFACTURED SLOPES IN AN EFFORT  
15 TO CREATE A NATURAL LOOKING HILLSIDE. THE CITY HAS  
16 DETERMINED THAT THERE ARE NO FEASIBLE MITIGATION  
17 MEASURES FOR THE CITY TO IMPOSE THAT WOULD REDUCE THE  
18 PROJECT'S IMPACTS TO THE VISUAL QUALITY OF THE SITE TO  
19 LEVELS THAT ARE LESS THAN SIGNIFICANT. AS SUCH, THE  
20 PROJECT WOULD RESULT IN SIGNIFICANT AND UNAVOIDABLE  
21 DIRECT IMPACTS ASSOCIATED WITH ITS PERMANENT ALTERATION  
22 OF THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE.  
23 (EIR AT 4.1-19)

15 FINDINGS: REGARDING THRESHOLD C, THE CITY OF COLTON  
16 HEREBY MAKES THE DETERMINATION THAT NO FEASIBLE  
17 MITIGATION MEASURES OR ACCEPTABLE ALTERNATIVES EXIST TO  
18 MITIGATE THESE POTENTIALLY SIGNIFICANT IMPACTS.  
19 ACCORDINGLY, THE PROJECT WOULD RESULT IN SIGNIFICANT AND  
20 UNAVOIDABLE DIRECT IMPACTS.

## 19 **B. AIR QUALITY**

20 THE PROPOSED PROJECT WOULD HAVE A SIGNIFICANT AND  
21 UNAVOIDABLE IMPACT WITH RESPECT TO VIOLATION OF AN AIR  
22 QUALITY STANDARD(S), SUBSTANTIAL CONTRIBUTION TO AN  
23 EXISTING OR PROJECTED AIR QUALITY VIOLATION, AND/OR AND A  
24 CUMULATIVELY CONSIDERABLE NET INCREASE OF CRITERIA  
25 POLLUTANTS.

24 THRESHOLD: B AND C

25 SUBSTANTIVE EVIDENCE: AS IDENTIFIED IN TABLE 4.2-5, EMISSIONS  
26 SUMMARY OF CONSTRUCTION WITHOUT MITIGATION, PROJECT-  
27 RELATED CONSTRUCTION EMISSIONS OF CRITERIA POLLUTANTS  
28 WOULD BE BELOW THE RESPECTIVE DAILY CRITERIA POLLUTANT  
THRESHOLDS, WITH THE EXCEPTION OF DAILY EMISSIONS OF  
NITROGEN OXIDES (NOX) WHICH WOULD EXCEED THE CRITERIA

1 POLLUTANT THRESHOLD ESTABLISHED BY THE SCAQMD.  
2 ACCORDINGLY, BECAUSE THE PROJECT WOULD RESULT IN  
3 CONSTRUCTION SOURCE EMISSIONS OF NOX THAT EXCEED THE  
4 APPLICABLE SCAQMD REGIONAL THRESHOLD FOR NOX, A  
5 SIGNIFICANT IMPACT WOULD OCCUR ABSENT MITIGATION.  
6 ADDITIONALLY, THE PROJECT IS REQUIRED TO COMPLY WITH THE  
7 PROVISIONS OF SCAQMD RULE 403, "FUGITIVE DUST," DURING  
8 CONSTRUCTION ACTIVITIES, SUCH AS EARTH MOVING ACTIVITIES,  
9 GRADING, AND EQUIPMENT TRAVEL ON UNPAVED ROADS.  
10 MITIGATION MEASURE MM 4.2-1 (DESCRIBED BELOW) REQUIRES  
11 CONSTRUCTION EQUIPMENT GREATER THAN 150 HORSEPOWER IS  
12 CALIFORNIA AIR RESOURCES BOARD (CARB) TIER 3 CERTIFIED OR  
13 BETTER—CONSTRUCTION EMISSIONS OF NOX WOULD BE  
14 REDUCED TO A LEVEL THAT DOES NOT EXCEED THE DAILY  
15 CRITERIA POLLUTANT THRESHOLD ESTABLISHED BY THE SCAQMD.  
16 WITH IMPLEMENTATION OF MITIGATION MEASURE MM 4.2-1, THE  
17 PROJECT'S CONSTRUCTION-RELATED AIRBORNE EMISSIONS  
18 WOULD BE LESS THAN SIGNIFICANT. (EIR AT 4.2-18 AND 4.2-19).

12 EMISSIONS ASSOCIATED WITH PROJECT OPERATIONS ARE  
13 PRESENTED IN EIR TABLE 4.2-6, SUMMARY OF PEAK OPERATIONAL  
14 EMISSIONS (WITHOUT PROJECT DESIGN FEATURES AND  
15 MITIGATION). AS SHOWN IN EIR TABLE 4.2-6, THE PROJECT'S  
16 OPERATIONAL-SOURCE EMISSIONS WOULD EXCEED APPLICABLE  
17 SCAQMD REGIONAL THRESHOLDS OF SIGNIFICANCE FOR VOCs  
18 AND NOX IN THE SUMMER SCENARIO AND NOX FOR THE WINTER  
19 SCENARIO. IMPLEMENTATION OF PROJECT DESIGN FEATURES  
20 (SUCH AS PEDESTRIAN FEATURES, MIXED-USE DESIGN, AND  
21 ENERGY/WATER EFFICIENCY) WOULD REDUCE VOCs EMISSIONS  
22 TO LESS THAN SIGNIFICANT LEVELS, BUT WOULD NOT REDUCE NOX  
23 EMISSIONS TO LESS THAN SIGNIFICANT LEVELS. NOX IS A  
24 PRECURSOR FOR OZONE (O3), A POLLUTANT FOR WHICH THE SCAB  
25 IS IN NONATTAINMENT UNDER BOTH FEDERAL AND STATE  
26 CRITERIA. EMISSIONS OF NOX ARE PRIMARILY ASSOCIATED WITH  
27 MOBILE SOURCE EMISSIONS (I.E., TAILPIPE EMISSIONS FROM  
28 VEHICLES TRAVELING TO AND FROM THE PROJECT SITE), WHICH  
ARE REGULATED BY STATE AND FEDERAL EMISSIONS AND FUEL  
USE STANDARDS, AND ARE BEYOND THE CONTROL OF THE  
PROPOSED PROJECT AND THE CITY OF COLTON. NO FEASIBLE  
MITIGATION MEASURES EXIST THAT WOULD REDUCE NOX  
EMISSIONS TO LEVELS THAT ARE LESS THAN SIGNIFICANT.  
PROJECT OPERATIONAL-SOURCE NOX EMISSIONS EXCEEDANCES  
OF APPLICABLE SCAQMD REGIONAL THRESHOLDS ARE  
THEREFORE CONSIDERED SIGNIFICANT AND UNAVOIDABLE. (EIR AT  
4.2-20).

THE PROJECT'S AIR QUALITY IMPACT ANALYSIS (EIR TECHNICAL  
APPENDIX B) INCLUDED A CONSERVATIVE EVALUATION OF A

1 WORST-CASE SCENARIO THAT MODELS AIR QUALITY IMPACTS OF  
2 THE PROJECT IF THE CONSTRUCTION AND OPERATIONAL PHASES  
3 WERE TO FULLY OVERLAP. IN REALITY, THE OVERLAP SCENARIO  
4 MODELED BY THE PROJECT'S AIR QUALITY IMPACT ANALYSIS  
5 WOULD NOT OCCUR, AS IT ASSUMES THE PROJECT WOULD BE  
6 FULLY OPERATIONAL DURING CONSTRUCTION ACTIVITIES. AS  
7 INDICATED ON EIR TABLE 4.2-12, POTENTIAL OVERLAP OF PROJECT  
8 CONSTRUCTION AND OPERATIONAL ACTIVITIES (WITH MITIGATION),  
9 IMPLEMENTATION OF MITIGATION MEASURE MM 4.2-1 (DESCRIBED  
10 BELOW) WOULD REDUCE THE PROJECT'S OVERLAPPING SHORT-  
11 TERM CONSTRUCTION AND LONG-TERM OPERATIONAL EMISSIONS  
12 OF VOCs, NOX, AND CO, BUT NOT TO BELOW A LEVEL OF  
13 SIGNIFICANCE. THEREFORE, IN THE EVENT THAT SHORT-TERM  
14 CONSTRUCTION ACTIVITY AND LONG-TERM OPERATIONAL  
15 ACTIVITIES OVERLAP, IMPACTS WOULD BE SIGNIFICANT,  
16 UNAVOIDABLE DIRECT AND CUMULATIVELY CONSIDERABLE FOR  
17 EMISSIONS OF VOCs, NOX, AND CARBON MONOXIDE (CO). THIS EIR  
18 RECOMMENDS ALL FEASIBLE MITIGATION TO REDUCE VOCs, NOX,  
19 AND CO EMISSIONS, AND NO ADDITIONAL FEASIBLE MITIGATION IS  
20 AVAILABLE TO REDUCE EMISSIONS TO BELOW A LEVEL OF  
21 SIGNIFICANCE. NO OTHER MITIGATION MEASURES ARE AVAILABLE  
22 THAT ARE FEASIBLE FOR THE PROJECT APPLICANT TO IMPLEMENT  
23 AND FOR THE CITY OF COLTON TO ENFORCE THAT HAVE A  
24 PROPORTIONAL NEXUS TO THE PROJECT'S LEVEL OF IMPACT. A  
25 MAJORITY OF THE OVERLAPPING AIR EMISSIONS ARE FROM MOBILE  
26 SOURCES (VEHICLE TAILPIPE EXHAUST) THAT ARE REGULATED BY  
27 FEDERAL AND STATE AGENCIES AND BEYOND THE CONTROL OF  
28 LOCAL GOVERNMENTS. AS SUCH, IN THE CASE THAT THE  
PROJECT'S SHORT-TERM CONSTRUCTION AND LONG-TERM  
OPERATIONAL ACTIVITIES OVERLAP, VOCs, NOX, AND CO  
EMISSIONS WOULD VIOLATE THE SCAQMD AIR QUALITY  
STANDARDS.

20 MM 4.2-1 PRIOR TO ISSUANCE OF GRADING PERMITS, THE CITY  
21 OF COLTON BUILDING OFFICIAL OR HIS/HER DESIGNEE SHALL  
22 ENSURE THAT GRADING PLANS INCLUDE A NOTE THAT SPECIFIES  
23 THAT THAT ALL CONSTRUCTION EQUIPMENT GREATER THAN 150  
24 HORSEPOWER IS CALIFORNIA AIR RESOURCES BOARD (CARB) TIER  
25 4 CERTIFIED, PROVIDED THAT TIER 3 CERTIFIED EQUIPMENT MAY  
26 BE USED IF THE LEAD AGENCY DETERMINES THAT TIER 4 CERTIFIED  
27 EQUIPMENT IS NOT REASONABLY AVAILABLE ON A TIMELY BASIS  
28 WITHIN A 200-MILE RADIUS OF THE PROJECT SITE. THE GRADING  
CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING  
COMPLIANCE WITH THIS NOTE THROUGHOUT THE DURATION OF  
GRADING ACTIVITIES AND PERMIT PERIODIC INSPECTION OF THE  
CONSTRUCTION SITE BY CITY OF COLTON STAFF OR ITS DESIGNEE  
TO CONFIRM COMPLIANCE. THESE NOTES ALSO SHALL BE

1 SPECIFIED IN BID DOCUMENTS AND CONTRACTS ISSUED TO  
2 PROSPECTIVE CONSTRUCTION CONTRACTORS.

3 AS NOTED IN TABLE F-2, ERRATA TABLE OF ADDITIONS,  
4 CORRECTIONS, AND REVISIONS, OF THE FINAL EIR, MITIGATION  
5 MEASURE MM 4.2-1 WAS REVISED TO PERMIT PERIODIC  
6 INSPECTION OF THE CONSTRUCTION SITE BY CITY OF COLTON  
7 STAFF OR ITS DESIGNEE TO CONFIRM COMPLIANCE WITH THE  
8 MITIGATION AND ENSURE THE NOTES ARE SPECIFIED IN BIND  
9 DOCUMENTS AND CONTRACTS ISSUED TO PROSPECTIVE  
10 CONSTRUCTION CONTRACTORS. MITIGATION MEASURE MM 4.2-1  
11 WAS ALSO REVISED TO MANDATE THAT TIER 4 CERTIFIED  
12 CONSTRUCTION EQUIPMENT BE USED DURING CONSTRUCTION  
13 ACTIVITIES (PROVIDED IT IS REASONABLY AVAILABLE).  
14 ADDITIONALLY, AS NOTED IN TABLE F-2, ERRATA TABLE OF  
15 ADDITIONS, CORRECTIONS, AND REVISIONS, OF THE FINAL EIR,  
16 MITIGATION MEASURE MM 4.2-2 WAS ADDED IN ORDER TO ADDRESS  
17 CONSTRUCTION SOURCE EMISSIONS OF NOX THAT EXCEED THE  
18 APPLICABLE SCAQMD REGIONAL THRESHOLD FOR NOX.

19 MM 4.2-2 REQUIRE THE USE OF 2010 MODEL YEAR DIESEL HAUL  
20 TRUCKS THAT CONFORM TO 2010 EPA TRUCK STANDARDS OR  
21 NEWER DIESEL HAUL TRUCKS (E.G., MATERIAL DELIVERY TRUCKS  
22 AND SOIL IMPORT/EXPORT), AND IF THE LEAD AGENCY  
23 DETERMINES THAT 2010 MODEL YEAR OR NEWER DIESEL HAUL  
24 TRUCKS CANNOT BE OBTAINED, THE LEAD AGENCY SHALL USE  
25 TRUCKS THAT MEET EPA 2007 MODEL YEAR NOX EMISSIONS  
26 REQUIREMENTS, AT A MINIMUM. ADDITIONALLY, CONSIDER OTHER  
27 MEASURES SUCH AS INCENTIVES, PHASE-IN SCHEDULES FOR  
28 CLEAN TRUCKS, ETC., DURING CONSTRUCTION PERIOD.

FINDINGS: REGARDING THRESHOLDS B AND C, THE CITY OF  
COLTON HEREBY MAKES THE DETERMINATION THAT NO FEASIBLE  
MITIGATION MEASURES OR ACCEPTABLE ALTERNATIVES EXIST TO  
MITIGATE THESE POTENTIALLY SIGNIFICANT IMPACTS TO A LEVEL  
BELOW SIGNIFICANCE, AND THE PROJECT WOULD RESULT IN  
SIGNIFICANT AND UNAVOIDABLE CUMULATIVELY CONSIDERABLE  
IMPACTS.

### **C. TRANSPORTATION AND TRAFFIC**

THE PROPOSED PROJECT WOULD HAVE A SIGNIFICANT AND  
UNAVOIDABLE IMPACT AND 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,

1 INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS,  
2 HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS,  
3 AND MASS TRANSIT.

4 THRESHOLD: A

5 SUBSTANTIVE EVIDENCE: UNDER THE EXISTING PLUS PROJECT  
6 (E+P) SCENARIO, PROJECT-GENERATED TRAFFIC WOULD RESULT  
7 IN LEVEL OF SERVICE (LOS) DEFICIENCIES AND DIRECT IMPACTS AT  
8 THE FOLLOWING FOUR (4) INTERSECTIONS:

- 9 • INTERSECTION #3 – MAIN STREET / STRONG STREET;
- 10 • INTERSECTION #21- SOUTH LA CADENA DRIVE / WEST  
11 MARYKNOLL DRIVE;
- 12 • INTERSECTION #27 – SOUTH IOWA AVENUE / SOUTH LA  
13 CADENA DRIVE / I-215 SOUTHBOUND OFF-RAMP; AND
- 14 • INTERSECTION #29 – SOUTH IOWA AVENUE / I-215  
15 NORTHBOUND RAMPS.

16 WITH IMPLEMENTATION OF THE IMPROVEMENTS IDENTIFIED IN  
17 MITIGATION MEASURE MM 4.14-2 (DESCRIBED BELOW),  
18 INTERSECTION #21 (SOUTH LA CADENA DRIVE / WEST MARYKNOLL  
19 DRIVE), INTERSECTION #27 (SOUTH IOWA AVENUE / SOUTH LA  
20 CADENA DRIVE / I-215 SOUTHBOUND OFF-RAMP), AND  
21 INTERSECTION #29 (SOUTH IOWA AVENUE / I-215 NORTHBOUND  
22 RAMPS) WOULD OPERATE AT AN ACCEPTABLE LEVEL OF SERVICE  
23 (LOS D OR BETTER). BECAUSE INTERSECTION #3 (MAIN STREET /  
24 STRONG STREET) IS LOCATED IN THE CITY OF RIVERSIDE OUTSIDE  
25 OF THE GEOGRAPHIC LIMITS OF THE CITY OF COLTON (LEAD  
26 AGENCY), THERE IS NO FUNDING MECHANISM IN PLACE TO ALLOW  
27 DEVELOPMENT PROJECTS WITHIN THE CITY OF COLTON TO  
28 CONTRIBUTE A FAIR-SHARE PAYMENT TO CONTRIBUTE TO FUTURE  
IMPROVEMENTS AND OFF-SET SIGNIFICANT TRAFFIC IMPACTS  
WITHIN ANOTHER JURISDICTION. AS DESCRIBED IN TABLE F-2,  
ERRATA TABLE OF ADDITIONS, CORRECTIONS, AND REVISIONS, OF  
THE FINAL EIR, MITIGATION MEASURE MM 4.14-4 (DESCRIBED  
BELOW) HAS BEEN IMPOSED TO REQUIRE THE PROJECT APPLICANT  
TO MAKE A GOOD FAITH EFFORT TO WORK WITH THE CITY OF  
RIVERSIDE TO ESTABLISH A MITIGATION FEE PROGRAM THAT  
WOULD ALLOW FOR THE PROJECT APPLICANT TO MAKE FAIR  
SHARE PAYMENTS TO THE CITY TO FUND THE CONSTRUCTION OF  
RECOMMENDED IMPROVEMENTS TO INTERSECTION #3.  
NOTWITHSTANDING IMPLEMENTATION OF MITIGATION MEASURE  
MM 4.14-4, THE LEAD AGENCY COULD NOT ASSURE THAT  
CONSTRUCTION OF IMPROVEMENTS WITHIN A DIFFERENT  
JURISDICTION WOULD BE COMPLETED IN A TIMELY MANNER TO  
FULLY MITIGATE IMPACTS RESULTING FROM THE PROJECT.  
ACCORDINGLY, THE PROJECT WOULD HAVE A DIRECT SIGNIFICANT

1 AND UNAVOIDABLE IMPACT ON INTERSECTION #3 (MAIN STREET /  
2 STRONG STREET) IN THE CITY OF RIVERSIDE UNDER THE E+P  
3 SCENARIO.

4 UNDER THE OPENING YEAR CUMULATIVE (2020) SCENARIO,  
5 PROJECT TRAFFIC WOULD HAVE A CUMULATIVELY CONSIDERABLE  
6 IMPACT ON THE FORECASTED LOS AT THE FOLLOWING SEVEN (7)  
7 INTERSECTIONS:

- 8 • INTERSECTION #1 – SOUTH RIVERSIDE AVENUE / MAIN  
9 STREET / PLACENTIA LANE;
- 10 • INTERSECTION #3 – MAIN STREET / STRONG STREET;
- 11 • INTERSECTION #14 – STEPHENS AVENUE / WEST CENTER  
12 STREET;
- 13 • INTERSECTION #5 – ORANGE STREET / WEST CENTER  
14 STREET;
- 15 • INTERSECTION #36 – MICHIGAN AVENUE / WEST MAIN  
16 STREET;
- 17 • INTERSECTION #20 – SOUTH LA CADENA DRIVE / SOUTH IOWA  
18 AVENUE; AND
- 19 • INTERSECTION #21 – SOUTH LA CADENA DRIVE / WEST  
20 MARYKNOLL DRIVE).

21 WITH IMPLEMENTATION OF THE IMPROVEMENTS IDENTIFIED IN  
22 MITIGATION MEASURES MM 4.14-2, MM 4.14-3, MM 4.14-4, AND MM  
23 4.14-5 (ALL OF WHICH ARE DESCRIBED BELOW), ALL  
24 INTERSECTIONS IN THE PROJECT STUDY AREA WOULD OPERATE  
25 AT ACCEPTABLE LOS. IMPLEMENTATION OF THE IMPROVEMENTS  
26 REQUIRED BY MITIGATION MEASURE MM 4.14-2 WOULD REDUCE  
27 THE PROJECT'S CUMULATIVELY CONSIDERABLE IMPACTS TO  
28 INTERSECTION #21 TO LESS-THAN-CUMULATIVELY CONSIDERABLE.  
HOWEVER, THE PROJECT WOULD RESULT IN CUMULATIVELY  
CONSIDERABLE IMPACTS TO FIVE (5) INTERSECTIONS (#1, #3, #5, #14  
AND #36) UNDER THE OPEN YEAR CUMULATIVE (2020) SCENARIO  
THAT WOULD REQUIRE IMPROVEMENTS THAT ARE: 1) LOCATED  
OUTSIDE THE GEOGRAPHIC LIMITS OF THE CITY OF COLTON  
(MEANING THE CITY OF COLTON CANNOT ASSURE THAT THE  
RECOMMENDED IMPROVEMENTS WOULD BE IMPLEMENTED); 2)  
FUNDED BY EXISTING MITIGATION FUNDING PROGRAMS, FOR  
WHICH A TIMETABLE FOR CONSTRUCTION IS NOT YET AVAILABLE  
(MEANING THE NECESSARY IMPROVEMENTS MAY NOT BE IN PLACE  
WHEN THE PROJECT BECOMES OPERATIONAL AND STARTS TO  
CONTRIBUTE TRAFFIC TO THE FACILITIES); AND/OR 3) NOT  
INCLUDED IN ANY EXISTING MITIGATION FUNDING PROGRAM  
(MEANING THERE IS NO MECHANISM AVAILABLE FOR  
DEVELOPMENT PROJECTS TO CONTRIBUTE TOWARD THE  
CONSTRUCTION OF NEEDED IMPROVEMENTS). INTERSECTIONS #3,  
#5, #14, AND #36 ARE LOCATED OUTSIDE OF THE GEOGRAPHIC

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LIMITS OF THE CITY OF COLTON. BECAUSE THERE IS NO FUNDING MECHANISM AVAILABLE FOR DEVELOPMENT PROJECTS TO CONTRIBUTE TOWARD THE CONSTRUCTION OF NEEDED IMPROVEMENTS LOCATED OUTSIDE OF THE GEOGRAPHIC LIMITS OF THE CITY OF COLTON (INCLUDING THE IMPROVEMENTS TO INTERSECTIONS #3 AND #5 STATED IN MITIGATION MEASURE MM 4.14-4, AND IMPROVEMENTS TO INTERSECTION #36 STATED IN MITIGATION MEASURE MM 4.14-5), THE PROJECT'S CUMULATIVELY CONSIDERABLE IMPACTS TO INTERSECTIONS #3, #5, #14, AND #36 WOULD BE UNAVOIDABLE. BECAUSE THE IMPROVEMENTS TO INTERSECTION #1 THAT ARE LISTED IN MITIGATION MEASURE MM 4.14-3 ARE NOT PART OF AN ESTABLISHED CITY OF COLTON FEE PROGRAM, THERE IS NO ASSURANCE THAT THE IMPROVEMENTS WILL BE IMPLEMENTED AT THEIR TIME OF NEED AND THEREFORE THE PROJECT'S CUMULATIVELY CONSIDERABLE IMPACTS TO INTERSECTION #1 WOULD BE UNAVOIDABLE. NO OTHER FEASIBLE MITIGATION MEASURES FOR THESE CUMULATIVELY CONSIDERABLE IMPACTS ARE AVAILABLE TO THE PROJECT THAT WOULD HAVE A PROPORTIONAL NEXUS TO THE PROJECT'S TRAFFIC IMPACT TO THESE FACILITIES.

UNDER THE HORIZON YEAR CUMULATIVE (2040) SCENARIO, THE PROJECT WOULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO THE FOLLOWING SEVEN (7) INTERSECTIONS:

- INTERSECTION #3 – MAIN STREET / STRONG STREET,
- INTERSECTION #5 – ORANGE STREET / WEST CENTER STREET;
- INTERSECTION #18 – SOUTH LA CADENA DRIVE / WEST LITTON AVENUE;
- INTERSECTION #20 – SOUTH LA CADENA DRIVE / SOUTH IOWA AVENUE;
- INTERSECTION #21 – SOUTH LA CADENA DRIVE / WEST MARYKNOLL DRIVE;
- INTERSECTION# 22 – LA CADENA DRIVE SOUTH / PELLISSIER ROAD / I-215 SOUTHBOUND ON-RAMP; AND
- INTERSECTION #38 – MT. VERNON AVENUE / MAIN STREET.

PROJECT TRAFFIC WOULD ALSO RESULT IN A CUMULATIVELY CONSIDERABLE IMPACT ON ONE (1) ROADWAY SEGMENT (ROADWAY SEGMENT #5 – LA CADENA DRIVE BETWEEN WEST LITTON AVENUE AND BARTON ROAD) UNDER THE HORIZON YEAR CUMULATIVE (2040) SCENARIO.

WITH IMPLEMENTATION OF THE IMPROVEMENTS REQUIRED BY MITIGATION MEASURES MM 4.14-2 THROUGH MM 4.14-5, INTERSECTIONS IN THE PROJECT STUDY AREA WOULD OPERATE AT ACCEPTABLE LOS. IMPLEMENTATION OF THE IMPROVEMENTS

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REQUIRED BY MITIGATION MEASURE MM 4.14-2 WOULD REDUCE THE PROJECT'S CUMULATIVELY CONSIDERABLE IMPACTS TO INTERSECTION #21 TO LEVELS THAT ARE LESS-THAN-CUMULATIVELY CONSIDERABLE. INTERSECTIONS #3 AND #5 ARE LOCATED OUTSIDE OF THE GEOGRAPHIC LIMITS OF THE CITY OF COLTON. BECAUSE THERE IS NO FUNDING MECHANISM AVAILABLE FOR DEVELOPMENT PROJECTS TO CONTRIBUTE TOWARD THE CONSTRUCTION OF NEEDED IMPROVEMENTS LOCATED OUTSIDE OF THE GEOGRAPHIC LIMITS OF THE CITY OF COLTON (INCLUDING THE IMPROVEMENT TO INTERSECTIONS #3 AND #5 STATED IN MITIGATION MEASURE MM 4.14-4, AND IMPROVEMENTS TO INTERSECTION #38 STATED IN MITIGATION MEASURE MM 4.14-5), THE PROJECT'S CUMULATIVELY CONSIDERABLE IMPACTS TO INTERSECTIONS #3, #5, AND #38 WOULD BE SIGNIFICANT AND UNAVOIDABLE. BECAUSE THE IMPROVEMENTS TO INTERSECTIONS #18, #20, AND #22 THAT ARE LISTED IN MITIGATION MEASURE MM 4.14-3 ARE NOT PART OF AN ESTABLISHED CITY OF COLTON FEE PROGRAM, THERE IS NO ASSURANCE THAT THE IMPROVEMENTS WILL BE IMPLEMENTED AT THEIR TIME OF NEED. THEREFORE, THE PROJECT'S CUMULATIVELY CONSIDERABLE IMPACTS TO INTERSECTIONS #18, #20, AND #22 WOULD BE ALSO BE UNAVOIDABLE. NO OTHER FEASIBLE MITIGATION MEASURES FOR THESE CUMULATIVELY CONSIDERABLE IMPACTS ARE AVAILABLE TO THE PROJECT THAT WOULD HAVE A PROPORTIONAL NEXUS TO THE PROJECT'S TRAFFIC IMPACT TO THESE FACILITIES.

WITH IMPLEMENTATION OF THE RECOMMENDED IMPROVEMENTS REQUIRED BY MITIGATION MEASURES MM 4.14-2 THROUGH MM 4.14-5, ALL INTERSECTIONS AND ROADWAY SEGMENTS IN THE PROJECT STUDY AREA WOULD OPERATE AT ACCEPTABLE LEVELS UNDER THE HORIZON YEAR (2040) SCENARIO. HOWEVER, BECAUSE THERE IS NO FUNDING MECHANISM AVAILABLE FOR DEVELOPMENT PROJECTS TO CONTRIBUTE TOWARD THE CONSTRUCTION OF NEEDED IMPROVEMENTS LOCATED OUTSIDE OF THE GEOGRAPHIC LIMITS OF THE CITY OF COLTON, THE PROJECT'S CUMULATIVELY CONSIDERABLE IMPACTS TO ROADWAY SEGMENT #5 (LOCATED OUTSIDE OF THE GEOGRAPHIC LIMITS OF THE CITY OF COLTON) WOULD BE UNAVOIDABLE. NO OTHER FEASIBLE MITIGATION MEASURES FOR THESE CUMULATIVELY CONSIDERABLE IMPACTS ARE AVAILABLE TO THE PROJECT THAT WOULD HAVE A PROPORTIONAL NEXUS TO THE PROJECT'S TRAFFIC IMPACT TO ROADWAY SEGMENT #5.

MM 4.14-2 PRIOR TO ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR THE PROJECT, CITY OF COLTON DIRECTOR OF PUBLIC WORKS OR THEIR ASSIGNEE SHALL VERIFY THAT THE PROJECT HAS IMPLEMENTED THE FOLLOWING INTERSECTION IMPROVEMENTS IN ACCORDANCE WITH THE RECOMMENDATIONS

1 IDENTIFIED IN THE "ROQUET RANCH SPECIFIC PLAN TRAFFIC  
2 IMPACT ANALYSIS," PREPARED BY URBAN CROSSROADS (DATED  
3 NOVEMBER 30, 2016):

4 • INTERSECTION #21 – SOUTH LA CADENA DRIVE / WEST  
5 MARYKNOLL DRIVE: (1) ADD A TRAFFIC SIGNAL, (2) ADD A  
6 NORTHBOUND LEFT TURN LANE, AND (3) ADD AN EASTBOUND LEFT  
7 TURN LANE, AN EASTBOUND AN EASTBOUND SHARED RIGHT TURN  
8 LANE.

9 • INTERSECTION #27 – SOUTH IOWA AVENUE / SOUTH LA  
10 CADENA DRIVE / I-215 SOUTHBOUND OFF-RAMP: (1) INSTALL A  
11 TRAFFIC SIGNAL, (2) ADD 2ND EASTBOUND LEFT TURN LANE, AND  
12 (3) ADD 2ND NORTHBOUND THROUGH LANE.

13 • INTERSECTION #29 – SOUTH IOWA AVENUE / I-215  
14 NORTHBOUND RAMPS: (1) ADD SOUTHBOUND RIGHT TURN LANE,  
15 AND (2) ADD 2ND EASTBOUND LEFT TURN LANE.

16 MM 4.14-3 PRIOR TO ISSUANCE OF THE FIRST CERTIFICATE OF  
17 OCCUPANCY FOR THE PROJECT, THE PROJECT APPLICANT SHALL  
18 MAKE A FAIR SHARE FEE PAYMENT TO THE CITY OF COLTON FOR  
19 THE ROADWAY IMPROVEMENTS LISTED IN TABLE 1-5 OF THE  
20 "ROQUET RANCH SPECIFIC PLAN TRAFFIC IMPACT ANALYSIS,"  
21 PREPARED BY URBAN CROSSROADS (DATED NOVEMBER 30, 2016),  
22 THAT ARE LOCATED WITHIN THE GEOGRAPHICAL LIMITS OF THE  
23 CITY OF COLTON AND NOT INCLUDED WITHIN THE CITY OF  
24 COLTON'S DEVELOPMENT IMPACT FEE (DIF) PROGRAM. THE FAIR  
25 SHARE FEE ATTRIBUTABLE TO THE PROJECT SHALL BE  
26 CALCULATED ACCORDING TO THE PERCENTAGES SPECIFIED IN  
27 TABLE 1-5 OF THE "ROQUET RANCH SPECIFIC PLAN TRAFFIC IMPACT  
28 ANALYSIS," PREPARED BY URBAN CROSSROADS (DATED  
NOVEMBER 30, 2016). SPECIFICALLY, THE FAIR SHARE FEE  
PAYMENT REQUIRED BY THIS MITIGATION MEASURE SHALL BE  
USED BY THE CITY TO MAKE THE FOLLOWING IMPROVEMENTS  
(URBAN CROSSROADS, 2016, TABLE 1-5):

• INTERSECTION #1 – SOUTH RIVERSIDE AVENUE / MAIN  
STREET / PLACENTIA LANE: (1) INSTALL A TRAFFIC SIGNAL, AND (2)  
ADD 2ND WESTBOUND LEFT TURN LANE.

INTERSECTION #18 – SOUTH LA CADENA DRIVE / WEST LITTON  
AVENUE: INSTALL A TRAFFIC SIGNAL.

• INTERSECTION #20 – SOUTH LA CADENA DRIVE / SOUTH IOWA  
AVENUE: (1) ADD NORTHBOUND THROUGH LANE, AND (2) ADD  
SOUTHBOUND THROUGH LANE.

• INTERSECTION #22 – LA CADENA DRIVE SOUTH / PELLISSIER  
ROAD / I-215 SOUTHBOUND ON-RAMP: INSTALL A TRAFFIC SIGNAL.

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MM 4.14-4 THE PROJECT APPLICANT SHALL USE REASONABLE EFFORTS TO WORK WITH THE CITY OF RIVERSIDE TO PREPARE A FEE STUDY AND ESTABLISH A MITIGATION FEE PROGRAM THAT IDENTIFIES FAIR SHARE FUNDING SOURCES ATTRIBUTABLE TO AND PAID FROM PRIVATE AND PUBLIC DEVELOPMENT TO SUPPLEMENT OTHER FUNDING SOURCES TO CONSTRUCT THE FOLLOWING IMPROVEMENTS:

- INTERSECTION #3 – MAIN STREET / STRONG STREET: RESTRIPE EASTBOUND APPROACH TO PROVIDE FOR A DEDICATED LEFT TURN LANE AND A SHARED THROUGH-RIGHT TURN LANE.
- INTERSECTION #5 – ORANGE STREET / WEST CENTER STREET: INSTALL A TRAFFIC SIGNAL.

THE PROJECT APPLICANT SHALL USE REASONABLE EFFORTS TO ENGAGE THE CITY OF RIVERSIDE TO UNDERTAKE THIS STUDY, BUT IT IS ACKNOWLEDGED THAT THE PROJECT APPLICANT CANNOT COMPEL THE CITY OF RIVERSIDE TO PARTICIPATE IN THIS PROCESS. THE STUDY SHALL IDENTIFY FAIR-SHARE FEES RELATED TO PRIVATE AND/OR PUBLIC DEVELOPMENT BASED ON NEXUS REQUIREMENTS CONTAINED IN THE MITIGATION FEE ACT (GOVT. CODE § 66000 ET SEQ.) AND 14 CAL. CODE OF REGS. § 15126.4(A)(4). THE FEE STUDY SHALL ALSO BE COMPLIANT WITH GOVERNMENT CODE § 66001(G) AND ANY OTHER APPLICABLE PROVISIONS OF LAW. IF THE FEE STUDY IS COMPLETED AND A MITIGATION FEE PROGRAM IS ADOPTED BY THE CITY OF RIVERSIDE FOR THE ABOVE-LISTED IMPROVEMENTS TO INTERSECTION #3 – MAIN STREET / STRONG STREET AND INTERSECTION #5 – ORANGE STREET / WEST CENTER STREET, THE PROJECT APPLICANT SHALL PAY THE FAIR SHARE AMOUNT TO THE CITY OF RIVERSIDE WITHIN ONE YEAR OF THE ISSUANCE OF THE PROJECT'S FIRST CERTIFICATE OF OCCUPANCY. IF THE CITY OF RIVERSIDE CHOOSES TO ACCEPT THE PROJECT APPLICANT'S FAIR SHARE PAYMENT, THE CITY OF RIVERSIDE SHALL APPLY THE PAYMENT TO THE FEE PROGRAM ADOPTED BY THE CITY OF RIVERSIDE TO CONSTRUCT THE ABOVE-LISTED IMPROVEMENTS TO INTERSECTION #3 – MAIN STREET / STRONG STREET AND INTERSECTION #5 – ORANGE STREET / WEST CENTER STREET. THE CITY OF RIVERSIDE SHALL ONLY ACCEPT THE FAIR SHARE PAYMENT IF THE FAIR SHARE FEE STUDY HAS BEEN COMPLETED AND MITIGATION FEE PROGRAM ESTABLISHED. IF, WITHIN THREE (3) YEARS FROM THE DATE THAT THE FIRST CERTIFICATE OF OCCUPANCY IS ISSUED FOR THE PROJECT, THE CITY OF RIVERSIDE HAS NOT COMPLETED THE FAIR SHARE FEE STUDY AND ESTABLISHED A MITIGATION FEE PROGRAM FOR CONSTRUCTION OF ABOVE-LISTED IMPROVEMENTS TO INTERSECTION #3 – MAIN STREET / STRONG STREET AND INTERSECTION #5 – ORANGE STREET / WEST CENTER STREET, THEN THE PROJECT APPLICANT

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SHALL HAVE NO FURTHER OBLIGATION TO ATTEMPT TO COMPLY WITH THIS MITIGATION MEASURE.

MM 4.14-5 THE PROJECT APPLICANT SHALL USE REASONABLE EFFORTS TO WORK WITH THE CITY OF GRAND TERRACE TO PREPARE A FEE STUDY AND ESTABLISH A MITIGATION FEE PROGRAM THAT IDENTIFIES FAIR SHARE FUNDING SOURCES ATTRIBUTABLE TO AND PAID FROM PRIVATE AND PUBLIC DEVELOPMENT TO SUPPLEMENT OTHER FUNDING SOURCES TO CONSTRUCT THE FOLLOWING IMPROVEMENTS:

- INTERSECTION #36 – MICHIGAN AVENUE / WEST MAIN STREET: ADD SOUTHBOUND RIGHT-TURN LANE.
- INTERSECTION #38 – MT. VERNON AVENUE / MAIN STREET: (1) INSTALL A TRAFFIC SIGNAL; (2) ADD EASTBOUND LEFT-TURN LANE.

THE PROJECT APPLICANT SHALL USE REASONABLE EFFORTS TO ENGAGE THE CITY OF GRAND TERRACE TO UNDERTAKE THIS STUDY, BUT IT IS ACKNOWLEDGED THAT THE PROJECT APPLICANT CANNOT COMPEL THE CITY OF GRAND TERRACE TO PARTICIPATE IN THIS PROCESS. THE STUDY SHALL IDENTIFY FAIR-SHARE FEES RELATED TO PRIVATE AND/OR PUBLIC DEVELOPMENT BASED ON NEXUS REQUIREMENTS CONTAINED IN THE MITIGATION FEE ACT (GOVT. CODE § 66000 ET SEQ.) AND 14 CAL. CODE OF REGS. § 15126.4(A)(4). THE FEE STUDY SHALL ALSO BE COMPLIANT WITH GOVERNMENT CODE § 66001(G) AND ANY OTHER APPLICABLE PROVISIONS OF LAW. IF THE FEE STUDY IS COMPLETED AND A MITIGATION FEE PROGRAM IS ADOPTED BY CITY OF GRAND TERRACE FOR THE IMPROVEMENTS TO INTERSECTION #36 AND INTERSECTION #38 DESCRIBED ABOVE, THE PROJECT APPLICANT SHALL PAY THE FAIR SHARE AMOUNT TO THE CITY OF GRAND TERRACE WITHIN ONE YEAR OF THE ISSUANCE OF THE PROJECT'S FIRST CERTIFICATE OF OCCUPANCY. IF THE CITY OF GRAND TERRACE CHOOSES TO ACCEPT THE PROJECT APPLICANT'S FAIR SHARE PAYMENT, THE CITY OF GRAND TERRACE SHALL APPLY THE PAYMENT TO THE FEE PROGRAM ADOPTED BY THE CITY OF GRAND TERRACE TO CONSTRUCT THE IMPROVEMENTS TO INTERSECTION #36 AND INTERSECTION #38 DESCRIBED ABOVE. THE CITY OF GRAND TERRACE SHALL ONLY ACCEPT THE FAIR SHARE PAYMENT IF THE FAIR SHARE FEE STUDY HAS BEEN COMPLETED AND MITIGATION FEE PROGRAM ESTABLISHED. IF, WITHIN THREE (3) YEARS FROM THE DATE THAT THE FIRST CERTIFICATE OF OCCUPANCY IS ISSUED FOR THE PROJECT, THE CITY OF GRAND TERRACE HAS NOT COMPLETED THE FAIR SHARE FEE STUDY AND ESTABLISHED A MITIGATION FEE PROGRAM FOR THE IMPROVEMENTS TO INTERSECTION #36 AND INTERSECTION #38 DESCRIBED ABOVE, THEN THE PROJECT APPLICANT SHALL HAVE

1 NO FURTHER OBLIGATION TO ATTEMPT TO COMPLY WITH THIS  
2 MITIGATION MEASURE.

3 FINDINGS: REGARDING THRESHOLD A, THE CITY OF COLTON  
4 HEREBY MAKES THE DETERMINATION THAT AFTER MITIGATION,  
5 THE PROJECT WOULD RESULT IN SIGNIFICANT AND UNAVOIDABLE  
6 DIRECT AND CUMULATIVELY CONSIDERABLE IMPACTS. (EIR AT 4.14-  
7 34)

8 **D. TRANSPORTATION AND TRAFFIC**

9 THE PROPOSED PROJECT WOULD HAVE A SIGNIFICANT AND  
10 UNAVOIDABLE IMPACT ON AN APPLICABLE CONGESTION  
11 MANAGEMENT PROGRAM (CMP).

12 THRESHOLD: B

13 SUBSTANTIVE EVIDENCE: THE SAN BERNARDINO COUNTY CMP IS  
14 APPLICABLE TO THE PROJECT BECAUSE THE PROJECT WOULD  
15 CONTRIBUTE TRAFFIC TO FREEWAY MAINLINE SEGMENTS (I-215)  
16 AND SEVEN (7) MAJOR INTERSECTIONS THAT ARE DESIGNATED AS  
17 PART OF THE REGIONAL CMP ROADWAY SYSTEM (EIR AT 4.14-22).  
18 ADDITIONALLY, THE RIVERSIDE COUNTY CMP IS APPLICABLE TO  
19 THE PROJECT BECAUSE THE PROJECT WOULD CONTRIBUTE  
20 TRAFFIC TO FREEWAY MAINLINE SEGMENTS (I-215) AND THREE  
21 MAJOR INTERSECTIONS THAT ARE DESIGNATED AS PART OF THE  
22 REGIONAL CMP ROADWAY SYSTEM. THE PROJECT WOULD  
23 CONTRIBUTE 50 OR MORE PEAK HOUR TRIPS TO THE NORTHBOUND  
24 AND SOUTHBOUND SEGMENTS NORTH AND SOUTH OF LA CADENA  
25 DRIVE AND BARTON ROAD, SO THOSE SEGMENTS ARE INCLUDED  
26 WITHIN THE TRAFFIC IMPACT ANALYSIS. BECAUSE THE PROJECT  
27 WOULD CONTRIBUTE FEWER THAN 50 PEAK HOUR TRIPS TO CMP  
28 FREEWAY SEGMENTS BEYOND THE PROJECT'S STUDY AREA, THE  
PROJECT'S EFFECT TO OTHER CMP FREEWAY FACILITIES WOULD  
BE LESS THAN CUMULATIVELY CONSIDERABLE AND, THEREFORE,  
DO NOT REQUIRE QUANTIFIED STUDY. (EIR AT 4.14-23).

ACCORDING TO THE QUEUING ANALYSIS CONDUCTED FOR THE E+P  
SCENARIO, NO STUDY-AREA OFF-RAMPS ARE CALCULATED TO  
EXPERIENCE QUEUING ISSUES DURING THE WEEKDAY AM OR  
WEEKDAY PM PEAK HOURS (EIR AT 4.14-23). TRAFFIC VOLUMES ON  
THE I-215 MAINLINE SEGMENTS IN THE PROJECT'S STUDY AREA FOR  
THE E+P SCENARIO IN THE AM AND PM PEAK HOURS INCLUDE TWO  
FREEWAY SEGMENTS OPERATE AT AN UNACCEPTABLE LOS (E)  
DURING THE AM PEAK HOUR UNDER EXISTING CONDITIONS AND  
THE ADDITION OF PROJECT TRAFFIC WOULD NOT RESULT IN  
CHANGE TO THE LOS ON THESE SEGMENTS. HOWEVER, SINCE THE

1 CONTRIBUTION OF PROJECT TRAFFIC WOULD RESULT IN THE  
2 ADDITION OF 50 OR MORE PEAK HOUR TRIPS TO THESE ALREADY  
3 DEFICIENT FREEWAY SEGMENTS, THE PROJECT WOULD HAVE A  
4 CUMULATIVELY CONSIDERABLE IMPACT ON THESE TWO FREEWAY  
5 SEGMENTS. TWO RAMP MERGE AND DIVERGE OPERATIONS WERE  
6 ANALYZED AND OPERATE AT AN UNACCEPTABLE LOS (E) DURING  
7 THE AM PEAK HOUR UNDER EXISTING CONDITIONS AND THE  
8 ADDITION OF PROJECT TRAFFIC WOULD NOT CHANGE THE LOS AT  
9 THESE LOCATIONS. ADDITIONALLY, THE ADDITION OF PROJECT  
10 TRAFFIC WOULD NOT CONTRIBUTE 50 OR MORE TRIPS TO A  
11 FREEWAY RAMP DEFICIENCY. (EIR AT 4.14-24).

12 THE OPENING YEAR CUMULATIVE (2020) CONDITIONS ANALYSIS  
13 DETERMINES THE POTENTIAL FOR NEAR-TERM CUMULATIVE CMP  
14 FACILITY DEFICIENCIES. A QUEUING ANALYSIS WAS PERFORMED  
15 FOR TWO OFFRAMPS MAY POTENTIALLY RESULT IN DEFICIENT  
16 PEAK HOUR OPERATIONS AT THE RAMP-TO-ARTERIAL  
17 INTERSECTIONS AND MAY POTENTIALLY "SPILL BACK" ONTO THE I-  
18 215 FREEWAY MAINLINE (EIR AT 4.14-25). THE PROPOSED PROJECT  
19 WOULD NOT CONTRIBUTE TOWARD A FREEWAY SEGMENT LOS  
20 DEFICIENCY THAT WOULD NOT OTHERWISE OCCUR WITHOUT THE  
21 CONTRIBUTION OF PROJECT TRAFFIC, BUT THE PROPOSED  
22 PROJECT WOULD CONTRIBUTE 50 OR MORE VEHICULAR TRIPS  
23 DURING THE AM AND/OR PM PEAK HOUR TO THE FOLLOWING  
24 FREEWAY SEGMENTS WHICH ARE ESTIMATED TO OPERATE AT AN  
25 UNACCEPTABLE LOS WITHOUT THE CONTRIBUTION OF PROJECT  
26 TRAFFIC (EIR AT 4.14-25). RAMP MERGE AND DIVERGE OPERATIONS  
27 WERE EVALUATED AT FOUR ON-RAMPS AND OFF-RAMPS OF I-215.  
28 THE CONTRIBUTION OF PROJECT TRAFFIC WOULD RESULT IN AN  
ADDITIONAL LOS DEFICIENCY DURING THE AM AND PM PEAK HOURS  
AT THE SOUTHBOUND I-215 OFF-RAMP AT BARTON ROAD BY  
CHANGING THE LOS TO AN UNACCEPTABLE LOS (LOS E), WHICH  
WOULD RESULT IN A CUMULATIVELY CONSIDERABLE IMPACT (EIR  
AT 4.14-26).

THE HORIZON YEAR (2040) CONDITIONS ANALYSIS DETERMINES  
THE POTENTIAL FOR LONG-TERM CUMULATIVE CMP FACILITY  
DEFICIENCIES. ACCORDING TO THE QUEUING ANALYSIS  
CONDUCTED FOR THE HORIZON YEAR (2040) CONDITIONS  
SCENARIO SUMMARIZED IN TABLE 7-3 OF EIR TECHNICAL APPENDIX  
L, THE CONTRIBUTION OF PROJECT TRAFFIC ALONG WITH  
CUMULATIVE TRAFFIC WOULD NOT RESULT IN A LOS DEFICIENCY  
AT ANY OF THE RAMPS STUDIED. (EIR AT 4.14-26). THE PROPOSED  
PROJECT WOULD CONTRIBUTE 50 OR MORE VEHICULAR TRIPS  
DURING THE AM AND/OR PM PEAK HOUR TO SIX FREEWAY  
SEGMENTS WHICH ARE CALCULATED TO OPERATE AT LOS F  
WITHOUT THE CONTRIBUTION OF PROJECT TRAFFIC. THE  
PROPOSED PROJECT WOULD NOT CONTRIBUTE TOWARD AN AM OR

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PM PEAK HOUR DEFICIENCY AT FIVE RAMPS THAT WOULD NOT OTHERWISE OCCUR WITHOUT THE CONTRIBUTION OF PROJECT TRAFFIC, THE PROPOSED PROJECT WOULD CONTRIBUTE 50 OR MORE VEHICULAR TRIPS DURING THE AM AND/OR PM PEAK HOURS TO THE FOLLOWING RAMPS WHICH ARE CALCULATED TO OPERATE AT AN UNACCEPTABLE LOS WITHOUT THE CONTRIBUTION OF PROJECT TRAFFIC. (EIR AT 4.14-27).

THE IMPLEMENTATION OF MITIGATION MEASURE MM 4.14-6 WOULD REQUIRE THE PROJECT APPLICANT TO MAKE A FAIR SHARE CONTRIBUTION PAYMENT TO CALTRANS IN ORDER TO UNDERTAKE IMPROVEMENTS TO I-215 IN THE PROJECT STUDY AREA, IN THE EVENT THAT CALTRANS PREPARES A VALID STUDY. HOWEVER, BECAUSE THE LEAD AGENCY (CITY OF COLTON) CANNOT ASSURE THE RECOMMENDED IMPROVEMENTS WOULD BE IMPLEMENTED AND/OR IN PLACE AT THE TIME OF NEED, THE PROJECT'S DIRECT IMPACTS TO THE TWO FREEWAY SEGMENTS DISCUSSED WITHIN THE E+P CONDITIONS SCENARIO ARE RECOGNIZED AS SIGNIFICANT AND UNAVOIDABLE. NO OTHER FEASIBLE MITIGATION MEASURES FOR THIS DIRECT IMPACT ARE AVAILABLE TO THE PROJECT THAT WOULD HAVE A PROPORTIONAL NEXUS TO THE PROJECT'S TRAFFIC IMPACT TO THESE FACILITIES.

MM 4.14-6 IN THE EVENT THAT CALTRANS PREPARES A VALID STUDY, AS DEFINED BELOW, THAT IDENTIFIES FAIR SHARE CONTRIBUTION FUNDING SOURCES ATTRIBUTABLE TO AND PAID FROM PRIVATE AND PUBLIC DEVELOPMENT TO SUPPLEMENT OTHER REGIONAL AND STATE FUNDING SOURCES NECESSARY UNDERTAKE IMPROVEMENTS TO I-215 IN THE PROJECT STUDY AREA, THEN THE PROJECT APPLICANT SHALL USE REASONABLE EFFORTS TO PAY THE APPLICABLE FAIR SHARE AMOUNT TO CALTRANS.

THE STUDY SHALL INCLUDE FAIR SHARE CONTRIBUTIONS RELATED TO PRIVATE AND/OR PUBLIC DEVELOPMENT BASED ON NEXUS REQUIREMENTS CONTAINED IN THE MITIGATION FEE ACT (GOVT. CODE § 66000 ET SEQ.) AND 14 CAL. CODE OF REGS. § 15126.4(A)(4) AND, TO THIS END, THE STUDY SHALL RECOGNIZE THAT IMPACTS TO CALTRANS I-215 FACILITIES THAT ARE NOT ATTRIBUTABLE TO DEVELOPMENT LOCATED WITHIN THE CITY OF COLTON ARE NOT REQUIRED TO PAY IN EXCESS OF SUCH DEVELOPMENTS' FAIR SHARE OBLIGATIONS. THE FEE STUDY SHALL ALSO BE COMPLIANT WITH GOVERNMENT CODE § 66001(G) AND ANY OTHER APPLICABLE PROVISIONS OF LAW. THE STUDY SHALL SET FORTH A TIMELINE AND OTHER RELEVANT CRITERIA FOR IMPLEMENTATION OF THE RECOMMENDATIONS CONTAINED WITHIN THE STUDY TO THE EXTENT THE OTHER AGENCIES AGREE TO PARTICIPATE IN THE FEE STUDY PROGRAM.

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2 FINDINGS: REGARDING THRESHOLD B, THE CITY OF COLTON  
3 HEREBY MAKES THE DETERMINATION THAT THE PROJECT WOULD  
4 RESULT IN SIGNIFICANT AND UNAVOIDABLE DIRECT AND  
5 CUMULATIVELY CONSIDERABLE IMPACTS AFTER MITIGATION (EIR  
6 AT 4.14-34).

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8 **SECTION 6 FINDINGS REGARDING SIGNIFICANT**  
9 **IRREVERSIBLE ENVIRONMENTAL CHANGES. ACCORDING TO**  
10 **SECTIONS 15126(C) AND 15126.2(C) OF THE STATE CEQA**  
11 **GUIDELINES, AN EIR IS REQUIRED TO ADDRESS ANY SIGNIFICANT**  
12 **IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD OCCUR**  
13 **SHOULD THE PROPOSED PROJECT BE IMPLEMENTED. GENERALLY,**  
14 **A PROJECT WOULD RESULT IN SIGNIFICANT IRREVERSIBLE**  
15 **ENVIRONMENTAL CHANGES IF ANY OF THE FOLLOWING WOULD**  
16 **OCCUR:**

- 17 • THE PROJECT WOULD INVOLVE A LARGE COMMITMENT OF NON-  
18 RENEWABLE RESOURCES;
- 19 • THE PRIMARY AND SECONDARY IMPACTS OF THE PROJECT  
20 WOULD GENERALLY COMMIT FUTURE GENERATIONS TO SIMILAR  
21 USES;
- 22 • THE PROJECT INVOLVES USES IN WHICH IRREVERSIBLE DAMAGE  
23 COULD RESULT FROM ANY POTENTIAL ENVIRONMENTAL  
24 ACCIDENTS; OR
- 25 • THE PROPOSED CONSUMPTION OF RESOURCES IS NOT JUSTIFIED.

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27 NATURAL RESOURCES IN THE FORM OF CONSTRUCTION MATERIALS  
28 AND ENERGY RESOURCES WOULD BE USED IN THE CONSTRUCTION OF  
RESIDENTIAL STRUCTURES, NEIGHBORHOOD RETAIL STRUCTURES, AND  
PUBLIC FACILITIES AT THE PROJECT SITE. THE CONSUMPTION OF  
THESE NATURAL RESOURCES WOULD REPRESENT AN IRREVERSIBLE  
CHANGE TO THE ENVIRONMENT. HOWEVER, DUE TO THE RELATIVELY  
SMALL SCALE OF PROJECT-RELATED DEVELOPMENT, IMPLEMENTATION  
OF THE PROJECT WOULD HAVE NO MEASURABLE ADVERSE EFFECT ON  
THE LOCAL, STATE-WIDE, OR NATIONAL AVAILABILITY OF SUCH  
RESOURCES, INCLUDING RESOURCES THAT MAY BE NON-RENEWABLE  
(E.G., FOSSIL FUELS). ADDITIONALLY, PROJECT-RELATED  
DEVELOPMENT WOULD BE REQUIRED BY LAW TO COMPLY WITH THE  
CALIFORNIA BUILDING STANDARDS CODE (CALGREEN), WHICH WOULD  
MINIMIZE THE DEMAND FOR ENERGY, INCLUDING ENERGY PRODUCED  
FROM NON-RENEWABLE SOURCES. (EIR AT 5-3).

IMPLEMENTATION OF THE PROJECT WOULD COMMIT FUTURE  
GENERATIONS TO A MASTER-PLANNED RESIDENTIAL COMMUNITY WITH  
UP TO 1,050 DWELLING UNITS ON THE PROJECT SITE. AS  
DEMONSTRATED IN THE ANALYSIS PRESENTED THROUGHOUT EIR  
SECTION 4.0, THE LAND USES PROPOSED BY THE PROJECT WOULD BE  
COMPATIBLE WITH EXISTING AND PLANNED FUTURE LAND USES THAT  
SURROUND THE PROJECT SITE AND WOULD NOT RESULT IN  
SIGNIFICANT PHYSICAL ENVIRONMENTAL EFFECTS TO NEARBY  
PROPERTIES. ALTHOUGH IMPLEMENTATION OF THE PROJECT WOULD

1 CAUSE SIGNIFICANT AND UNAVOIDABLE DIRECT AND CUMULATIVELY  
2 CONSIDERABLE IMPACTS TO THE ENVIRONMENT ASSOCIATED WITH AIR  
3 QUALITY AND TRAFFIC, AS SUMMARIZED ABOVE IN SUBSECTION 5.0,  
4 THESE EFFECTS WOULD NOT COMMIT SURROUNDING PROPERTIES TO  
5 LAND USES OTHER THAN THOSE THAT ARE PRESENT UNDER EXISTING  
6 CONDITIONS OR PLANNED BY THE GENERAL PLANS FOR THE CITY OF  
7 COLTON AND NEARBY JURISDICTIONS INCLUDING THE CITY OF GRAND  
8 TERRACE, CITY OF RIVERSIDE, AND UNINCORPORATED RIVERSIDE  
9 COUNTY. FOR THIS REASON, THE PROJECT WOULD NOT RESULT IN A  
10 SIGNIFICANT, IRREVERSIBLE CHANGE TO NEARBY, OFF-SITE  
11 PROPERTIES.

12 RESIDENTIAL, SCHOOL, NEIGHBORHOOD RETAIL, AND FIRE  
13 STATION LAND USES ARE NOT NORMALLY ASSOCIATED WITH  
14 HAZARDOUS CONDITIONS THAT COULD CAUSE OR CONTRIBUTE TO  
15 ACCIDENTS THAT RESULT IN IRREVERSIBLE ENVIRONMENTAL  
16 DAMAGE. THERE IS THE POTENTIAL THAT HAZARDOUS MATERIALS  
17 COULD BE USED AND/OR STORED ON THE PROJECT SITE DURING  
18 FUTURE DEVELOPMENT ACTIVITIES; HOWEVER, AS CONCLUDED IN  
19 EIR SUBSECTION 4.7, HAZARDS AND HAZARDOUS MATERIALS,  
20 MANDATORY COMPLIANCE WITH FEDERAL, STATE, AND LOCAL  
21 REGULATIONS RELATED TO HAZARDOUS MATERIALS WOULD BE  
22 REQUIRED OF ALL CONTRACTORS WORKING ON THE PROJECT SITE  
23 DURING CONSTRUCTION, WHICH WOULD ENSURE THE  
24 APPROPRIATE USE, HANDLING, STORAGE, AND TRANSPORT OF  
25 HAZARDOUS AND POTENTIALLY HAZARDOUS MATERIALS AND  
26 PRECLUDE SUBSTANTIAL ADVERSE EFFECTS FROM POTENTIAL  
27 ACCIDENT CONDITIONS. BASED ON THE FOREGOING  
28 INFORMATION, CONSTRUCTION AND LONG-TERM OPERATION OF  
THE PROJECT'S LAND USES WOULD NOT HAVE THE POTENTIAL TO  
CAUSE SIGNIFICANT IRREVERSIBLE DAMAGE TO THE  
ENVIRONMENT, INCLUDING DAMAGE THAT MAY RESULT FROM  
UPSET OR ACCIDENT CONDITIONS. (EIR AT 5-3).

FINDINGS: BASED ON THE ENTIRE RECORD, THE CITY FINDS THAT  
THE PROJECT WOULD NOT CAUSE AN IRREVERSIBLE CHANGE THAT  
WOULD RESULT IN A SIGNIFICANT ADVERSE EFFECT TO THE  
ENVIRONMENT.

**SECTION 7. FINDINGS REGARDING GROWTH INDUCING**  
IMPACTS. ACCORDING TO SECTION 15126.2(D) OF THE STATE CEQA  
GUIDELINES, GROWTH-INDUCING IMPACTS OF THE PROPOSED  
PROJECT SHALL BE DISCUSSED IN THE EIR. GROWTH-INDUCING  
IMPACTS ARE THOSE EFFECTS OF THE PROPOSED PROJECT THAT  
MIGHT FOSTER ECONOMIC OR POPULATION GROWTH OR THE  
CONSTRUCTION OF NEW HOUSING, EITHER DIRECTLY OR  
INDIRECTLY, IN THE SURROUNDING ENVIRONMENT. ACCORDING  
TO CEQA, INCREASES IN THE POPULATION MAY TAX EXISTING

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COMMUNITY SERVICE FACILITIES, REQUIRING CONSTRUCTION OF NEW FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

THE PROJECT WOULD ALLOW THE PROJECT SITE TO BE DEVELOPED WITH NEW HOUSING UNITS, WHICH WOULD PULL NEW RESIDENTS TO THE PROJECT SITE. UNDER CEQA, DIRECT POPULATION GROWTH IS NOT CONSIDERED NECESSARILY DETRIMENTAL, BENEFICIAL, OR OF LITTLE SIGNIFICANCE TO THE ENVIRONMENT. TYPICALLY, POPULATION GROWTH WOULD BE CONSIDERED A SIGNIFICANT IMPACT UNDER CEQA IF IT AFFECTS THE ABILITY OF AGENCIES TO PROVIDE NEEDED PUBLIC SERVICES WITHIN THEIR SERVICE AREAS, REQUIRES THE EXPANSION OR CONSTRUCTION OF NEW PUBLIC FACILITIES, OR IF IT CAN BE DOCUMENTED THAT THE POTENTIAL GROWTH RESULTS IN SUBSTANTIAL, ADVERSE ENVIRONMENTAL EFFECT. AS DISCUSSED IN DETAIL IN EIR SUBSECTION 4.12, PUBLIC SERVICES, THE PROJECT SITE'S FUTURE POPULATION WOULD NOT DIRECTLY OR INDIRECTLY PREVENT PUBLIC AGENCIES FROM MEETING THEIR SERVICE OBLIGATIONS AND WOULD NOT RESULT IN SIGNIFICANT IMPACTS ASSOCIATED WITH A NEED FOR EXPANSION OR CONSTRUCTION OF NEW PUBLIC FACILITIES. (EIR AT 5-4)

ADDITIONALLY, AS DISCUSSED IN EIR SUBSECTION 4.11, POPULATION AND HOUSING, THERE ARE NO COMPONENTS OF THE PROJECT THAT WOULD REMOVE OBSTACLES TO DEVELOPMENT IN THE LOCAL AREA BECAUSE THE MAJORITY OF THE SURROUNDING AREA IS DEVELOPED OR PLANNED TO BE DEVELOPED WITH RESIDENTIAL AND COMMERCIAL USES. FUTURE PROJECT-RELATED DEVELOPMENT WOULD INSTALL NEW/EXPANDED INFRASTRUCTURE WITHIN LA CADENA DRIVE AND CENTER STREET; HOWEVER, THIS INFRASTRUCTURE WOULD EITHER BE MASTER-PLANNED FACILITIES (MEANING THEY WOULD BE INSTALLED WITH OR WITHOUT THE PROJECT-RELATED DEVELOPMENT) OR THEY WOULD SUPPORT THE PRIVATE UTILITY SYSTEMS ON THE PROJECT SITE AND WOULD NOT BE AVAILABLE FOR GENERAL PUBLIC USE (MEANING THEY WOULD NOT INDIRECTLY INDUCE OFF-SITE GROWTH). (EIR AT 5-4).

FINDINGS: THE PROJECT'S POTENTIAL TO RESULT IN GROWTH-INDUCING IMPACTS IS DISCUSSED IN DETAIL IN SUBSECTION 5.3 OF THE EIR. BASED ON THE ENTIRE RECORD, THE CITY FINDS THAT THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY INDUCE GROWTH IN THE SURROUNDING AREA WHICH COULD RESULT IN A SIGNIFICANT ADVERSE EFFECT TO THE ENVIRONMENT.

**SECTION 8. FINDINGS REGARDING ALTERNATIVES**

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A. PROJECT OBJECTIVES

THE PROJECT IS INTENDED TO MEET THE FOLLOWING OBJECTIVES:

- TO DEVELOP A MASTER-PLANNED COMMUNITY THAT IS COMPATIBLE WITH THE SURROUNDING AREAS.
- TO PROVIDE HIGH-QUALITY HOUSING OPPORTUNITIES THAT ARE MARKETABLE AND ACCESSIBLE WITHIN THE CITY OF COLTON.
- TO PRESERVE NATURAL HILLSIDES, NATURAL HABITATS, AND NATURAL DRAINAGE COURSES WITHIN OPEN SPACE WHERE FEASIBLE.
- TO PROVIDE A RANGE OF HOUSING TYPES AND STYLES THAT APPEAL TO A DIVERSIFIED RANGE OF HOUSEHOLDS AND INCOME LEVELS.
- TO CLUSTER DEVELOPMENT AREAS IN ORDER TO PROVIDE NEIGHBORHOOD PARKS WITH ACTIVE AND PASSIVE RECREATIONAL AMENITIES FOR RESIDENTS OF THE ROQUET RANCH COMMUNITY AND THE CITY OF COLTON AS A WHOLE.
- TO PROVIDE NEIGHBORHOOD-ORIENTED RETAIL SERVICES WHICH GENERATE SALES TAX REVENUE FOR THE CITY OF COLTON.
- TO PROVIDE SITES AVAILABLE TO THE COLTON UNIFIED SCHOOL DISTRICT (CUSD) AND COLTON FIRE DEPARTMENT (CFD) FOR THEIR POTENTIAL USE AS AN ELEMENTARY SCHOOL SITE AND FIRE STATION SITE, RESPECTIVELY.

B. ALTERNATIVES CONSIDERED AND REJECTED

AMONG THE FACTORS THAT ARE USED TO CONSIDER PROJECT ALTERNATIVES FOR DETAILED CONSIDERATION IN AN EIR ARE WHETHER THEY WOULD MEET MOST OF THE BASIC PROJECT OBJECTIVE, BE FEASIBLE, AND WHETHER THEY WOULD AVOID OR SUBSTANTIALLY REDUCE THE SIGNIFICANT ENVIRONMENTAL IMPACTS OF THE PROJECT. (STATE CEQA GUIDELINES SECTION 15126(C).)

1. GENERAL PLAN CONSISTENCY ALTERNATIVE  
THE GENERAL PLAN CONSISTENCY ALTERNATIVE (GPCA) CONSIDERS DEVELOPMENT OF THE SITE WITH LAND USES THAT ARE CONSISTENT WITH THE EXISTING APPLICABLE COLTON GENERAL PLAN LAND USE DESIGNATIONS. AS SHOWN ON FIGURE 2-4, EXISTING GENERAL PLAN LAND USE DESIGNATIONS, THE

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COLTON GENERAL PLAN DESIGNATES 243.3 ACRES OF THE PROJECT SITE AS "VERY LOW DENSITY RESIDENTIAL" (0.1-2 D.U./AC), 17.6 ACRES AS "LOW DENSITY RESIDENTIAL" (2.1-8 D.U./AC), 49.2 ACRES AS "MEDIUM DENSITY RESIDENTIAL" (8.1-16 D.U./AC), 14.0 ACRES AS "HIGH DENSITY RESIDENTIAL" (16.1-22 D.U./AC), 1.0 ACRE AS "NEIGHBORHOOD COMMERCIAL," AND 9.7 ACRES AS "LIGHT INDUSTRIAL." DEVELOPMENT OF THE PROJECT SITE CONSISTENT WITH THE EXISTING COLTON GENERAL PLAN LAND USE DESIGNATIONS WOULD RESULT IN THE DEVELOPMENT OF UP TO 1,721 DWELLING UNITS ON 324.1 ACRES, 211,266 SQUARE FEET OF LIGHT INDUSTRIAL BUILDINGS ON 9.7 ACRES (211,266 SQUARE FEET CALCULATED BY MULTIPLYING 9.7 ACRES BY 0.5 MAXIMUM FAR), AND 21,780 SQUARE FEET OF NEIGHBORHOOD COMMERCIAL BUILDINGS ON 1.0 ACRE (21,780 SQUARE FEET CALCULATED BY MULTIPLYING 1.0 ACRE BY 0.5 MAXIMUM FAR). (EIR AT 6-8 AND 6-9).

THE CURRENT GENERAL PLAN LAND USE DESIGNATIONS ARE APPLICABLE TO THE ENTIRE PROJECT SITE, INCLUDING THE HILLY PORTIONS OF THE SITE WHERE DEVELOPMENT WOULD LIKELY BE INFEASIBLE DUE TO THE AMOUNT OF GRADING THAT WOULD BE REQUIRED FOR DEVELOPMENT IN THESE AREAS. IN COMPARISON TO THE PROPOSED PROJECT, THIS ALTERNATIVE WOULD ALLOW FOR THE DEVELOPMENT OF UP TO 1,721 DWELLING UNITS (COMPARED TO UP TO 1,050 DWELLING UNITS PROPOSED BY THE PROJECT), 211,266 SQUARE FEET OF LIGHT INDUSTRIAL (COMPARED TO NO LIGHT INDUSTRIAL DEVELOPMENT PROPOSED BY THE PROJECT), AND 21,780 SQUARE FEET OF NEIGHBORHOOD COMMERCIAL BUILDINGS (COMPARED TO 26,136 SQUARE FEET OF NEIGHBORHOOD COMMERCIAL DEVELOPMENT PROPOSED BY THE PROJECT). ADDITIONALLY, THE PROJECT PROPOSES 19.3 ACRES OF RECREATIONAL OPEN SPACE (PARKS) AS WELL AS 199.7 ACRES OF NATURAL OPEN SPACE (OPEN SPACE-RESOURCE), WHEREAS THE GPCA DOES NOT DESIGNATE ANY AREAS WITHIN THE PROJECT SITE AS OPEN SPACE/PARKLAND. THUS, BECAUSE THIS ALTERNATIVE WOULD ALLOW DEVELOPMENT WITHIN A SUBSTANTIALLY LARGER FOOTPRINT, THE DEVELOPMENT INTENSITY THAT WOULD RESULT FROM IMPLEMENTATION OF THE GPCA WOULD BE MUCH GREATER THAN THE DEVELOPMENT INTENSITY PROPOSED BY THE PROJECT, AND WOULD RESULT IN INCREASED VEHICULAR TRIPS, WITH CORRESPONDING INCREASES IN THE POTENTIAL FOR IMPACTS TO TRAFFIC, AIR QUALITY, NOISE, AND GREENHOUSE GAS EMISSIONS, AS COMPARED TO THE PROPOSED PROJECT. FURTHERMORE, THE GPCA WOULD RESULT IN INCREASED PHYSICAL IMPACTS AS COMPARED TO THE PROPOSED PROJECT WHICH WOULD HAVE A GREATER IMPACT ON BIOLOGICAL RESOURCES DUE TO THE LARGER DEVELOPMENT FOOTPRINT. (EIR AT 6-9).

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2. ALTERNATIVE USE ALTERNATIVE

THE LEAD AGENCY CONSIDERED A NON-RESIDENTIAL ALTERNATIVE THAT WOULD TAKE ADVANTAGE OF THE NATURAL TOPOGRAPHY AND EXISTING TRAIL AMENITIES AT THE PROJECT SITE. THE ALTERNATIVE USE ALTERNATIVE (AUA) CONSIDERS THE DEVELOPMENT OF THE ENTIRETY OF THE PROJECT SITE WITH A REGIONAL PARK. THE AUA WOULD RESULT IN THE CONSTRUCTION OF A MAIN ROADWAY THAT WOULD TRAVERSE THE SITE IN A NORTH-SOUTH ORIENTATION (SIMILAR TO THE CONFIGURATION OF ROQUET RANCH ROAD UNDER THE PROPOSED PROJECT) THAT WOULD FEATURE A VARIETY OF ACTIVE AND PASSIVE RECREATIONAL AMENITIES THROUGHOUT THE PROJECT SITE, AS WELL AS PARKING LOTS TO ACCOMMODATE THE PARKING NEEDS OF VISITORS. UNDER THE AUA, VEHICULAR ACCESS TO THE SITE WOULD BE SIMILAR TO THAT WHICH IS PROPOSED BY THE PROJECT, WITH ACCESS FROM THE SOUTH PROVIDED VIA ORANGE STREET, AND ACCESS FROM THE EAST PROVIDED VIA PELLISSIER ROAD. (EIR AT 6-9).

THE AUA WOULD FAIL TO ACHIEVE ALL OF THE PROJECT OBJECTIVES. FURTHERMORE, NO ENTITY HAS BEEN IDENTIFIED THAT COULD PURCHASE THE PROPERTY FOR USE AS A REGIONAL PARK. THE AUA WOULD NOT PROVIDE HIGH-QUALITY HOUSING OPPORTUNITIES AND NEIGHBORHOOD-ORIENTED RETAIL SERVICES, AND WOULD ALSO BE INCONSISTENT WITH THE GENERAL PLAN LAND USE DESIGNATIONS WHICH ENVISION THE DEVELOPMENT OF THE PROJECT SITE WITH RESIDENTIAL, COMMERCIAL, AND LIGHT INDUSTRIAL LAND USES. (EIR AT 6-10).

C. ALTERNATIVES SELECTED FOR ANALYSIS IN THE EIR

THE FOLLOWING ALTERNATIVES TO THE PROJECT WERE CONSIDERED IN DETAIL IN THE EIR. THESE ALTERNATIVES ARE REJECTED FOR THE VARIOUS REASONS AS SET FORTH BELOW.

1. ALTERNATIVE 1—NO PROJECT (NO BUILD) ALTERNATIVE

DESCRIPTION: SECTION 15126.6(E) OF THE STATE CEQA GUIDELINES REQUIRES EVALUATION OF THE NO PROJECT ALTERNATIVE. AS DESCRIBED IN THE STATE CEQA GUIDELINES, THE PURPOSE OF DESCRIBING AND ANALYZING THE NO PROJECT ALTERNATIVE IS TO ALLOW DECISION MAKERS TO COMPARE THE IMPACTS OF APPROVING THE PROJECT WITH THE IMPACTS OF NOT APPROVING THE PROJECT. HOWEVER, "NO PROJECT" DOES NOT NECESSARILY MEAN THAT DEVELOPMENT WILL BE PROHIBITED. THE NO PROJECT ALTERNATIVE INCLUDES "WHAT WOULD BE

1 REASONABLY EXPECTED TO OCCUR IN THE FORESEEABLE FUTURE  
2 IF THE PROJECT WERE NOT APPROVED, BASED ON CURRENT  
3 PLANS AND CONSISTENT WITH AVAILABLE INFRASTRUCTURE AND  
COMMUNITY SERVICES.

4 THE NO PROJECT/NO DEVELOPMENT ALTERNATIVE CONSIDERS NO  
5 DEVELOPMENT/DISTURBANCE ON THE PROJECT SITE BEYOND  
6 THAT WHICH OCCURS UNDER EXISTING CONDITIONS. AS SUCH,  
7 THE APPROXIMATELY 336.2-ACRE PROJECT SITE WOULD REMAIN  
8 UNDEVELOPED (WITH THE EXCEPTION OF THE ROQUET PAVING  
9 COMPANY FACILITY THAT OPERATES ON THE EASTERN PORTION  
10 OF THE PROJECT SITE) AND VACANT (WITH NO HABITABLE  
11 STRUCTURES) LARGELY UNDEVELOPED HILLSIDE TERRAIN  
12 CONTAINING NATURAL VEGETATION WITH SCATTERED DIRT  
13 TRAILS. AS WITH UNDER EXISTING CONDITIONS, AN SOUTHERN  
14 CALIFORNIA EDISON (SCE) EASEMENT CONTAINING AN OVERHEAD  
15 ELECTRIC POWER TRANSMISSION LINE GENERALLY BISECTS THE  
16 PROJECT SITE, TRENDING SOUTHEAST IN THE NORTHERN PORTION  
17 OF THE PROJECT SITE, WHILE AN ADDITIONAL TRANSMISSION LINE  
OCCURS ALONG THE SOUTHERN BOUNDARY OF THE PROJECT SITE  
AND EXITS THE SITE AT THE EASTERN BOUNDARY. UNDER THIS  
ALTERNATIVE, NO IMPROVEMENTS WOULD BE MADE TO THE  
PROJECT SITE AND NONE OF THE PROJECT'S ROADWAY, UTILITY,  
AND OTHER INFRASTRUCTURE IMPROVEMENTS WOULD OCCUR.  
THIS ALTERNATIVE WAS SELECTED BY THE LEAD AGENCY TO  
COMPARE THE ENVIRONMENTAL EFFECTS OF THE PROPOSED  
PROJECT WITH AN ALTERNATIVE THAT WOULD LEAVE THE  
PROJECT SITE IN ITS EXISTING CONDITION. (EIR AT 6-3).

18 FINDINGS: THE CITY COUNCIL REJECTS THIS ALTERNATIVE  
19 ON THE FOLLOWING GROUNDS, EACH OF WHICH PROVIDES  
20 SUFFICIENT JUSTIFICATION FOR REJECTION OF THIS ALTERNATIVE.  
21 BASED ON THE ENTIRE RECORD, THE CITY FINDS THAT THE NO  
22 PROJECT/NO DEVELOPMENT ALTERNATIVE IS ENVIRONMENTALLY  
23 SUPERIOR TO THE PROJECT. HOWEVER, WHILE THE  
24 IMPLEMENTATION OF THE NO PROJECT/NO DEVELOPMENT  
25 ALTERNATIVE WOULD AVOID OR REDUCE ALL OF THE IMPACTS OF  
26 THE PROPOSED PROJECT, WITH THE EXCEPTION OF THE ISSUE  
AREA OF LAND USE AND PLANNING BECAUSE IT WOULD NOT  
DEVELOP THE PROJECT SITE IN ACCORDANCE WITH THE LAND  
USES ENVISIONED IN THE GENERAL PLAN. THE SEVERITY OF  
WILDFIRE HAZARDS AT THE SITE WOULD ALSO LIKELY BE HIGHER  
UNDER THE NO PROJECT/NO DEVELOPMENT ALTERNATIVE WHEN  
COMPARED TO THE PROPOSED PROJECT.

27 THE CITY ALSO FINDS THAT THE ONLY PROJECT OBJECTIVE THAT  
28 THE NO PROJECT/NO DEVELOPMENT ALTERNATIVE WOULD  
SUCCESSFULLY MEET WOULD BE OBJECTIVE C, WHICH IS

1 INTENDED TO PRESERVE NATURAL HILLSIDES, NATURAL HABITATS,  
2 AND NATURAL DRAINAGE COURSES WITHIN OPEN SPACE, WHERE  
3 FEASIBLE. NONE OF THE OTHER PROJECT OBJECTIVES WOULD BE  
4 MET UNDER THE NO PROJECT/NO DEVELOPMENT ALTERNATIVE.

4 2. ALTERNATIVE 2— OFF-SITE LOCATION  
5 ALTERNATIVE

6 DESCRIPTION: BASED ON THE CITY OF COLTON'S REVIEW OF  
7 AERIAL PHOTOGRAPHY AND PROPERTIES KNOWN TO THE CITY AS  
8 BEING AVAILABLE FOR DEVELOPMENT WITHIN THE CITY OF  
9 COLTON, THE ONLY OTHER AVAILABLE UNDEVELOPED PROPERTY  
10 OF SIMILAR SIZE (APPROXIMATELY 336.2 ACRES), THAT THE  
11 PROJECT APPLICANT HAS THE REASONABLE POSSIBILITY OF  
12 CONTROLLING IS THE PROPERTY THAT ABUTS THE PROJECT SITE  
13 TO THE WEST (HEREINAFTER REFERRED TO AS THE "OFF-SITE  
14 LOCATION"). AS SHOWN IN EIR FIGURE 6-1, OFF-SITE LOCATION  
15 ALTERNATIVE, THE OFF-SITE LOCATION IS BOUND TO THE NORTH  
16 BY UNDEVELOPED/VACANT LAND, TO THE EAST BY  
17 UNDEVELOPED/VACANT LAND (THE PROJECT SITE), TO THE SOUTH  
18 BY OLD PELLISSIER ROAD, AND TO THE WEST BY THE SANTA ANA  
19 RIVER. THE OFF-SITE LOCATION COMPRISES APPROXIMATELY  
20 227.6 ACRES (108.6 ACRES LESS THAN THE PROJECT SITE), AND IS  
21 CURRENTLY OWNED BY THE CITY OF RIVERSIDE. THE OFF-SITE  
22 LOCATION ALTERNATIVE (OLA) WOULD DEVELOP THE OFF-SITE  
23 LOCATION CONSISTENT WITH THE LAND USE TYPES AND  
24 ACREAGES PROPOSED IN THE ROQUET RANCH SPECIFIC PLAN,  
25 EXCEPT FOR A REDUCTION IN THE ACREAGE OF LAND DESIGNATED  
26 AS OPEN SPACE-RESOURCE BY 108.6 ACRES (THE DIFFERENCE  
27 BETWEEN THE ACREAGE OF THE PROJECT SITE [336.2 ACRES] AND  
28 THE ACREAGE OF THE OFF-SITE LOCATION [227.6 ACRES]). THIS  
ALTERNATIVE WAS SELECTED BY THE LEAD AGENCY TO COMPARE  
THE ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT WITH  
AN ALTERNATIVE THAT WOULD AVOID PHYSICAL ENVIRONMENTAL  
IMPACTS TO THE PROJECT SITE THROUGH DEVELOPING THE  
PROJECT AT AN ALTERNATE LOCATION. (EIR AT 6-3 AND 6-4).

22 FINDINGS: THE CITY COUNCIL REJECTS THIS ALTERNATIVE ON THE  
23 FOLLOWING GROUNDS, EACH OF WHICH PROVIDES SUFFICIENT  
24 JUSTIFICATION FOR REJECTION OF THIS ALTERNATIVE. BASED ON  
25 THE ENTIRE RECORD, THE CITY FINDS THAT IMPLEMENTATION OF  
26 THE OLA WOULD NOT AVOID ANY OF THE PROJECT'S SIGNIFICANT  
27 IMPACTS TO THE ENVIRONMENT, INCLUDING IMPACTS THAT WOULD  
28 BE SIGNIFICANT AND UNAVOIDABLE. HOWEVER, WHEREAS THE  
PROPOSED PROJECT WOULD RESULT IN SIGNIFICANT AND  
UNAVOIDABLE DIRECT IMPACTS TO AESTHETICS DUE TO GRADING  
OF THE ON-SITE HILLSIDES, THE OLA WOULD RESULT IN A  
REDUCTION OF THESE IMPACTS ASSOCIATED WITH DEGRADATION

1 OF THE EXISTING VISUAL CHARACTER BECAUSE IT WOULD AVOID  
2 HILLSIDE GRADING.

3 THE CITY ALSO FINDS THAT THE OLA WOULD MEET EACH OF THE  
4 PROJECT'S OBJECTIVES. HOWEVER, THE CITY FINDS THAT THE OLA  
5 WOULD NOT MEET PROJECT OBJECTIVE C AS EFFECTIVELY AS THE  
6 PROPOSED PROJECT. ALTHOUGH THE OLA WOULD INCLUDE THE  
7 PRESERVATION OF OPEN SPACE, THE OLA DOES NOT DIRECTLY  
8 PRESERVE ANY NATURAL HILLSIDES, WOULD NOT PRESERVE AS  
9 MUCH NATURAL HABITAT AS THE PROPOSED PROJECT, AND  
10 WOULD LIKELY IMPACT DRAINAGE COURSES TO A GREATER  
11 EXTENT THAN WOULD THE PROPOSED PROJECT THROUGH ITS  
12 DEVELOPMENT OF A SITE THAT IS CLOSER IN PROXIMITY TO THE  
13 SANTA ANA RIVER FLOODPLAIN. (EIR AT 6-30).

14 3. ALTERNATIVE 3 — REDUCED FOOTPRINT ALTERNATIVE

15 DESCRIPTION: THE REDUCED FOOTPRINT ALTERNATIVE (RFA)  
16 CONSIDERS A REDUCTION IN THE OVERALL DEVELOPMENT  
17 FOOTPRINT OF THE PROPOSED PROJECT. THE RFA AVOIDS  
18 DEVELOPMENT OF THE AREAS OF THE PROJECT SITE LOCATED TO  
19 THE NORTH OF PLANNING AREA 2 AND PLANNING AREA 12,  
20 CONVERTING PLANNING AREAS 1, 4, 5, AND 14A, 14B, 15, AND 17 TO  
21 THE OPEN SPACE-RESOURCE DESIGNATION (RESULTING IN AN  
22 INCREASE IN THE ACREAGE OF LAND DESIGNATED AS OPEN  
23 SPACE-RESOURCE BY 51.5 ACRES [FROM 199.7 ACRES TO 251.2  
24 ACRES]), AND COMBINING THEM INTO PLANNING AREAS 13A AND  
25 13C. IN ORDER TO RETAIN THE QUANTITY OF RESIDENTIAL  
26 DWELLING UNITS PROPOSED BY THE PROJECT (UP TO 1,050  
27 DWELLING UNITS) THE RFA WOULD INCREASE THE DENSITIES OF  
28 PLANNING AREAS 2, 3, AND 7 (SHOWN AS PLANNING AREAS 1, 2, AND  
4 [RESPECTIVELY] ON FIGURE 6-2, REDUCED FOOTPRINT  
ALTERNATIVE) FROM LOW DENSITY RESIDENTIAL TO MEDIUM  
DENSITY RESIDENTIAL. THE RFA WOULD RESULT IN THE  
REDUCTION OF RESIDENTIAL DEVELOPMENT ACREAGE BY 25.9  
ACRES (FROM 85.4 ACRES TO 59.5 ACRES) AND AN INCREASE IN THE  
OVERALL RESIDENTIAL TARGET DENSITY FROM 10.2 DWELLING  
UNITS PER ACRE (DU/AC) TO 14.7 DU/AC. ADDITIONALLY, THE RFA  
WOULD REDUCE THE ACREAGE OF OPEN SPACE-RECREATION  
WITHIN THE PROJECT BY 17.4 ACRES (FROM 19.3 ACRES TO 1.9  
ACRES), AND DECREASE THE ACREAGE DEDICATED TO ROADWAYS  
BY 5.2 ACRES (FROM 16.5 ACRES TO 11.3 ACRES). (EIR AT 6-8).

FINDINGS: BASED ON THE ENTIRE RECORD, THE CITY FINDS THAT  
ALTHOUGH IMPLEMENTATION OF THE RFA WOULD LIKELY RESULT  
IN A REDUCTION IN THE SIGNIFICANT AND UNAVOIDABLE IMPACTS  
ASSOCIATED WITH THE PROPOSED PROJECT, INCLUDING IN THE  
ISSUE AREAS OF AESTHETICS, AIR QUALITY AND

1 TRANSPORTATION/TRAFFIC, IT WOULD NOT REDUCE ANY OF THESE  
2 IMPACTS TO A LESS THAN SIGNIFICANT LEVEL. INDEED, GIVEN THE  
3 OVERALL SMALLER SCALE CONSTRUCTION AND OPERATIONAL  
4 ACTIVITIES AND THE HIGHER RESIDENTIAL DENSITY INHERENT TO  
5 THE RFA RELATIVE TO THE PROPOSED PROJECT, THE RFA WOULD  
6 EITHER RESULT IN SIMILAR OR REDUCED IMPACTS IN ALL OF THE  
7 ISSUE AREAS DISCUSSED ACCEPT FOR THE FOLLOWING ISSUE  
8 AREAS WHERE THE RFA MAY RESULT IN AN INCREASE IN IMPACTS:  
9 HAZARDS AND HAZARDOUS MATERIALS AND PUBLIC SERVICES.  
10 (EIR AT 6-40)

11 THE CITY ALSO FINDS THAT IN GENERAL, THE RFA WOULD MEET  
12 EACH OF THE PROJECT'S OBJECTIVES EXCEPT FOR OBJECTIVE B  
13 (TO HIGH-QUALITY HOUSING OPPORTUNITIES THAT ARE  
14 MARKETABLE AND ACCESSIBLE WITHIN THE CITY OF COLTON) AND  
15 OBJECTIVE D (TO PROVIDE A RANGE OF HOUSING TYPES AND  
16 STYLES THAT APPEAL TO A DIVERSIFIED RANGE OF HOUSEHOLDS  
17 AND INCOME LEVELS). THE RFA WOULD FAIL TO ACHIEVE PROJECT  
18 OBJECTIVE B AS EFFECTIVELY AS THE PROPOSED PROJECT  
19 BECAUSE IT INCREASES RESIDENTIAL DENSITY RESULTING IN AN  
20 INCREASE IN MULTI-FAMILY RESIDENTIAL USES AND THUS WOULD  
21 NOT PROVIDE THE BROAD RANGE OF DIVERSE HOUSING TYPES TO  
22 THE EXTENT THAT THE PROPOSED PROJECT WOULD ACCOMPLISH.  
23 THE RFA WOULD FAIL TO ACCOMPLISH OBJECTIVE D AS  
24 EFFECTIVELY AS THE PROPOSED PROJECT, BECAUSE IT  
25 PROPOSES A 17.4-ACRE REDUCTION IN LAND DEDICATED TO PARKS  
26 AND RECREATIONAL FACILITIES COMPARED TO THE 19.3 ACRES OF  
27 PARKLAND PROPOSED BY THE PROJECT AND WOULD NOT MEET  
28 THE CITY OF COLTON'S PARKLAND REQUIREMENTS ON-SITE. (EIR  
AT 6-40 AND 6-41)

4. ALTERNATIVE 4 — REDUCED DENSITY ALTERNATIVE

DESCRIPTION: THE REDUCED DENSITY ALTERNATIVE (RDA)  
CONTEMPLATES THE DEVELOPMENT OF A RESIDENTIAL  
COMMUNITY THAT WOULD HAVE A DEVELOPMENT FOOTPRINT THAT  
WOULD BE SIMILAR TO THE PROPOSED PROJECT, BUT WOULD  
HAVE A REDUCED OVERALL RESIDENTIAL DENSITY WHEN  
COMPARED TO THE PROPOSED PROJECT. UNDER THE RDA, THE  
DEVELOPMENT OF THE RESIDENTIAL USES WOULD OCCUR WITHIN  
THE SAME DEVELOPMENT FOOTPRINT WITHIN THE PROJECT SITE  
AS IDENTIFIED FOR THE PROPOSED PROJECT. HOWEVER, THE RDA  
WOULD CONVERT PLANNING AREAS 4, 6, AND 9 FROM A MEDIUM  
DENSITY RESIDENTIAL LAND USE DESIGNATION TO A LOW DENSITY  
RESIDENTIAL DESIGNATION (8.0 DU/AC), AND WOULD CONVERT  
PLANNING AREAS 8 AND 10 FROM A HIGH DENSITY RESIDENTIAL  
LAND USE DESIGNATION TO A LOW DENSITY RESIDENTIAL  
DESIGNATION (8.0 DU/AC) (REFER TO FIGURE 6-4, REDUCED

1 DENSITY ALTERNATIVE). THE RDA WOULD RESULT IN THE  
2 DEVELOPMENT OF UP TO 737 DWELLING UNITS WITHIN THE  
3 PROJECT SITE. THE DENSITIES OF THE FIVE PLANNING AREAS  
4 DESIGNATED BY THE PROPOSED PROJECT AS LOW DENSITY  
5 RESIDENTIAL WERE NOT MODIFIED UNDER THE RDA. UNDER THE  
6 RDA, SHOULD THE SCHOOL DISTRICT OR THE FIRE DEPARTMENT  
7 (RESPECTIVELY) ELECT NOT TO CONSTRUCT FACILITIES WITHIN  
8 PLANNING AREAS 12 AND 13, THE LOW DENSITY RESIDENTIAL (8.0  
9 DU/AC) LAND USE DESIGNATION WOULD BE THE ALTERNATE USE  
10 FOR THESE PLANNING AREAS RATHER THAN THE MEDIUM DENSITY  
11 RESIDENTIAL LAND USE DESIGNATION. ACCORDINGLY, THE RDA  
12 WOULD REDUCE THE NUMBER OF DWELLING UNITS THAT WOULD  
13 BE CONSTRUCTED AT THE PROJECT SITE BY 313 RESIDENTIAL  
14 UNITS, WHICH EQUATES TO AN APPROXIMATE 30% DECREASE IN  
15 DWELLING UNITS WHEN COMPARED TO THE PROPOSED PROJECT.  
16 ALL OTHER COMPONENTS OF THE SPECIFIC PLAN UNDER THE RDA  
17 WOULD REMAIN UNCHANGED COMPARED TO THE PROPOSED  
18 PROJECT, INCLUDING THE NEIGHBORHOOD COMMERCIAL RETAIL,  
19 ROADWAYS, PARKS, OPEN SPACE, AND UTILITY FACILITIES. (EIR AT  
20 6-42).

21 FINDINGS: BASED ON THE ENTIRE RECORD, THE CITY FINDS THAT  
22 THE RDA WOULD RESULT IN SIMILAR TO SLIGHTLY REDUCED  
23 IMPACTS IN THE ISSUE AREA OF AESTHETICS, BUT WOULD NOT  
24 AVOID THE SIGNIFICANT AND UNAVOIDABLE DIRECT IMPACTS THAT  
25 THE PROJECT WOULD CAUSE PERTAINING TO IMPACTS TO THE  
26 EXISTING VISUAL CHARACTER OF THE SITE AND SURROUNDING  
27 AREAS DUE TO THE GRADING OF CERTAIN HILLSIDES.  
28 ADDITIONALLY, THE CITY FINDS THAT THE RDA WOULD REDUCE  
IMPACTS IN ALL OF THE ISSUE AREAS ACCEPT FOR THE FOLLOWING  
ISSUE AREAS WHERE THE RDA MAY RESULT IN SIMILAR IMPACTS:  
BIOLOGICAL RESOURCES, CULTURAL RESOURCES, GEOLOGY AND  
SOILS, HAZARDS AND HAZARDOUS MATERIALS, AND LAND USE AND  
PLANNING. THE RDA HAS BEEN IDENTIFIED AS THE  
ENVIRONMENTALLY SUPERIOR ALTERNATIVE THAT IS NOT A NO  
PROJECT ALTERNATIVE BECAUSE IT WOULD REDUCE THE  
ENVIRONMENTAL EFFECTS OF THE PROJECT. (EIR AT 6-52).

THE CITY ALSO FINDS THAT THE RDA WOULD FAIL TO ACHIEVE  
PROJECT OBJECTIVE B AS EFFECTIVELY AS THE PROPOSED  
PROJECT BECAUSE IT WOULD PROVIDE 313 FEWER HOUSING UNITS  
AND THUS WOULD NOT PROVIDE AS MUCH HIGH-QUALITY HOUSING  
OPPORTUNITIES THAT ARE MARKETABLE AND ACCESSIBLE TO CITY  
OF COLTON RESIDENTS TO THE EXTENT THAT THE PROPOSED  
PROJECT WOULD ACCOMPLISH. THE RDA WOULD FAIL TO ACHIEVE  
PROJECT OBJECTIVE D AS EFFECTIVELY AS THE PROPOSED  
PROJECT BECAUSE IT WOULD CONVERT PLANNING AREAS 4, 6, AND  
9 FROM A MEDIUM DENSITY RESIDENTIAL LAND USE DESIGNATION

1 TO A LOW DENSITY RESIDENTIAL DESIGNATION, AND WOULD  
2 CONVERT PLANNING AREAS 8 AND 10 FROM A HIGH DENSITY  
3 RESIDENTIAL LAND USE DESIGNATION TO A LOW DENSITY  
RESIDENTIAL DESIGNATION. (EIR AT 6-53).

4 D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

5 STATE CEQA GUIDELINES SECTION 15126.6(E)(2) INDICATES  
6 THAT AN ANALYSIS OF ALTERNATIVES TO A PROJECT SHALL  
7 IDENTIFY AN ENVIRONMENTALLY SUPERIOR ALTERNATIVE AMONG  
8 THE ALTERNATIVES EVALUATED IN AN EIR. THE STATE CEQA  
9 GUIDELINES ALSO STATE THAT, SHOULD IT BE DETERMINED THAT  
10 THE NO PROJECT ALTERNATIVE IS THE ENVIRONMENTALLY  
11 SUPERIOR ALTERNATIVE, THE EIR SHALL IDENTIFY ANOTHER  
12 ENVIRONMENTALLY SUPERIOR ALTERNATIVE AMONG THE  
REMAINING ALTERNATIVES. THE CITY FINDS THAT THE REDUCE  
DENSITY ALTERNATIVE IS THE ENVIRONMENTALLY SUPERIOR  
ALTERNATIVE THAT IS NOT A NO PROJECT ALTERNATIVE BECAUSE  
IT WOULD REDUCE THE ENVIRONMENTAL EFFECTS OF THE  
PROJECT. (EIR AT 6-52).

13 **SECTION 9.** ADOPTION OF A STATEMENT OF OVERRIDING  
14 CONSIDERATIONS. THE CITY COUNCIL HEREBY DECLARES THAT,  
15 PURSUANT TO STATE CEQA GUIDELINES SECTION 15093, THE THE  
16 CITY HAS BALANCED THE BENEFITS OF THE PROJECT AGAINST ANY  
17 UNAVOIDABLE ENVIRONMENTAL IMPACTS IN DETERMINING  
18 WHETHER TO APPROVE THE PROJECT. PURSUANT TO THE STATE  
CEQA GUIDELINES, IF THE BENEFITS OF THE PROJECT OUTWEIGH  
THE UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS, THOSE  
IMPACTS MAY BE CONSIDERED "ACCEPTABLE."

19 HAVING REDUCED THE ADVERSE SIGNIFICANT  
20 ENVIRONMENTAL EFFECT OF THE PROJECT TO THE EXTENT  
21 FEASIBLE BY ADOPTING THE MITIGATION MEASURES CONTAINED IN  
22 THE EIR, THE MMRP, AND THIS RESOLUTION, HAVING CONSIDERED  
23 THE ENTIRE ADMINISTRATIVE RECORD ON THE PROJECT, AND  
24 HAVING WEIGHED THE BENEFITS OF THE PROJECT AGAINST ITS  
25 UNAVOIDABLE ADVERSE IMPACT AFTER MITIGATION, THE CITY  
26 COUNCIL HAS DETERMINED THAT EACH OF THE FOLLOWING  
SOCIAL, ECONOMIC, AND ENVIRONMENTAL BENEFITS OF THE  
PROJECT SEPARATELY AND INDIVIDUALLY OUTWEIGH THE  
POTENTIAL UNAVOIDABLE ADVERSE IMPACTS AND RENDER THOSE  
POTENTIAL ADVERSE IMPACTS ACCEPTABLE BASED UPON THE  
FOLLOWING OVERRIDING CONSIDERATIONS:

27 AS THE CEQA LEAD AGENCY FOR THE PROPOSED PROJECT,  
28 THE CITY HAS REVIEWED THE PROJECT DESCRIPTION AND THE  
ALTERNATIVES TO THE PROJECT, AS PRESENTED IN THE EIR, AND

1 THE CITY FULLY UNDERSTANDS THE PROJECT AND ITS  
2 ALTERNATIVES. FURTHER, THE CITY FINDS THAT ALL POTENTIAL  
3 ADVERSE ENVIRONMENTAL IMPACTS AND ALL FEASIBLE  
4 MITIGATION MEASURES TO REDUCE THE IMPACTS FROM THE  
5 PROJECT HAVE BEEN IDENTIFIED IN THE DRAFT EIR, FINAL EIR, AND  
6 PUBLIC TESTIMONY. HAVING CONSIDERED THE POTENTIAL FOR  
7 THE PROJECT TO CAUSE OR CONTRIBUTE TO SIGNIFICANT AND  
8 UNAVOIDABLE ADVERSE IMPACTS TO AESTHETICS, AIR QUALITY,  
9 AND TRANSPORTATION/TRAFFIC, THE CITY HEREBY DETERMINES  
10 THAT ALL FEASIBLE MITIGATION MEASURES WITH PROPORTIONAL  
11 NEXUS TO THE PROJECT'S IMPACTS HAVE BEEN ADOPTED TO  
12 REDUCE OR AVOID THE SIGNIFICANT AND UNAVOIDABLE IMPACTS  
13 IDENTIFIED IN THE EIR, AND THAT NO ADDITIONAL FEASIBLE  
14 MITIGATION IS AVAILABLE TO FURTHER REDUCE SIGNIFICANT  
15 IMPACTS. FURTHER, THE CITY FINDS THAT ECONOMIC, SOCIAL,  
16 AND OTHER CONSIDERATIONS OF THE PROJECT OUTWEIGH THE  
17 PROJECT'S UNAVOIDABLE IMPACTS TO AESTHETICS, AIR QUALITY,  
18 AND TRANSPORTATION/TRAFFIC AND THAT APPROVAL OF THE  
19 PROJECT IS APPROPRIATE. IN MAKING THIS FINDING, THE CITY  
20 COUNCIL FINDS THAT EACH OF THE PROJECT BENEFITS  
21 SEPARATELY AND INDIVIDUALLY OUTWEIGHS ALL OF THE  
22 UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS IDENTIFIED IN  
23 THE EIR AND THEREFORE FINDS THOSE IMPACTS TO BE  
24 ACCEPTABLE. THESE BENEFITS INCLUDE THE FOLLOWING:

- 25 A. THE PROJECT WOULD DEVELOP A MOSTLY VACANT (WITH  
26 THE EXCEPTION OF THE EXISTING ROQUET PAVING COMPANY  
27 FACILITY) PROPERTY WITH A MASTER-PLANNED RESIDENTIAL  
28 COMMUNITY, WHICH WOULD ASSIST THE CITY IN ACHIEVING THE  
RESIDENTIAL AND COMMERCIAL LAND USES ENVISIONED IN THE  
PROJECT SITE BY THE CITY OF COLTON GENERAL PLAN.
- B. THE PROJECT WOULD CONSTRUCT HIGH DENSITY HOUSING  
UNITS THAT WOULD HELP THE CITY IN MEETING THE OBJECTIVES  
SPECIFIED IN THE GENERAL PLAN HOUSING ELEMENT.
- C. THE PROJECT WILL DEVELOP A MOSTLY VACANT PROPERTY,  
THEREBY ELIMINATING THE POTENTIAL THREATS OF CONTINUED  
VACANCY, NEGLECT, AND BLIGHT THAT COULD OCCUR IF THE  
PROPERTY IS NOT DEVELOPED.
- D. THE PROJECT WOULD PROVIDE A RANGE OF HIGH-QUALITY  
HOUSING OPTIONS THAT WOULD APPEAL TO A DIVERSE RANGE OF  
HOUSEHOLDS AND INCOME LEVELS.
- E. THE PROJECT WOULD PRESERVE SUBSTANTIAL PORTIONS  
OF THE PROPERTY'S NATURAL HILLSIDES, NATURAL HABITATS, AND  
NATURAL DRAINAGE COURSES WITHIN THE DESIGNATED OPEN  
SPACE AREAS PROPOSED IN THE SPECIFIC PLAN.
- F. THE PROJECT WOULD PROVIDE A 13.9-ACRE COMMUNITY  
PARK, TRAILS, AND 199.7 ACRES OF PRESERVED NATURAL HABITAT  
FOR THE PUBLIC USE BY RESIDENTS OF THE CITY OF COLTON.

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G. THE PROJECT WOULD CONSTRUCT NEW RESIDENCES AND NEIGHBORHOOD-ORIENTED RETAIL WHICH WOULD GENERATE ADDITIONAL TAX REVENUE FOR THE CITY OF COLTON.

H. THE PROJECT WOULD INCREASE JOBS WITHIN THE CITY OF COLTON THROUGH ITS DEVELOPMENT OF NEIGHBORHOOD-ORIENTED RETAIL SERVICES. ADDITIONAL JOBS WOULD BE GENERATED IN THE EVENT THAT PLANNING AREA 12 AND PLANNING AREA 13 ARE DEVELOPED WITH AN ELEMENTARY SCHOOL AND A FIRE STATION, RESPECTIVELY.

I. THE PROJECT WOULD CONSTRUCT MAJOR INFRASTRUCTURE IMPROVEMENTS (I.E., ROADWAYS, LANDSCAPED PARKWAYS AND MEDIANS, DOMESTIC WATER, SEWER, STREET LIGHTS, TRAFFIC SIGNALS), WHICH WOULD BENEFIT THE GENERAL PUBLIC AND FUTURE DEVELOPMENT IN THE SURROUNDING AREA.

J. THE PROJECT WOULD PROVIDE SITES AVAILABLE TO THE COLTON JOINT UNIFIED SCHOOL DISTRICT AND COLTON FIRE DEPARTMENT FOR THEIR POTENTIAL USE AS AN ELEMENTARY SCHOOL SITE AND FIRE STATION SITE, RESPECTIVELY.

THE CITY COUNCIL HEREBY DECLARES THAT THE FOREGOING BENEFITS PROVIDED TO THE PUBLIC THROUGH THE APPROVAL AND IMPLEMENTATION OF THE PROJECT OUTWEIGH THE IDENTIFIED SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS OF THE PROJECT THAT CANNOT BE MITIGATED. THE CITY COUNCIL FINDS THAT EACH OF THE PROJECT BENEFITS SEPARATELY AND INDIVIDUALLY OUTWEIGHS ALL OF THOSE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS IDENTIFIED IN THE EIR AND THEREFORE FINDS THOSE IMPACTS TO BE ACCEPTABLE.

**SECTION 10.** CERTIFICATION OF THE EIR. THE CITY COUNCIL FINDS THAT IT HAS BEEN PRESENTED WITH THE EIR, WHICH IT HAS REVIEWED AND CONSIDERED, AND FURTHER FINDS THAT THE EIR IS AN ACCURATE AND OBJECTIVE STATEMENT THAT HAS BEEN COMPLETED IN FULL COMPLIANCE WITH CEQA AND THE STATE CEQA GUIDELINES AND THAT THE EIR REFLECTS THE INDEPENDENT JUDGMENT AND ANALYSIS OF BOTH THE PLANNING COMMISSION AND CITY COUNCIL.

THE CITY COUNCIL DECLARES THAT NO EVIDENCE OF NEW SIGNIFICANT IMPACTS AS DEFINED BY THE STATE CEQA GUIDELINES SECTION 15088.5 HAS BEEN RECEIVED BY THE CITY COUNCIL AFTER CIRCULATION OF THE DRAFT EIR THAT WOULD REQUIRE RECIRCULATION.

THEREFORE, THE CITY COUNCIL HEREBY CERTIFIES THE EIR BASED ON THE ENTIRELY OF THE RECORD OF PROCEEDINGS.

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**SECTION 11.** ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM. PURSUANT TO PUBLIC RESOURCES CODE SECTION 21081.6, THE CITY COUNCIL HEREBY ADOPTS THE MITIGATION MONITORING AND REPORTING PROGRAM ATTACHED TO THIS RESOLUTION AS **EXHIBIT "A"**. IMPLEMENTATION OF THE MITIGATION MEASURES CONTAINED IN THE MITIGATION MONITORING AND REPORTING PROGRAM IS HEREBY MADE A CONDITION OF APPROVAL OF THE PROJECT. IN THE EVENT OF ANY INCONSISTENCIES BETWEEN THE MITIGATION MEASURES SET FORTH HEREIN AND THE MITIGATION MONITORING AND REPORTING PROGRAM, THE MITIGATION MONITORING AND REPORTING PROGRAM SHALL CONTROL.

**SECTION 12.** 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.

**SECTION 13.** LOCATION AND CUSTODIAN OF RECORDS. THE DOCUMENTS AND MATERIALS ASSOCIATED WITH THE PROJECT AND THE EIR THAT CONSTITUTE THE RECORD OF PROCEEDINGS ON WHICH THESE FINDINGS ARE BASED ARE LOCATED AT CITY CLERK, 650 N. LA CADENA DRIVE, COLTON, CALIFORNIA 92324. THE CUSTODIAN OF RECORD IS CAROLINA R. PADILLA, CITY CLERK.

**SECTION 14.** NOTICE OF DETERMINATION. THE CITY COUNCIL HEREBY DIRECTS STAFF TO PREPARE AND FILE A NOTICE OF DETERMINATION WITH THE SAN BERNARDINO COUNTY CLERK WITHIN FIVE (5) WORKING DAYS OF THE APPROVAL OF THE PROPOSED PROJECT.

**SECTION 15.** EFFECTIVE DATE. THIS RESOLUTION SHALL BECOME EFFECTIVE UPON ITS ADOPTION.

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PASSED, ADOPTED, AND APPROVED THIS 15<sup>TH</sup> DAY OF MAY,  
2018.

\_\_\_\_\_  
RICHARD A. DELAROSA  
Mayor

ATTEST:

\_\_\_\_\_  
CAROLINA R. PADILLA  
City Clerk

STATE OF CALIFORNIA                    )  
COUNTY OF SAN BERNARDINO        )  
CITY OF COLTON                         )

**CERTIFICATION**

I, **CAROLINA R. PADILLA**, City Clerk of the City of Colton, California, do hereby  
Certify that the foregoing is a full, true and correct copy of RESOLUTION NO. RXX-18, duly  
adopted by the City Council of said City, and approved by the Mayor of said City, at its Regular  
Meeting of said City Council held on the \_\_\_\_\_ day of \_\_\_\_\_ 2018, and that  
is was adopted by the following vote, to wit:

- AYES:**
- NOES:**
- ABSTAIN:**
- ABSENT:**

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**IN WITNESS WHEREOF**, I have hereunto set my hand and affixed the official seal of the City of Colton, California, this \_\_\_\_\_ day of \_\_\_\_\_ 2018.

\_\_\_\_\_  
CAROLINA R. PADILLA

City Clerk  
City of Colton

(SEAL)

**Attachment 2**

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**RESOLUTION NO. R-37-18**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON TO AMEND THE GENERAL PLAN LAND USE ELEMENT, LAND USE PLAN, TO ALLOW THE DEVELOPMENT OF THE ROQUET RANCH SPECIFIC PLAN (FILE INDEX NO. DAP-001-228).**

**WHEREAS**, the Land Use Plan of the Land Use Element of the General Plan identifies a Land Use Designations, and Goals and Policies for the development of properties in the City of Colton; and

**WHEREAS**, on April 10, 2018, the Planning Commission of the City of Colton ("Planning Commission") conducted a duly noticed public hearing and recommended that the City Council adopt a General Plan Amendment No. DAP-001-228 to amend the Land Use Element of the General Plan, adding Roquet Ranch Specific Plan; and

**WHEREAS**, all other legal prerequisites to the adoption of this Ordinance have occurred.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COLTON DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** The City Council hereby adopts the recitals and findings set forth above and in the agenda report prepared in connection with this Ordinance.

**SECTION 2.** General Plan Consistency. Based on the entire record before the City Council and all written and oral evidence presented, including the staff report and the findings made in this Resolution, the City Council hereby finds and determines that the proposed Amendment to the General Plan Land Use Element, Land Use Plan is consistent with the goals and policies of the City of Colton General Plan and is reasonably related to the public welfare of the citizens of the City and surrounding regions.

**SECTION 3.** 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.

**SECTION 4.** The Land Use Plan (Figure LU-6) of the Land Use Element of the General Plan, are hereby amended as shown on Exhibit A, attached hereto.

**SECTION 5.** Pursuant to CEQA Guidelines an Environmental Impact Report (EIR) has been prepared for this project, as described above, to assess potential environmental impacts. An EIR is comprised of two parts, the Draft EIR and the Final EIR. A Draft EIR was made available

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1 and circulated for public review and comment, pursuant to the provisions of the California  
2 Environmental Quality Act (CEQA), for a 45-day public review period from August 7, 2017 to  
3 September 21, 2017. The Final EIR responds to the comments and includes text revisions to the  
4 Draft EIR in response to input received on the Draft EIR. The EIR has been submitted to the  
5 Planning Commission for review and recommendation, and to the City Council for requested  
6 certification and action on the Project.

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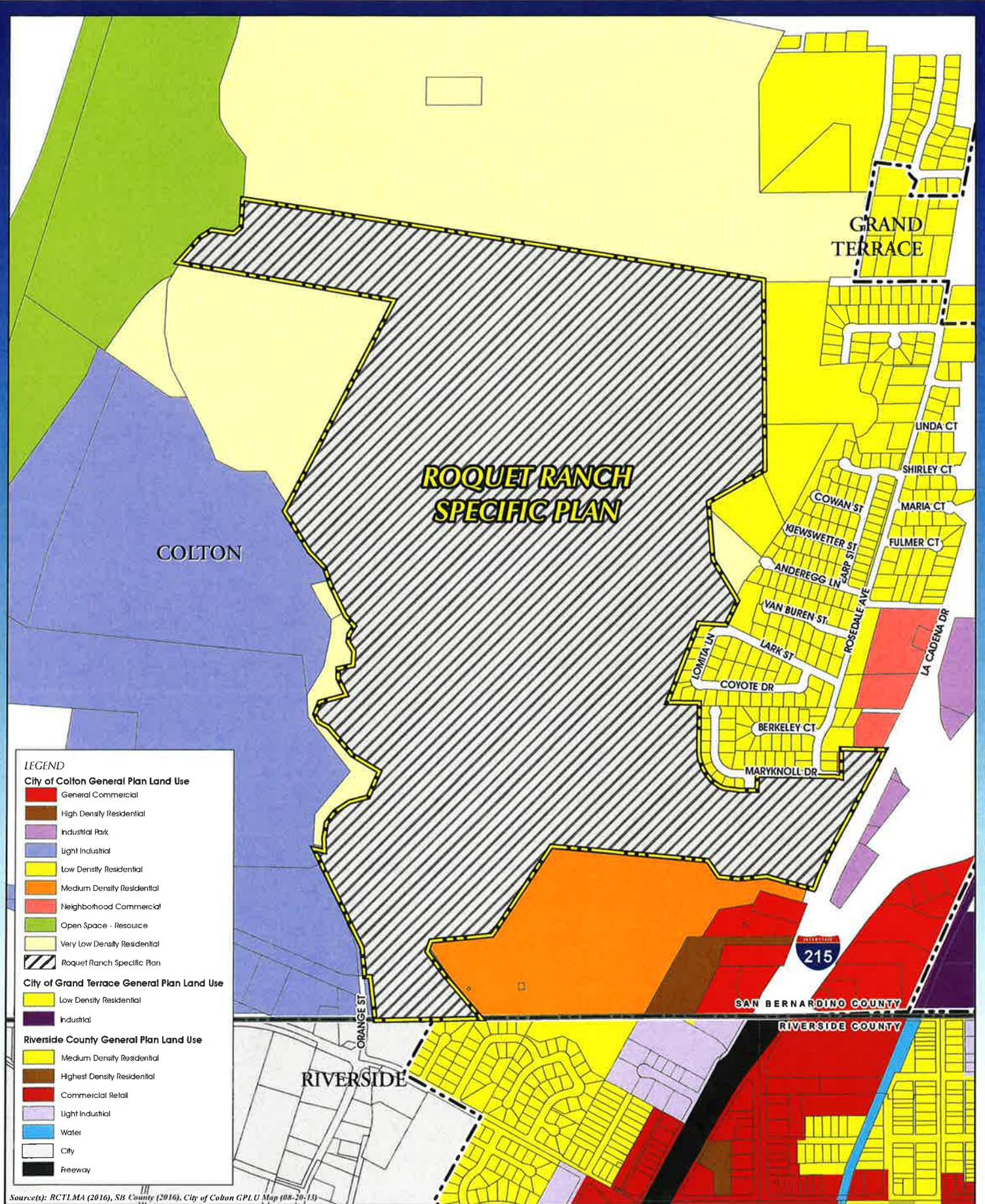
**SECTION 6.** This Amendment shall become effective immediately upon its adoption in  
accordance with the provisions of California law.

PASSED, APPROVED AND ADOPTED on this \_\_\_ day of \_\_\_\_\_, 2018.

\_\_\_\_\_  
RICHARD A. DELAROSA  
Mayor

ATTEST:

\_\_\_\_\_  
CAROLINA A. PADILLA  
City Clerk



Sources: RCTLMA (2016), SB County (2016), City of Colton G.P.L.U. Map (08-20-13)

# ROQUET RANCH

EXHIBIT B-1



**Attachment 3**

**ORDINANCE NO. O-07-18**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COLTON TO AMEND SECTION 18.34.050 (ROQUET RANCH SPECIFIC PLAN) PERTAINING TO LAND USE AND DEVELOPMENT STANDARDS OF TITLE 18 OF THE COLTON MUNICIPAL CODE (CASE NO. DAP-001-228)**

**WHEREAS**, the Roquet Ranch Specific Plan includes Plan Components and Implementation, Development Standards, Design Guidelines, and Administration of the specific plan, for the orderly development of the Roquet Ranch project area with a mix of land uses; and

**WHEREAS**, on April 10, 2018, the Planning Commission of the City of Colton ("Planning Commission") conducted a duly noticed public hearing and recommended that the City Council adopt Roquet Ranch Specific Plan (DAP-001-228), adopting zoning and development standards for Residential, Commercial, Open Space/Parks, and Circulation; and

**WHEREAS**, all other legal prerequisites to the adoption of this Ordinance have occurred.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COLTON DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** The City Council hereby adopts the recitals and findings set forth above and in the agenda report prepared in connection with this Ordinance.

**SECTION 2.** General Plan Consistency. Based on the entire record before the City Council and all written and oral evidence presented, including the staff report and the findings made in this Ordinance, the City Council hereby finds and determines that the proposed Roquet Ranch Specific Plan is consistent with the goals and policies of the City of Colton General Plan and is reasonably related to the public welfare of the citizens of the City and surrounding regions. Specifically, the provisions of this Specific Plan a master planned community with a mix of land uses, are consistent with Goal LU-21 and will create a sense of community, vitality and vibrancy within the project area.

**SECTION 3.** Roquet Ranch Specific Plan is hereby adopted in full and added to Title 18, Section 18.34.50 of the Colton Municipal Code, as follows:

*The Plan Components and Implementation, Development Standards, Design Guidelines and Administration for the Roquet Ranch Specific Plan are included in the Specific Plan with map showing Land Uses within the Specific Plan area. The plan is included as an addendum to this title. The total area for the portion of the specific plan within the City boundaries is three hundred thirty-six and two tenths acres, with the majority designated for open space resource and recreation Uses.*

**SECTION 4.** The Official Zoning Map of Title 18 of the Colton Municipal Code is amended to rezone APN Nos. 116-701-101; 116-701-102; 116-702-121; 116-702-101; 116-702-105; 116-702-122; 116-702-123; and 116-703-118 to "Roquet Ranch Specific Plan" as identified on Exhibit A, attached hereto.

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**SECTION 5.** 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.

**SECTION 6.** If any sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional or otherwise invalid, such decisions shall not affect the validity of the remaining provisions of this Ordinance.

**SECTION 7.** Pursuant to CEQA Guidelines an Environmental Impact Report (EIR) has been prepared for this project, as described above, to assess potential environmental impacts. An EIR is comprised of two parts, the Draft EIR and the Final EIR. A Draft EIR was made available and circulated for public review and comment, pursuant to the provisions of the California Environmental Quality Act (CEQA), for a 45-day public review period from August 7, 2017 to September 21, 2017. The Final EIR responds to the comments and includes text revisions to the Draft EIR in response to input received on the Draft EIR. Unlike the Draft EIR, comments on the Final EIR are not required to be responded to by the City. If written comments are received, they will be provided to the Planning Commission as part of the staff report for the project. The EIR will be submitted to the Planning Commission and City Council for requested certification and action on the Project.

**SECTION 8. Certification/Publication.** The City Clerk shall certify to the passage of the Ordinance and cause the same or a summary thereof to be published within fifteen (15) days after adoption in a newspaper of general circulation published and circulated in the City of Colton.

**SECTION 9.** This Ordinance shall become effective thirty (30) days after its adoption in accordance with the provisions of California law.

PASSED, APPROVED AND ADOPTED on this \_\_\_ day of \_\_\_\_\_, 2018.

\_\_\_\_\_  
RICHARD A. DELAROSA  
Mayor

ATTEST:  
  
\_\_\_\_\_  
CAROLINA A. PADILLA  
City Clerk

# ROQUET RANCH SPECIFIC PLAN

## APN LIST

- 116-701-101
- 116-701-102
- 116-702-101
- 116-702-105
- 116-701-118
- 116-701-121
- 116-701-122
- 116-701-123

### LEGEND

#### City of Colton Zoning

- Very Low Density Residential (VLD-R)
- Low Density Residential (R-1)
- Medium Density Residential (R-2)
- Multiple Family Residential (R-3/R-4)
- Neighborhood Commercial (C-1)
- General Commercial (C-2)
- Industrial Park (I-P)
- Light Industrial (M-1)
- Open Space Resources (OS-RS)
- Specific Plan (SP)

#### City of Grand Terrace Zoning

- Low Density Single Family Agriculture Overlay

#### City of Riverside Zoning

- Business and Manufacturing Park (BMP)
- Single-Family Residential (R-1-7000)
- Public Facility (PF)

#### County of Riverside Zoning

- General Commercial (C-1/C-P)
- Basic Highway Commercial (C-P-S)
- Industrial Park (I-P)
- Manufacturing Service Commercial (M-S-C)
- One-Family Residential (R-1)
- General Residential (R-2)
- Metropolitan Single-Family and Medium-Density Park (R-2)
- Watercourse (W-1)

Source(s): RCLMA (2016), SH County (2016), City of Colton Zoning Map (Rev. 03-2015)

# RESOLUTION R-14-18

EXHIBIT A

**Attachment 4**  
**(Planning Commission Resolution)**

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**RESOLUTION NO. R-14-18**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF COLTON AMEND THE ZONING CODE TEXT TO INCORPORATE THE ROQUET RANCH SPECIFIC PLAN LAND USES, DEVELOPMENT STANDARDS AND DESIGN GUIDELINES INTO SECTION 18.35.050 OF TITLE 18 OF THE COLTON MUNICIPAL CODE, RECOMMENDING AN AMENDMENT TO THE ZONING MAP TO REZONE CERTAIN PROPERTIES TO "ROQUET RANCH SPECIFIC PLAN," AND TO AMEND THE GENERAL PLAN LAND USE ELEMENT, LAND USE PLAN TO DESIGNATE "ROQUET RANCH SPECIFIC PLAN," AND TO CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT WITH STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPT A MITIGATION AND MONITORING AND REPORTING PROGRAM (FILE INDEX NO. DAP-001-228).**

**WHEREAS**, the Roquet Ranch Specific Plan proposes the development of a comprehensively planned community consisting of a variety of residential, commercial, public/institutional, recreation, open space and circulation land uses. The Roquet Ranch Specific Plan provides for the development of up to 1,050 dwelling units, including up to 450 Low Density units (2.1-8.0 dwelling units per acre [du/ac], up to 469 Medium Density units (8.1 to 16.0 du/ac) and up to 131 High Density units (16.1 to 22 du/ac). The project also proposes the following non-residential uses: 1.1 acres of retail land use (Neighborhood Commercial), 19.3 acres of Recreational Open Space, 199.7 acres of Resource Open Space, a 0.8 acre Fire Station site and a 10.3 acre Elementary School site. If not constructed, the Fire Station site would accommodate 11 Medium Density units of the maximum 1,050 units stated above. If not constructed, the Elementary School site would accommodate 165 Medium Density units of the maximum 1,050 units stated above, as shown in the Roquet Ranch Specific Plan (Development Application No. DAP -001-228).

**WHEREAS**, the Planning Commission of the City of Colton ("Planning Commission") held a public hearing on April 10, 2018, after giving published notice to amend section 18.34.050 (Roquet Ranch Specific Plan) adopting development standards, street cross sections, and design guidelines and certify proposed Final EIR and Mitigation Measures and Reporting Program (MMRP). Following the conclusion of said hearing, the Planning Commission adopted their Resolution No. R-14-18, recommending approval to the City Council; and

**WHEREAS**, pursuant to the Guidelines for the California Environmental Quality Act ("CEQA"), an Initial Study was prepared to assess environmental impacts of the project. The Initial Study has determined that the project is not exempt from the requirements of CEQA and has the potential to result in significant environmental effects and, therefore, an Environmental Impact Report ("EIR") has been prepared.

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF COLTON:**

**SECTION 1.** The Planning Commission hereby adopts the recitals and findings with respect to the Ordinance ("Roquet Ranch Specific Plan" as set forth in the attached Exhibit "A", and "General Plan Amendment" as set forth in the attached Exhibit "B" as if fully set forth herein.

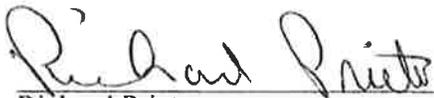
**SECTION 2.** The Planning Commission hereby recommends that the City Council of the City of Colton ("City Council") adopt the proposed Roquet Ranch Specific Plan and the General Plan Amendment, in substantially the form attached hereto as Exhibit "A.1." and Exhibit "B.1.", incorporated herein by reference, with the following modification:

1 An additional outbound (eastbound) lane shall be added to Pellissier Road as it approaches the  
2 intersection with South La Cadena Drive. Appropriate supporting technical studies and revisions  
to Specific Plan exhibits shall be complete prior to adoption by the City Council.

3 **SECTION 3.** The Planning Commission hereby recommends that the City Council of the  
4 City of Colton ("City Council") adopt environmental findings pursuant to the California  
5 Environmental Quality Act, adopt a Statement of Overriding Considerations, certify the Roquet  
Ranch Final Environmental Impact Report (SCH #2016061056), and Mitigation Monitoring and  
Reporting Program for the Roquet Ranch Specific Plan attached hereto as Exhibit C.

6 **SECTION 4.** The Secretary shall certify the adoption of this Resolution.

7 PASSED, APPROVED AND ADOPTED this 10<sup>th</sup> day of April, 2018.

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11 Richard Prieto  
12 Planning Commission Chairperson

13 ATTEST:

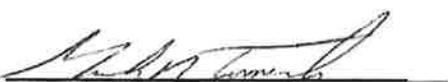
14   
15 Planning Commission Secretary  
16 Mark R. Tomich, AICP

17 **CERTIFICATION**

18 STATE OF CALIFORNIA )  
19 COUNTY OF SAN BERNARDINO ) ss.  
20 CITY OF COLTON )

21 I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning  
22 Commission of the City of Colton at a meeting held on April 10, 2018, by the following vote of the  
23 Planning Commission:

24 AYES: Commissioners Archuleta, Grossich, Granado-Dominquez,  
25 Pirestani, Tripp, Vice Chair Delgado, Chair Prieto  
26 NOES: None  
27 ABSENT: None  
28 ABSTAIN: None

26   
27 Planning Commission Secretary  
28 Mark R. Tomich, AICP

**Exhibit-A of Resolution  
No. R-14-18**

**ORDINANCE NO. \_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COLTON TO AMEND SECTION 18.34.050 (ROQUET RANCH SPECIFIC PLAN) PERTAINING TO LAND USE AND DEVELOPMENT STANDARDS OF TITLE 18 OF THE COLTON MUNICIPAL CODE (FILE INDEX NO. DAP-001-228).**

**WHEREAS**, the Roquet Ranch Specific Plan includes Plan Components and Implementation, Development Standards, Design Guidelines, and Administration of the specific plan, for the orderly development of the Roquet Ranch project area with a mix of land uses; and

**WHEREAS**, on April 10, 2018, the Planning Commission of the City of Colton ("Planning Commission") conducted a duly noticed public hearing and recommended that the City Council adopt Roquet Ranch Specific Plan. DAP-001-228 adopting development for Residential, Commercial, Open Space/Parks, and Circulation; and

**WHEREAS**, all other legal prerequisites to the adoption of this Ordinance have occurred.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COLTON DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** The City Council hereby adopts the recitals and findings set forth above and in the agenda report prepared in connection with this Ordinance.

**SECTION 2.** General Plan Consistency. Based on the entire record before the City Council and all written and oral evidence presented, including the staff report and the findings made in this Ordinance, the City Council hereby finds and determines that the proposed Roquet Ranch Specific Plan is consistent with the goals and policies of the City of Colton General Plan and is reasonably related to the public welfare of the citizens of the City and surrounding regions. Specifically, the provisions of this Specific Plan a master planned community with a mix of land uses, will create a sense of community, vitality and vibrancy within the project area.

**SECTION 3.** Roquet Ranch Specific Plan is hereby added to Title 18, Section 18.34.50 of the Colton Municipal Code, as follows:

*The Plan Components and Implementation, Development Standards, Design Guidelines and Administration for the Roquet Ranch Specific Plan are included in the Specific Plan with map showing Land Uses within the Specific Plan area. The plan is included as an addendum to this title. The total area for the portion of the specific plan within the City boundaries is three hundred thirty-six and two tenths acres, with the majority designated for open space resource and recreation Uses.*

**SECTION 4.** The Official Zoning Map of Title 18 of the Colton Municipal Code is amended to rezone APN Nos. 116-701-101; 116-701-102; 116-702-121; 116-702-101; 116-702-105; 116-702-122; 116-702-123; and 116-703-118 to "Roquet Ranch Specific Plan" as identified on Exhibit A, attached hereto.

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**SECTION 5.** If any sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional or otherwise invalid, such decisions shall not affect the validity of the remaining provisions of this Ordinance.

**SECTION 6.** Pursuant to CEQA Guidelines an Environmental Impact Report (EIR) has been prepared for this project, as described above, to assess potential environmental impacts. An EIR is comprised of two parts, the Draft EIR and the Final EIR. A Draft EIR was made available and circulated for public review and comment, pursuant to the provisions of the California Environmental Quality Act (CEQA), for a 45-day public review period from August 7, 2017 to September 21, 2017. The Final EIR responds to the comments and includes text revisions to the Draft EIR in response to input received on the Draft EIR. Unlike the Draft EIR, comments on the Final EIR are not required to be responded to by the City. If written comments are received, they will be provided to the Planning Commission as part of the staff report for the project. The EIR will be submitted to the Planning Commission and City Council for requested certification and action on the Project.

**SECTION 6. Certification/Publication.** The City Clerk shall certify to the passage of the Ordinance and cause the same or a summary thereof to be published within fifteen (15) days after adoption in a newspaper of general circulation published and circulated in the City of Colton.

**SECTION 7.** This Ordinance shall become effective thirty (30) days after its adoption in accordance with the provisions of California law.

PASSED, APPROVED AND ADOPTED on this \_\_\_ day of \_\_\_\_\_, 2018.

\_\_\_\_\_  
RICHARD A. DELAROSA  
Mayor

ATTEST:  
  
\_\_\_\_\_  
CAROLINA A. PADILLA  
City Clerk

**Exhibit-B of Resolution  
No. R-14-18**

**RESOLUTION NO. \_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON TO AMEND THE GENERAL PLAN LAND USE ELEMENT, LAND USE PLAN, TO ALLOW THE DEVELOPMENT OF THE ROQUET RANCH SPECIFIC PLAN (FILE INDEX NO. DAP-001-228).**

**WHEREAS**, the Land Use Plan of the Land Use Element of the General Plan identifies a Land Use Designations, and Goals and Policies for the development of properties in the City of Colton; and

**WHEREAS**, on April 10, 2018, the Planning Commission of the City of Colton ("Planning Commission") conducted a duly noticed public hearing and recommended that the City Council adopt a General Plan Amendment No. DAP-001-228 to amend the Land Use Element of the General Plan, adding Roquet Ranch Specific Plan; and

**WHEREAS**, all other legal prerequisites to the adoption of this Ordinance have occurred.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COLTON DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** The City Council hereby adopts the recitals and findings set forth above and in the agenda report prepared in connection with this Ordinance.

**SECTION 2.** General Plan Consistency. Based on the entire record before the City Council and all written and oral evidence presented, including the staff report and the findings made in this Ordinance, the City Council hereby finds and determines that the proposed Amendment to the General Plan Land Use Element, Land Use Plan is consistent with the goals and policies of the City of Colton General Plan and is reasonably related to the public welfare of the citizens of the City and surrounding regions.

**SECTION 3.** The Land Use Plan (Figure LU-6) of the Land Use Element of the General Plan, are hereby amended as shown on Exhibit B, attached hereto.

**SECTION 7.** If any sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional or otherwise invalid, such decisions shall not affect the validity of the remaining provisions of this Ordinance.

**SECTION 8.** Pursuant to CEQA Guidelines an Environmental Impact Report (EIR) has been prepared for this project, as described above, to assess potential environmental impacts. An EIR is comprised of two parts, the Draft EIR and the Final EIR. A Draft EIR was made available

1 and circulated for public review and comment, pursuant to the provisions of the California  
2 Environmental Quality Act (CEQA), for a 45-day public review period from August 7, 2017 to  
3 September 21, 2017. The Final EIR responds to the comments and includes text revisions to the  
4 Draft EIR in response to input received on the Draft EIR. The EIR has been submitted to the  
5 Planning Commission for review and recommendation, and to the City Council for requested  
6 certification and action on the Project.

7 **SECTION 9. Certification/Publication.** The City Clerk shall certify to the passage of the  
8 Ordinance and cause the same or a summary thereof to be published within fifteen (15) days after  
9 adoption in a newspaper of general circulation published and circulated in the City of Colton.

10 **SECTION 10.** This Ordinance shall become effective thirty (30) days after its adoption in  
11 accordance with the provisions of California law.

12  
13 PASSED, APPROVED AND ADOPTED on this \_\_\_\_ day of \_\_\_\_\_, 2018.

14  
15 \_\_\_\_\_  
16 RICHARD A. DELAROSA  
17 Mayor

18 ATTEST:

19  
20 \_\_\_\_\_  
21 CAROLINA A. PADILLA  
22 City Clerk  
23  
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25  
26  
27  
28

**Attachment 5**  
**(Roquet Ranch Specific Plan – CD Copy)**

# *Roquet Ranch*

## SPECIFIC PLAN NO. DAP-OOI-228

*Prepared for:*

**CITY OF COLTON**  
659 N. La Cadena Drive  
Colton, CA 92324  
(909) 370-5079  
Contact: Mark Tomich

*Developed by:*

**SUNMEADOWS, LLC**  
27127 Calle Arroyo Suite 1910  
San Juan Capistrano, CA 92675  
(949) 218-6063  
Contact: Bill Lo

*Prepared by:*

**T&B PLANNING, INC.**  
17542 East 17<sup>th</sup> Street, Suite 100  
Tustin, CA 92780  
(714) 505-6360  
Contact: Joel Morse  
JOB NUMBER: 972-001



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## **I. INTRODUCTION**

### **A. PROJECT SUMMARY**

Surrounded on three sides by the La Loma hills, the ROQUET RANCH Specific Plan is a master-planned community on 336.2 acres in the Pellissier Ranch/La Loma Hills Planning Focus Area of the General Plan in the City of Colton. The ROQUET RANCH community is characterized by the serene, natural features of the La Loma Hills and Santa Ana River that surround it. Nestled and secluded in the natural beauty of the La Loma hills, the ROQUET RANCH Specific Plan design carefully places residential neighborhoods and community amenities to protect the hillside views and preserve 199.7 acres of the La Loma Hills as open space. The ROQUET RANCH Specific Plan draws upon traditional local architectural styles as well as the agricultural and railroad history of the City of Colton to establish a unified community thematic concept.

The ROQUET RANCH community provides for the development of 1,050 homes in ten neighborhoods, 22.3 acres of recreational facilities, a 10.3-acre public school site, a 0.8-acre fire station site, and a 1.2-acre neighborhood commercial center. The ten residential neighborhoods offer three distinct home types, six complementary architectural styles, and parks located throughout the community that are accessible to each neighborhood. The community includes housing opportunities to residents in a variety of age, lifestyle, and economic circumstances, including housing that is attainable for young families, first-time buyers, members of the local labor force, and retirees. This wide range of housing opportunities is achieved with a community design which includes residential neighborhood densities ranging from 2.1 to 22.0 dwelling units per acre, with an average gross density of 3.1 dwelling units per acre. The public school site is intended for a public elementary school, however, if the Colton Joint Unified School District elects not to purchase the site, the site may be developed as Medium-Density Residential with a target unit count of 165 dwelling units.

The 199.7 acres of open space within ROQUET RANCH preserves the native scenic resources of the site, including the natural hillsides that offer residents with scenic vistas and reinforce the serene character of the ROQUET RANCH community.

The recreational centerpiece of the ROQUET RANCH community is the public, 11.1-acre Rocky Glen Park and the adjacent 2.8-acre private recreation facility, called The Lodge. Rocky Glen Park is owned by the City of Colton through a Community Service Area (CSA), Community Facilities District (CFD), or other financing entity. This park is open to the public and contains a basketball court, baseball field, soccer fields, tot lots, barbeque area with shade structures, dog parks, a passive native meadow area, and restroom facilities. The Lodge is a Homeowner Association owned and maintained private recreation facility that contains a recreation building, pool, and other amenities for the exclusive use of ROQUET RANCH residents. Neighborhood parks and pocket parks are owned and maintained by the HOA to provide recreational opportunities, including tot lots and shaded picnic areas, accessible to each residential neighborhood within the community. However, except for the gated, private park in Planning Area 19, these areas are available for public use.

A summary of the land uses within the ROQUET RANCH community is provided below in Table I-1, *Roquet Ranch Specific Plan - Land Use Summary*.



Table I-1 Roquet Ranch Specific Plan - Land Use Summary

| LAND USE                                    | DWELLING UNIT RANGE | ACRES        | TARGET DWELLING UNITS | TARGET DENSITY |
|---------------------------------------------|---------------------|--------------|-----------------------|----------------|
| <b>Residential Designation</b>              |                     |              |                       |                |
| Low Density Residential (2.1–8.0 DU/AC)     | 126-481             | 60.2         | 450                   | 7.5            |
| Medium Density Residential (8.1–16.0 DU/AC) | 154-305             | 19.2         | 293                   | 15.3           |
| High Density Residential (16.1–22.0 DU/AC)  | 96-132              | 6.0          | 131                   | 21.8           |
| <i>Residential Subtotal</i>                 | <b>357-903</b>      | <b>85.4</b>  | <b>874</b>            | <b>10.2</b>    |
| <b>Non-Residential Designation</b>          |                     |              |                       |                |
| Neighborhood Commercial                     | --                  | 1.2          | --                    | --             |
| Public/Institution*                         | --                  | 14.1         | 176                   | 15.9           |
| Open Space-Recreation                       | --                  | 19.3         | --                    | --             |
| Open Space-Resource                         | --                  | 199.7        | --                    | --             |
| Circulation                                 | --                  | 16.5         | --                    | --             |
| <i>Non-Residential Subtotal</i>             | --                  | <i>250.8</i> | <i>176</i>            | --             |
| <b>ROQUET RANCH TOTAL</b>                   | <b>--</b>           | <b>336.2</b> | <b>1,050</b>          | <b>3.1</b>     |

\*PA 12 is proposed as a 10.3-acre school site with attached medium density residential (Max. 165 DUs) as an alternate use.

\*PA 13 is proposed as a 0.8-acre fire station site with attached medium density residential (Max. 11 DUs) as an alternative use.

**B. PROJECT LOCATION AND SETTING**

ROQUET RANCH is located in the southwestern portion of the City of Colton, as shown on Figure I-1, *Regional Map*. As depicted on Figure I-2, *Vicinity Map*, ROQUET RANCH is located within the La Loma Hills, approximately 0.10 mile east of the Santa Ana River and abuts the City and County of Riverside to the south. Primary access to ROQUET RANCH is provided via La Cadena Avenue, which is adjacent to the eastern edge of the community. Secondary access to ROQUET RANCH is provided via Orange Street and Center Street to the west and south of the community. Regional access to ROQUET RANCH is primarily provided via Interstate 215 (I-215), located approximately 0.5 miles to the east and Interstate 10 (I-10) approximately 2.25 miles to the north.

As shown on Figure I-3, *Surrounding Development*, the Specific Plan area is immediately surrounded by low-density traditional residential subdivisions to the east, a mobile home community to the south, vacant land and the Santa Ana River to the west, industrial land to the southwest, and vacant land to the north. As shown on Figure I-4, *Aerial Map*, a 100-foot wide Southern California Edison (SCE) easement for high voltage power lines is located in the open space area and runs adjacent to the base of the hills along Roquet Ranch Road. The SCE Easement enters the ROQUET RANCH community from the eastern boundary at La Cadena Drive, running along the base of the hillsides on the eastern edge of the site, and exiting the northwest portion of the site.



# Roquet Ranch

SPECIFIC PLAN NO. DAP-001-228

INTRODUCTION

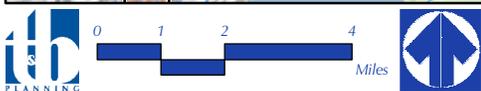
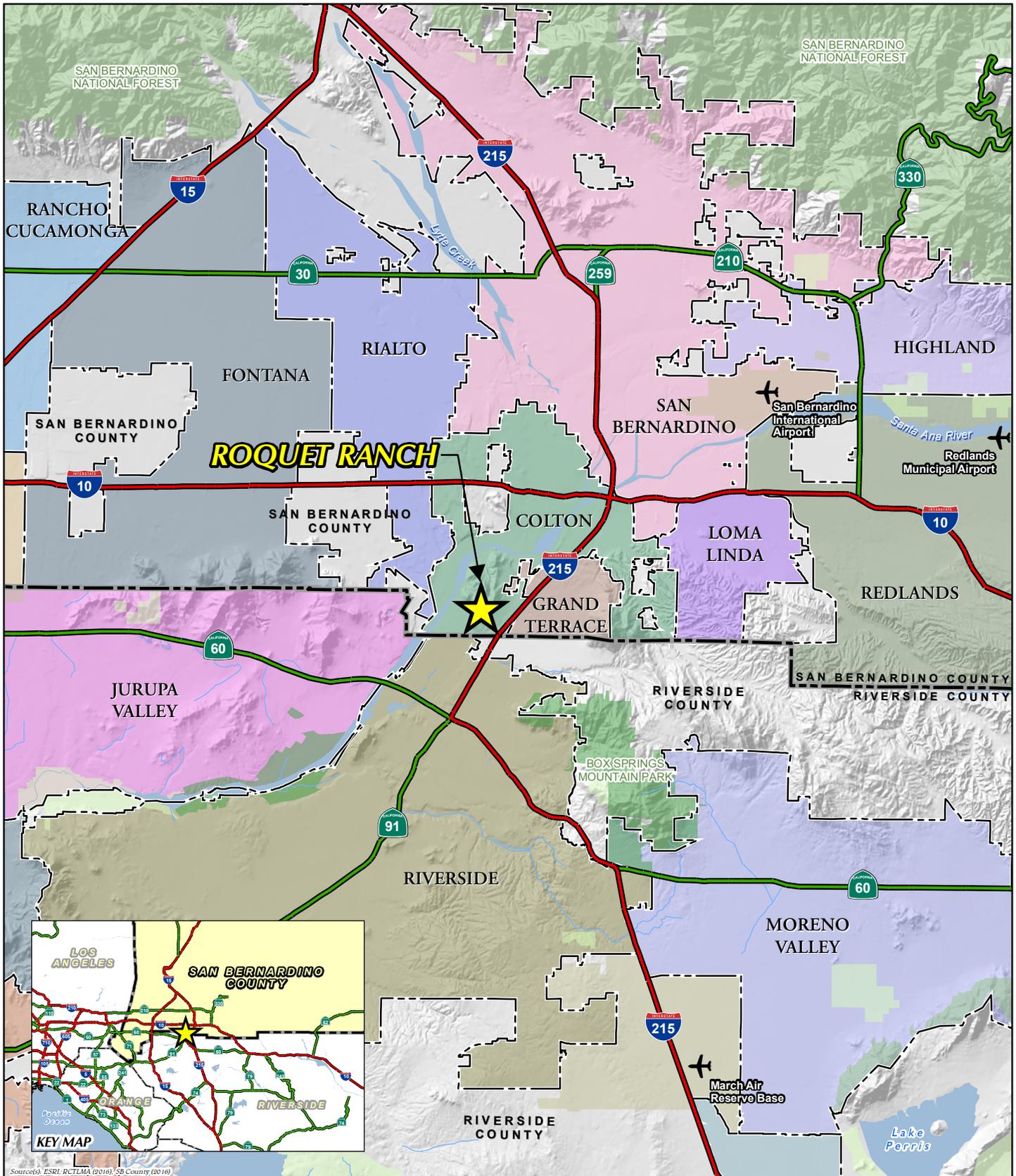
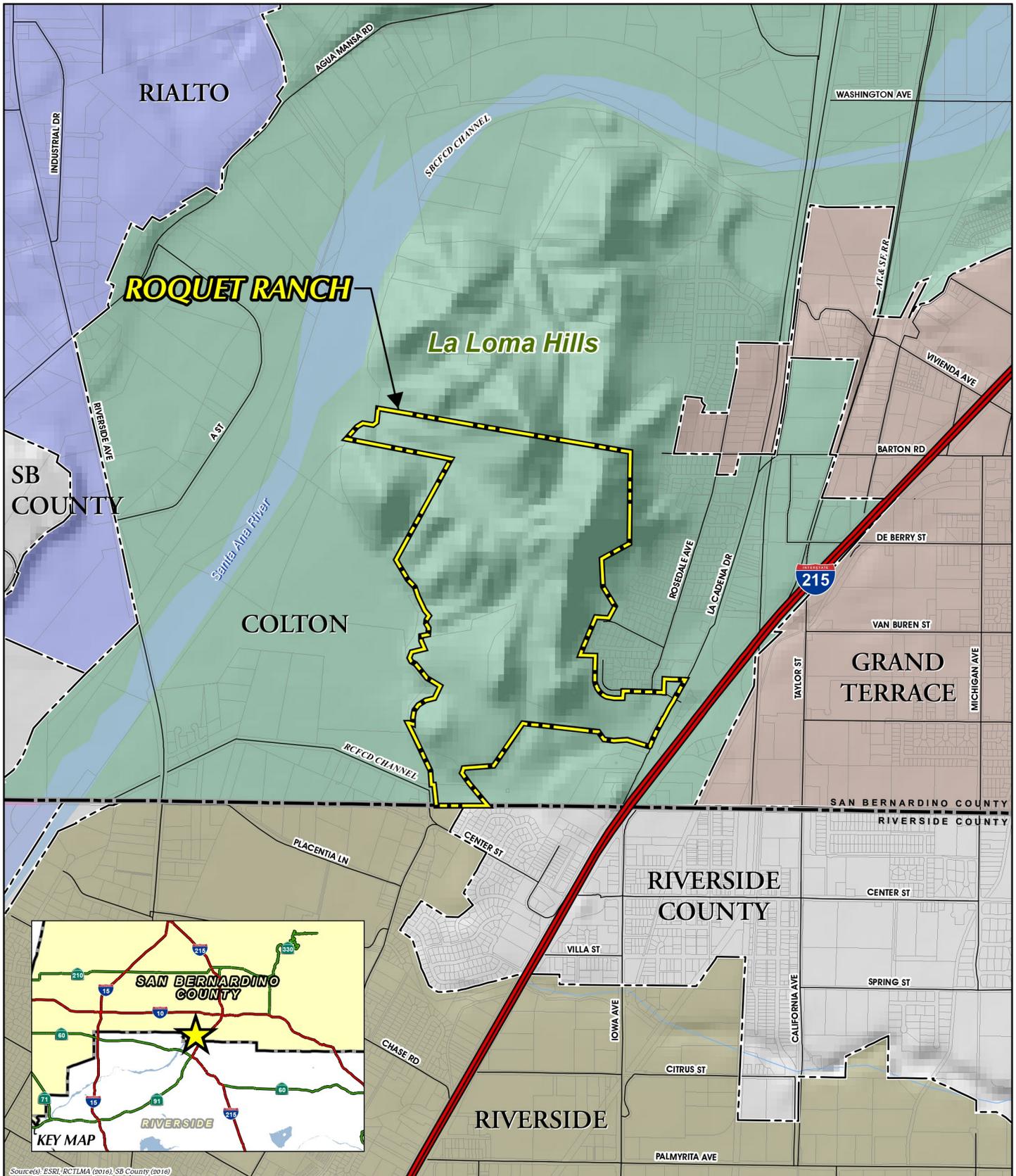
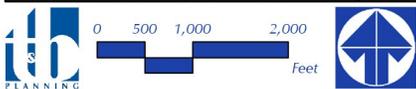


FIGURE I-1  
REGIONAL MAP



Source(s): ESRI/RCLMA (2016), SB County (2016)



**FIGURE I-2**  
**VICINITY MAP**



Source(s): ESRI, Google Earth Aerial (02-2016), RCTLMA (2016), SB County (2016)

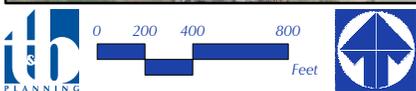


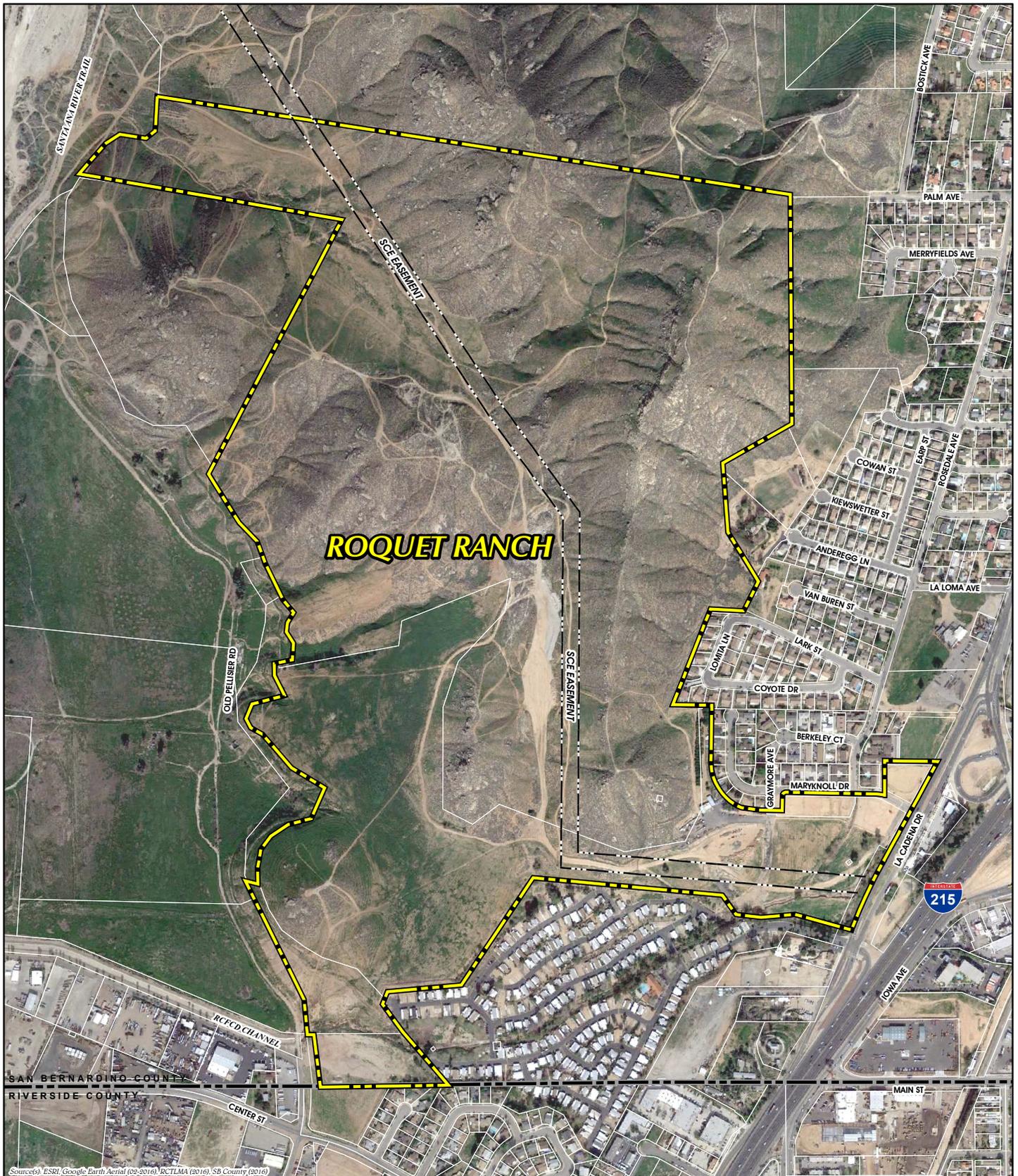
FIGURE I-3  
SURROUNDING DEVELOPMENT MAP



# Roquet Ranch

SPECIFIC PLAN NO. DAP-001-228

INTRODUCTION



Source(s): ESRI, Google Earth Aerial (02-2016), RCTLMA (2016), SB County (2016)

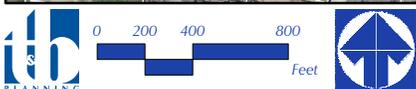


FIGURE I-4  
AERIAL MAP



The ROQUET RANCH site is currently designated as Very-Low Density Residential, Medium Density Residential, and High Density Residential by the City of Colton General Plan, as show on Figure I-5, *Existing and Proposed General Plan Land Uses*, and Zoned Very-Low Density Residential (VLDR), Medium Residential (R-2), and Multiple Family Residential (R-3/R-4),as shown on Figure I-6, *Existing and Proposed Zoning*.

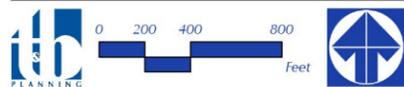
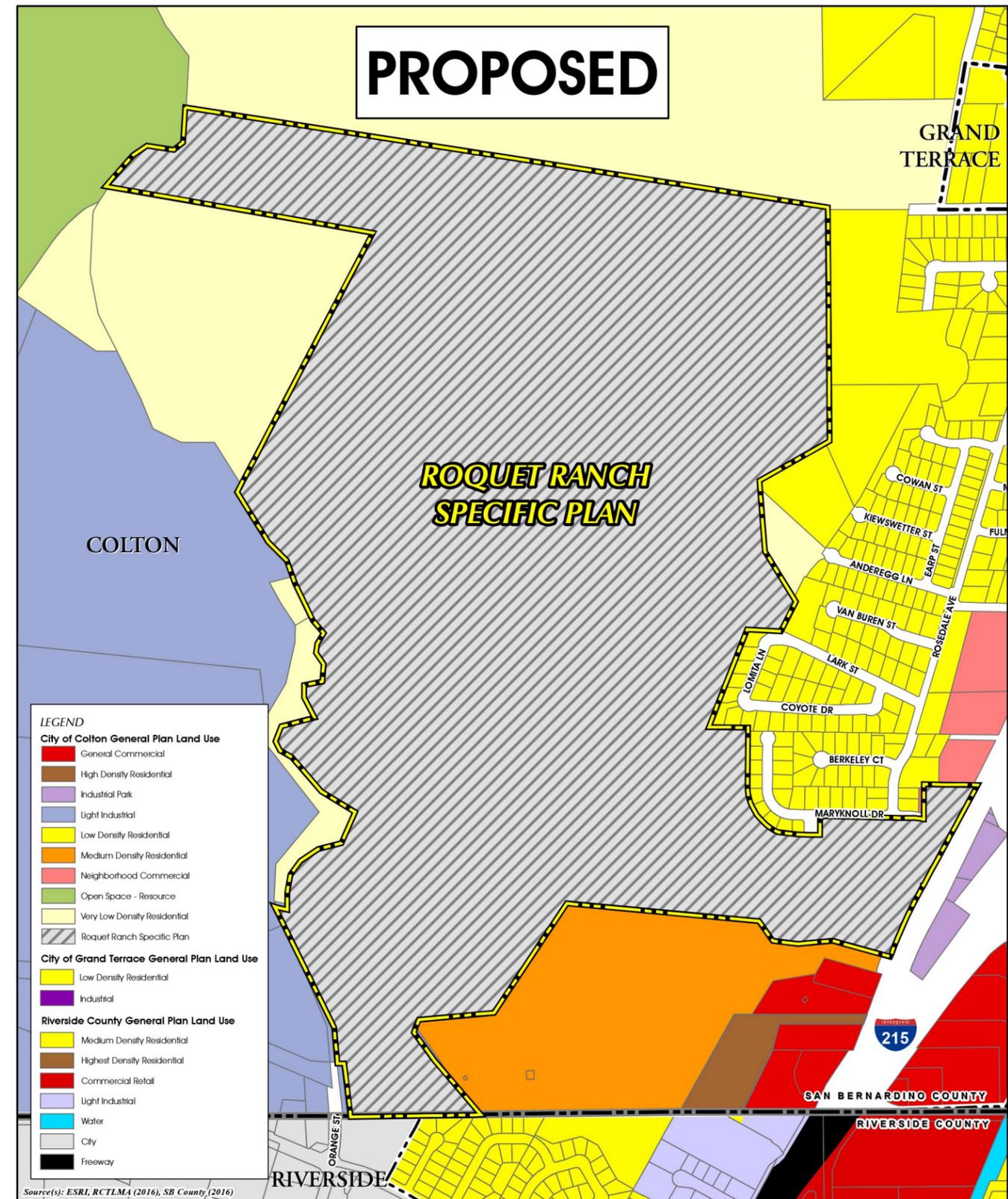
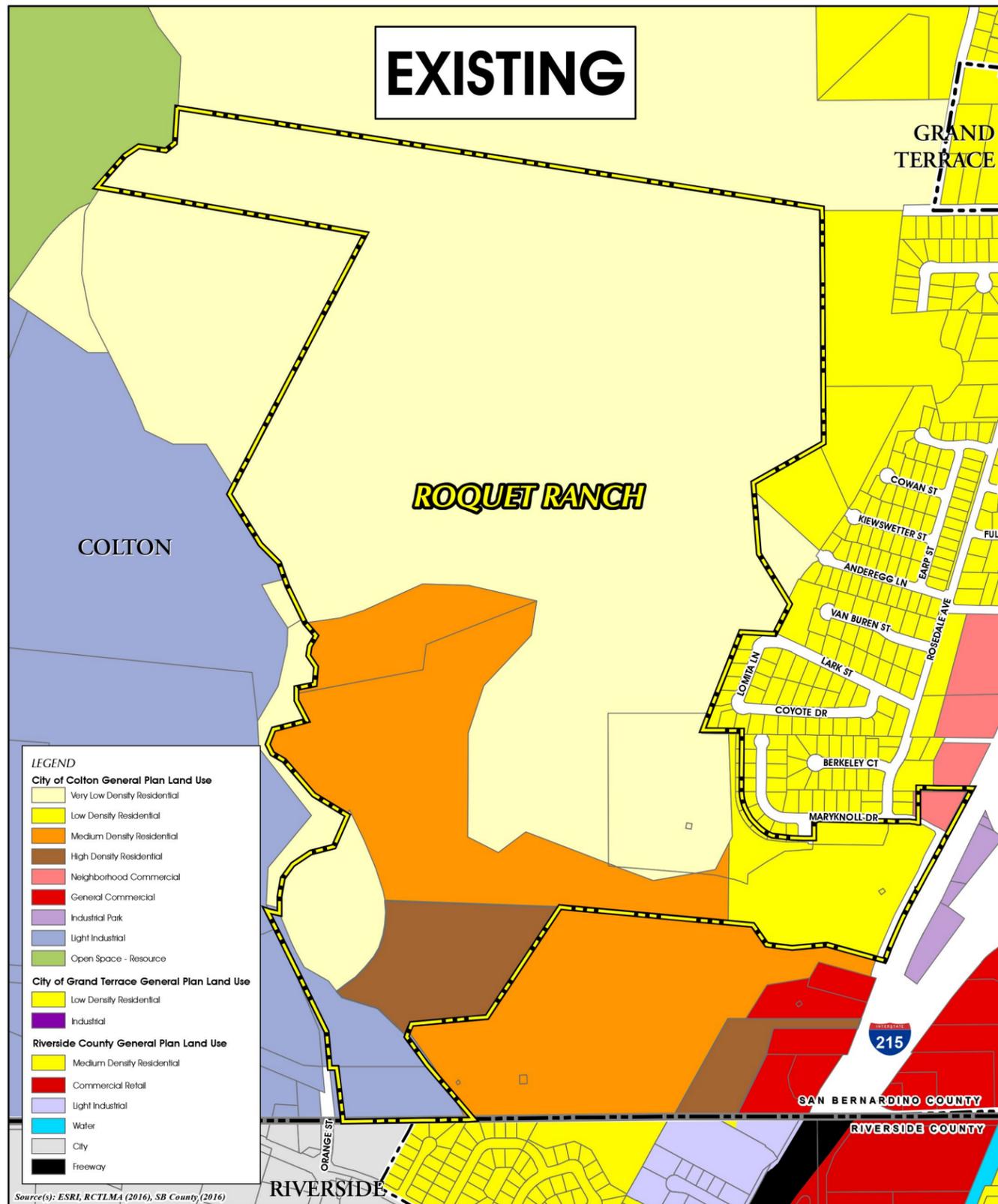
Additionally, a 12.9-acre portion of the ROQUET RANCH site (portion of Planning Area 3) is also identified as a Housing Opportunity Site by the City of Colton’s General Plan Housing Element. The Housing Opportunity Site has a High Density Residential Overlay, which allows for a maximum of 30 dwelling units to the acre. The Housing Element states that “the site could yield 257 units at an assumed density of 20 units/acre.” ROQUET RANCH plans for this Housing Opportunity Site to be developed at a maximum density of 8.0 units per acre which yields 103 units. In addition, the Specific Plan includes two High Density Residential Planning Areas which are not identified within the City of Colton Housing Element. Planning Areas 8 and 10 provide for a total of 6.0 acres and up to 131 units at an average density of 21.8 units per acre. The ROQUET RANCH Specific Plan reduces the number of possible High Density Residential units from 257 as assumed in the Housing Element to 131 as provided in Planning Areas 8 and 10. The ROQUET RANCH Specific Plan is consistent with the intent of the Housing Element in meeting the minimum density and area requirements to “create opportunities for the development of higher-density house.”

The site’s topography primarily features rolling hills with a prominent north-south ridgelines forming the sites eastern boundary and a portion of the western boundary, as illustrated on Figure I-7, *Topographic Map*.

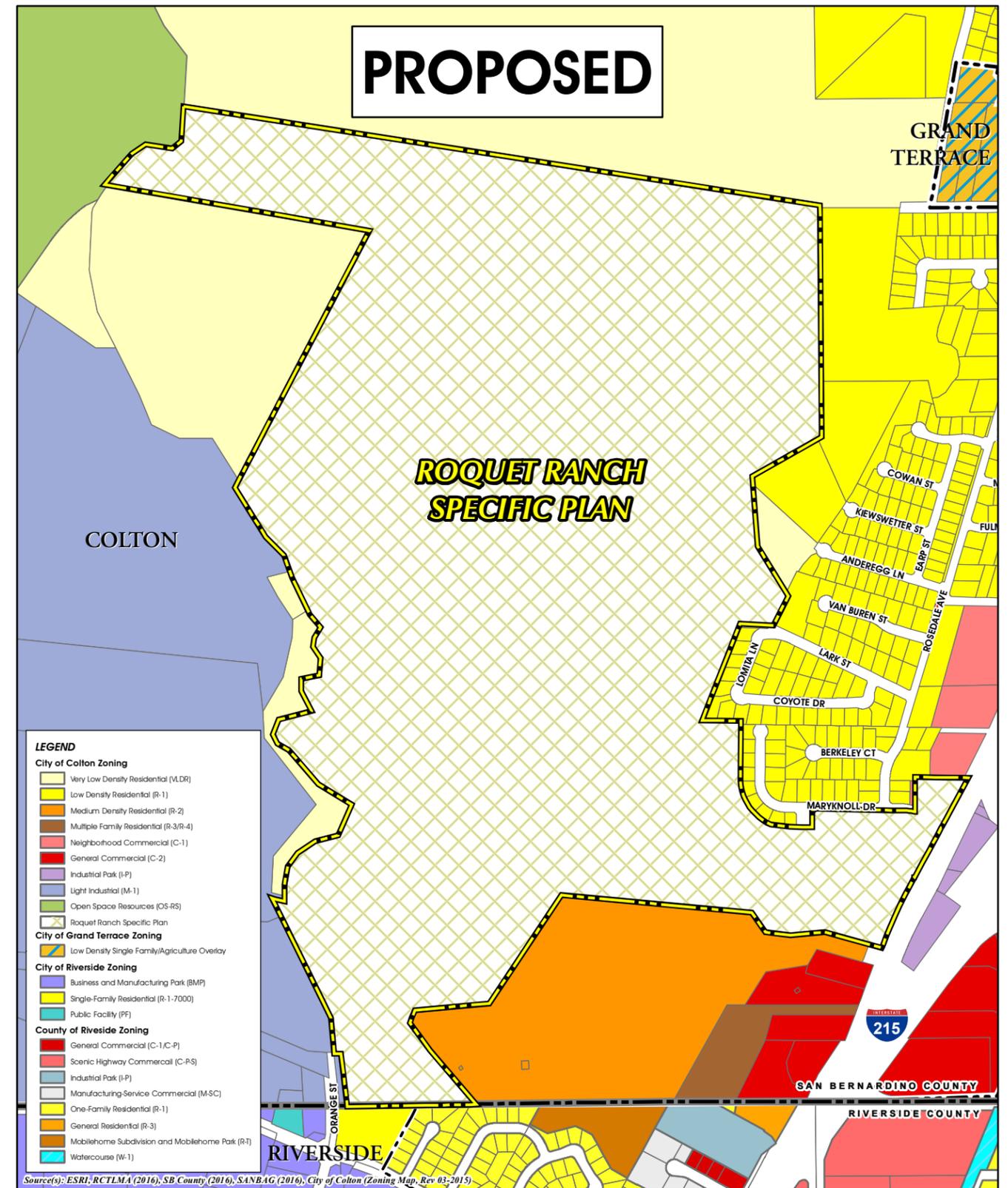
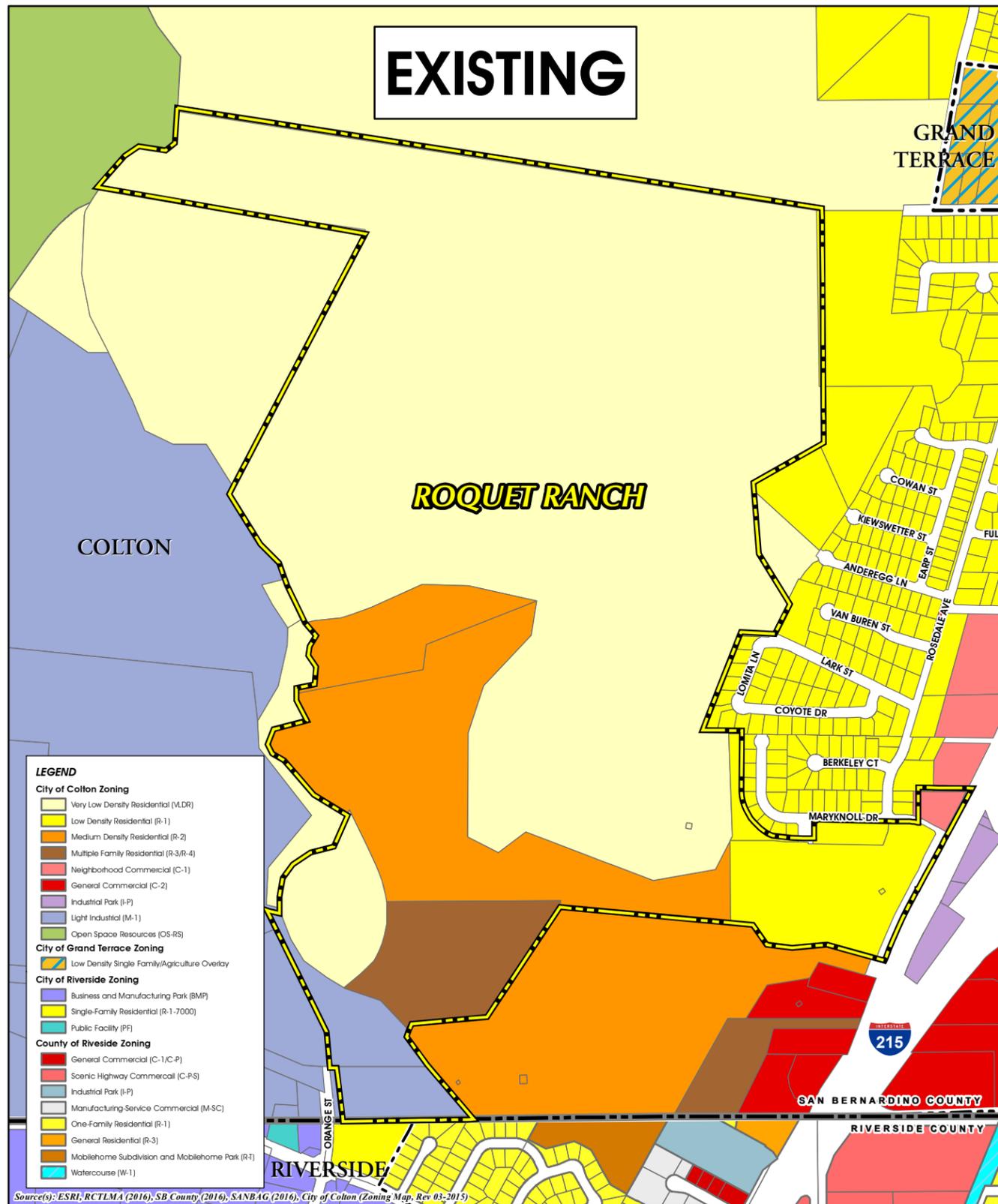
## C. DOCUMENT PURPOSE

Authorized by California Government Code §65450 *et seq.*, a specific plan is a tool that is used for the systematic implementation of the general plan for all or part of the area covered by the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. As such, this document provides the City of Colton with policies and regulations to ensure efficient, orderly development of the subject property in accordance with the City’s adopted General Plan.

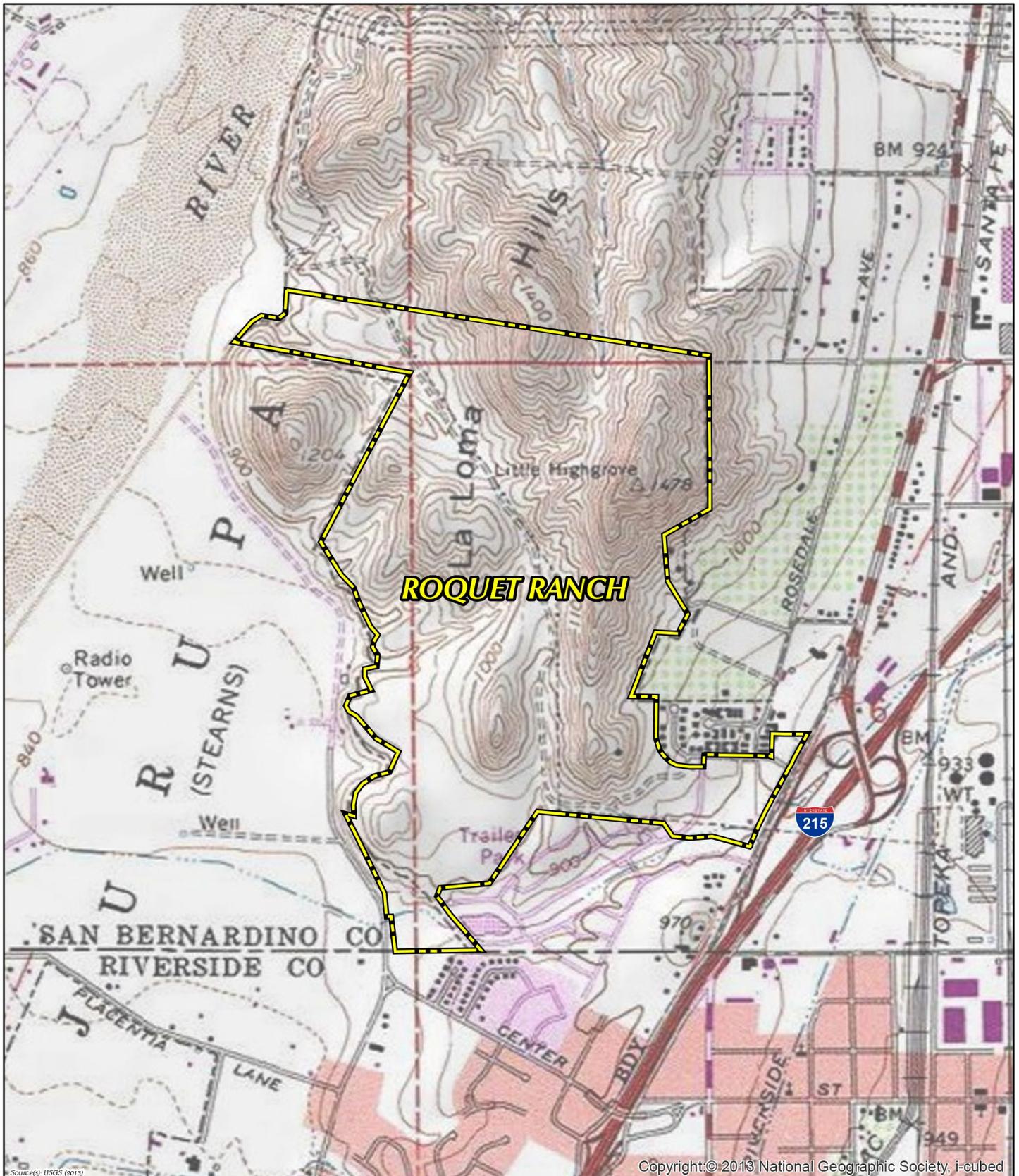
The ROQUET RANCH Specific Plan establishes standards for the development of a master planned community in the City of Colton. This Specific Plan includes regulations relative to land uses, site planning, and building intensity, as well as design guidelines that are intended to allow for innovation in architecture, landscaping and building arrangements as future tentative maps and site plans are proposed to implement the Specific Plan. All future implementing actions (development plans, tract maps, site plans, and other similar entitlements) for property located within the boundaries of this Specific Plan are required to be consistent with the standards and guidelines set forth in this document and with all applicable City regulations. Furthermore, all regulations, conditions, standards and guidelines contained herein shall be deemed distinct and independent provisions of the Specific Plan. Where the Specific Plan does not specify uses or standards, the Colton Municipal Code governs. If any section, clause, phrase, or



**FIGURE I-5**  
**EXISTING AND PROPOSED GENERAL PLAN LAND USES**

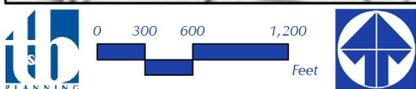


**FIGURE I-6**  
**EXISTING AND PROPOSED ZONING**



Source(s): USGS (2013)

Copyright: © 2013 National Geographic Society, i-cubed



**FIGURE I-7**  
**TOPOGRAPHIC MAP**



portion of this document is for any reason to be invalid by the decision of any federal or state court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

#### **D. SPECIFIC PLAN FORMAT**

This ROQUET RANCH Specific Plan is divided into the following sections: 1) Introduction; 2) Plan Components and Implementation; 3) Development Standards; 4) Design Guidelines; and 5) Specific Plan Administration.

This ROQUET RANCH Specific Plan has been prepared pursuant to the provisions of California Government Code §65450, which grants local government agencies the authority to prepare specific plans of development for any area covered by a General Plan for the purpose of establishing systematic methods of implementation of the agency's General Plan. California Government Code §65450 through §65454 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to §65450, a Specific Plan shall include text and a diagram or diagrams which specify all of the following details:

- The distribution, location, and extent of the uses of land within the area covered within the specific plan area;
- The distribution, location, extent, and intensity of major circulation and utility services to be located within the plan area or that will be needed to service the specific plan area;
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
- A schematic program of implementation measures indicating how public services will be financed; and
- A statement of the specific plan's relationship to the general plan.

California state law also provides for the inclusion of any other subject that, in the judgment of the local planning agency, is deemed necessary or desirable to implement the general plan, such as architectural or landscape design guidelines.

In response to government requirements, this Specific Plan has been prepared to provide the essential link to the policies of the City of Colton General Plan. By functioning as a regulatory document, the ROQUET RANCH Specific Plan provides a means of implementing and detailing the City's General Plan and tailoring its policies to the subject property. In this regard, all future development plans or other entitlement applications are required to substantially conform to the standards and guidelines set forth in this document, as well as all applicable City regulations. This Specific Plan is designed to address site specific issues such as building setbacks and visual appearance, as well as community-wide concerns such as vehicular and non-vehicular circulation, energy conservation, landscaping, and the provision for public utilities. The ROQUET RANCH Specific Plan also ensures that new development meets or exceeds City standards for environmental protection, infrastructure, site planning, and aesthetic quality.



**E. SPECIFIC PLAN GOALS**

Important issues including engineering feasibility, market acceptance, economic viability, City General Plan goals and policies, including the Pellissier Ranch/La Loma Hills Planning Focus Area, City Ordinances, and local community concerns were thoroughly examined and considered during the preparation of this Specific Plan. To ensure the functional integrity, economic viability, environmental sensitivity, and positive aesthetic impact of this Specific Plan, planning and development goals for the community have been established and supported by extensive analysis. With these specific goals in mind, the following objectives have been established for the ROQUET RANCH Specific Plan:

- To develop a master-planned community that exhibits excellence in design and provides a sense of place that is compatible with the surrounding areas;
- To provide high-quality housing opportunities designed to be marketable and accessible within the evolving, economically diverse profile of the City;
- To preserve natural hillsides, natural habitats, and natural drainage courses within open space;
- To provide neighborhood parks with active and passive recreational amenities for the benefit of residents of the ROQUET RANCH community and the City of Colton as a whole;
- To provide neighborhood-oriented retail services to satisfy the daily shopping needs of community and local residents and generate sales tax revenue for the City;
- To establish a unified thematic concept utilizing design elements such as agricultural and railroad history, the community through design elements such as architecture, monumentation, theme walls, and landscaping shall provide for a long-range comprehensive planning approach that cannot be accomplished on a parcel-by-parcel basis;
- To develop an informal community-wide landscape concept that features drought-tolerant plant materials to provide for an aesthetically pleasing outdoor environment while minimizing the demand for water resources; and
- To accommodate the construction of a City Circulation Element facility, Pellissier Road, through the Specific Plan area to improve local access to the Pellissier Ranch/La Loma Hills area.

**F. GENERAL PLAN CONSISTENCY**

Land development patterns in the City of Colton are guided by the City of Colton General Plan (herein “General Plan”). The General Plan is organized into eight separate elements, including Land Use, Housing, Mobility, Noise, Open Space and Conservation, Safety, Model Air Quality, and Cultural Resources. Each General Plan Element is instrumental to achieving the City’s long-term development goals. Each element contains a series of policies that guide the course of action the City must take to achieve the City’s vision for future development.



The ROQUET RANCH Specific Plan implements the goals and policies of the City’s General Plan. As shown on Table I-2, *General Plan Consistency*, ROQUET RANCH is consistent with, and results in the implementation of, the applicable primary goals and policies of the General Plan.

Table I-2 General Plan Consistency

| CITY OF COLTON GENERAL PLAN POLICIES                                                                                                                                                                                                                                                                                                     | CONSISTENCY DETERMINATION                                                                                                                                                                                                                                                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Land Use Element</b>                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                      |
| <b>Goal LU-4: Incorporate green building and other sustainable building practices into development projects.</b>                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                      |
| Policy LU-4.1: Require that new development projects reflect the principles of Traditional Neighborhood Development: walkable street patterns, pedestrian amenities, access to transit, a mix of complementary uses, comfortable and accessible open spaces, a range of housing types and densities, and quality design.                 | Roquet Ranch is consistent with Policy LU-4.1 because the community includes pedestrian amenities including sidewalks and trails, access to open space with a trail head park, access to transit on La Cadena Drive, and a mixture of uses including a variety of residential home types including single-family homes, townhomes, and condominiums. |
| <b>Goal LU-8: Create new attractive residential neighborhoods throughout Colton that provide a range of quality housing.</b>                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                      |
| Policy LU-8.6: Require that multi-family residential development and major subdivisions include amenities such as common open space or community facilities.                                                                                                                                                                             | Roquet Ranch is consistent with Policy LU-8.6 because the community includes 22.3 acres of recreational uses located throughout Roquet Ranch that include Rocky Glen Park, The Lodge, Hillcrest Park, neighborhood parks, and pocket parks.                                                                                                          |
| <b>Goal LU-21: Create a residential neighborhood in the Pellissier Ranch/La Loma Hills area that consists largely of low-density or clustered residential development, with support neighborhood commercial uses, open space, and compatible uses that complement the natural landscape, the Santa Ana River, and the La Loma Hills.</b> |                                                                                                                                                                                                                                                                                                                                                      |
| Policy LU-21.1: Allow for a diverse housing mix that is compatible to the hillsides area.                                                                                                                                                                                                                                                | Roquet Ranch is consistent with Policy LU-21.1 because the community provides a mix of housing types, including single-family detached on various sized lots, townhomes, and age qualified condominiums, while preserving steep slopes and major ridgelines of the site.                                                                             |
| Policy LU-21.3: Provide adequate public, community, and educational facilities to meet residential needs.                                                                                                                                                                                                                                | Roquet Ranch is consistent with Policy LU-21.3 because the community can accommodate a centrally located 10.3-acre public school site.                                                                                                                                                                                                               |
| Policy LU-21.5: Establish community recreation and park facilities, including open space areas with hiking and bicycle trails.                                                                                                                                                                                                           | Roquet Ranch is consistent with Policy LU-21.5 because the community provides 11.1 acres of public parks, 5.4 acres of neighborhood parks (Planning Areas 17 and 18 will be open to the                                                                                                                                                              |



**Table I-2 General Plan Consistency**

| CITY OF COLTON GENERAL PLAN POLICIES                                                                                                                                                                                                                            | CONSISTENCY DETERMINATION                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                 | public; Planning Area 19 will be private), 2.8 acres of private recreation (Planning Area 14A), public hiking and biking trails, and 199.7 acres of natural open space with existing trails.                                                                                                                                                     |
| Policy LU-21.10: Look for opportunities to create public or publically accessible open space areas within the focus area.                                                                                                                                       | Roquet Ranch is consistent with Policy LU-21.10 because the community provides connections to existing trails in the La Loma hills via the public Trailhead Park in Planning Area 16, and establishment of 22.3 acres of recreation and 199.7 acres of natural open space uses.                                                                  |
| <b>Open Space and Conservation Element</b>                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                  |
| <b>Goal OSC-1: To establish and maintain an open space and conservation system which will ensure the conservation and wise utilization of valuable resources and will meet local and regional open space needs.</b>                                             |                                                                                                                                                                                                                                                                                                                                                  |
| Policy OSC-1.1: Preserve and protect hillside and environmentally sensitive areas designated for growth through the use of strict hillside development standards.                                                                                               | Roquet Ranch is consistent with Policy OCS-1.1 because the community preserves and designates the hillsides and ridgeline as Open Space – Resource, provides grading standards that ensures homes do not block the sightline of the ridge, and concentrates development on the flatter portions of the site to avoid grading of steep hillsides. |
| <b>Housing Element</b>                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                  |
| <b>Goal H-4: Provide suitable sites for housing development which can accommodate a range of housing by type, size, location, price, and tenure.</b>                                                                                                            |                                                                                                                                                                                                                                                                                                                                                  |
| Policy H-4.1: Implement land use policies that allow for a range of residential densities and products, including low-density single-family uses, moderate-density townhomes, and higher-density apartments, condominiums, and units in mixed-use developments. | Roquet Ranch is consistent with Policy H-4.1 because the community provides a mix of housing types, including single-family detached on various sized lots, townhomes, and age qualified condominiums.                                                                                                                                           |



## II. PLAN COMPONENTS AND IMPLEMENTATION

### A. LAND USE PLAN

#### 1. DEVELOPMENT CONCEPT

ROQUET RANCH is a high quality, master planned community featuring residential land uses, a public school site, a neighborhood commercial center, recreational amenities including a Public Neighborhood Park, private recreation center, Neighborhood Parks, and abundant open space, as shown on Figure II-1, *Specific Plan Land Use Plan*. The community draws its overall thematic and aesthetic inspiration from the natural beauty of the La Loma Hills and the rich agricultural and railroad heritage of the City of Colton. Homes, the recreation center, and signage within ROQUET RANCH utilize historically reminiscent architectural themes combined with an informal landscape concept characteristic of rural inland valleys to establish a strong sense of place and reinforce the relaxed character of the La Loma Hills area. The ROQUET RANCH community is designed to preserve the physical landscape of the La Loma Hills and provide residents with a secluded and serene community.

The community's ten residential neighborhoods provide for a maximum of 1,050 homes, using six distinct and innovative housing types, including both detached and attached configurations designed to help meet the diverse needs of the City of Colton's homebuyers. Densities range from 2.1 to 22.0 dwelling units per acre, with an overall gross residential density of 10.2 dwelling units per acre. The community's lower density neighborhoods are located and nestled in the La Loma Hills, while the higher density neighborhoods are located in the flattest portions of the site, to minimize grading.

The 1.2-acre neighborhood commercial center is located in the southeastern portion of the community, adjacent to La Cadena Drive, an important transportation corridor within the City of Colton. The commercial center complements the residential components of the community by providing residents with neighborhood convenience shopping options accessible by residents on foot or bicycle. Additionally, the commercial use contributes to the long-term economic base of the City by generating tax revenue and providing opportunities for local employment.

A total of 11.1 acres of Public Facility land uses are provided for within Roquet Ranch. A 10.3-acre public school site is located in the central portion of the community and provides convenient access to the school for community residents. In the event that the school district decides not to construct a school on the public school site, the site may be developed with Medium Density Residential land uses with a target unit count of 165 dwelling units. A 0.8-acre fire station site is located in the southeast corner of the site, with direct access to La Cadena Drive. If the fire station site is not purchased by the City of Colton for a fire station, the site may be developed with Medium Density Residential land uses with a target unit count of 11 dwelling units.

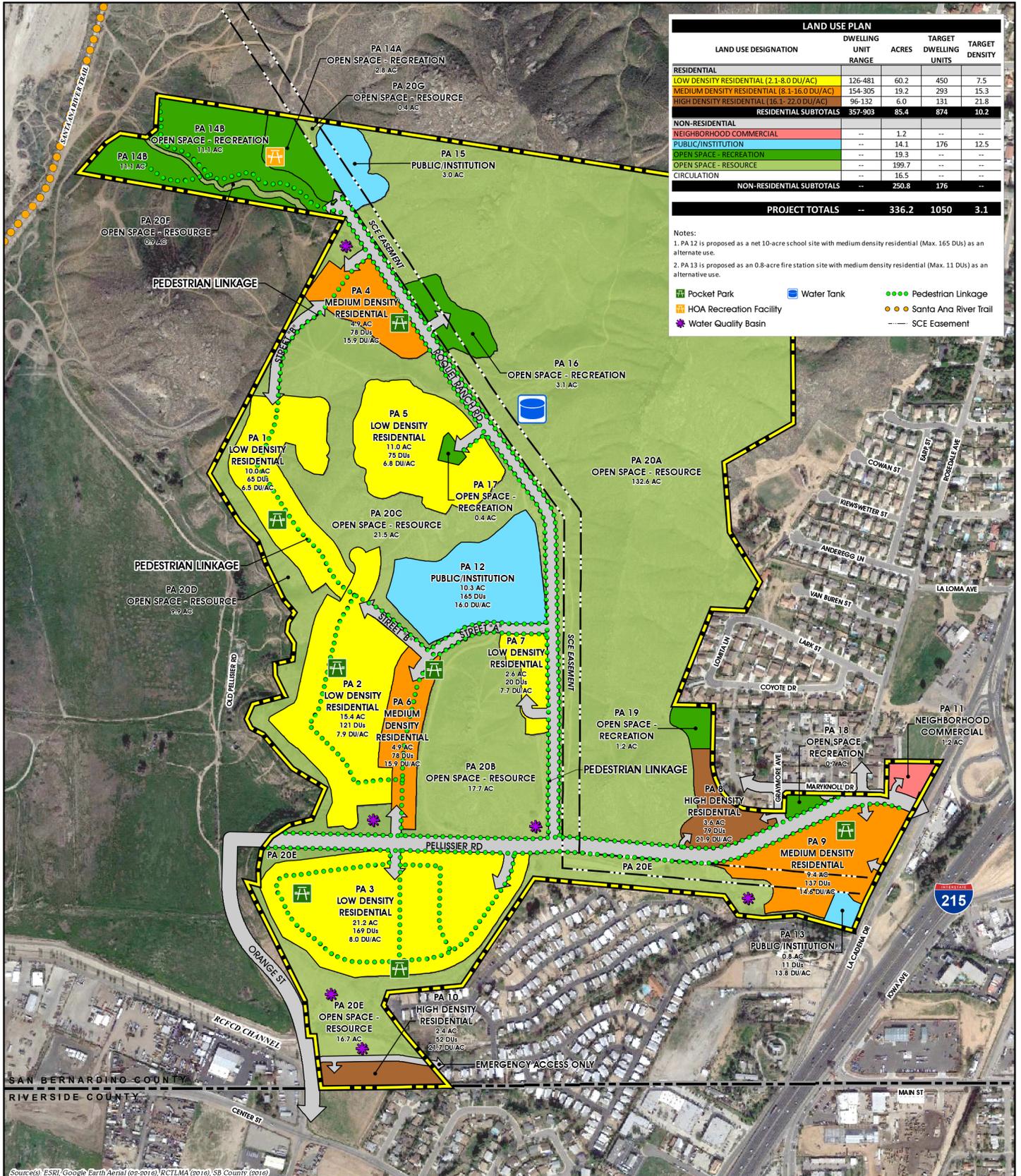
ROQUET RANCH provides a total of 22.3 acres of recreational amenities, including as the main features, the 11.1-acre Rocky Glen Park, a public community park maintained by the City of Colton through a Community Service Area (CSA), Community Facilities District (CFD), or other financing entity, open



# Roquet Ranch

## PLAN COMPONENTS AND IMPLEMENTATION II

SPECIFIC PLAN NO. DAP-001-228



| LAND USE PLAN                               |                |              |                       |                |
|---------------------------------------------|----------------|--------------|-----------------------|----------------|
| LAND USE DESIGNATION                        | DWELLING UNIT  | ACRES        | TARGET DWELLING UNITS | TARGET DENSITY |
|                                             | RANGE          |              |                       |                |
| <b>RESIDENTIAL</b>                          |                |              |                       |                |
| LOW DENSITY RESIDENTIAL (2.1-8.0 DU/AC)     | 126-481        | 60.2         | 450                   | 7.5            |
| MEDIUM DENSITY RESIDENTIAL (8.1-16.0 DU/AC) | 154-305        | 19.2         | 293                   | 15.3           |
| HIGH DENSITY RESIDENTIAL (16.1-22.0 DU/AC)  | 96-132         | 6.0          | 131                   | 21.8           |
| <b>RESIDENTIAL SUBTOTALS</b>                | <b>357-903</b> | <b>85.4</b>  | <b>874</b>            | <b>10.2</b>    |
| <b>NON-RESIDENTIAL</b>                      |                |              |                       |                |
| NEIGHBORHOOD COMMERCIAL                     | --             | 1.2          | --                    | --             |
| PUBLIC/INSTITUTION                          | --             | 14.1         | 176                   | 12.5           |
| OPEN SPACE - RECREATION                     | --             | 19.3         | --                    | --             |
| OPEN SPACE - RESOURCE                       | --             | 199.7        | --                    | --             |
| CIRCULATION                                 | --             | 16.5         | --                    | --             |
| <b>NON-RESIDENTIAL SUBTOTALS</b>            | <b>--</b>      | <b>250.8</b> | <b>176</b>            | <b>--</b>      |
| <b>PROJECT TOTALS</b>                       | <b>--</b>      | <b>336.2</b> | <b>1050</b>           | <b>3.1</b>     |

- Notes:
- PA 12 is proposed as a net 10-acre school site with medium density residential (Max. 165 DUs) as an alternate use.
  - PA 13 is proposed as an 0.8-acre fire station site with medium density residential (Max. 11 DUs) as an alternate use.
- Pocket Park
  - Water Tank
  - Pedestrian Linkage
  - HOA Recreation Facility
  - Santa Ana River Trail
  - Water Quality Basin
  - SCE Easement

Source(s) ESRI/Google Earth Aerial (05-2016), RCTLMA (2016), SB County (2016)

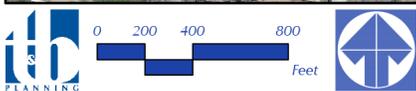


FIGURE II-1  
SPECIFIC PLAN LAND USE PLAN



to all residents of the City of Colton, and The Lodge, a 2.8-acre HOA owned and maintained private recreation facility for the exclusive use of ROQUET RANCH residents. Rocky Glen Park includes a basketball court, baseball field, soccer fields, tot lots, barbeque area with shade structures, dog parks, a passive native meadow area with picnic tables and benches, and restroom facilities. The Lodge includes a recreation building and pool for exclusive use by the residents of ROQUET RANCH.

In addition, three Neighborhood Parks are strategically located within ROQUET RANCH to serve the community's residents at a neighborhood level. While owned and maintained by the HOA, the public Neighborhood Parks within Planning Areas 17 and 18 would be available for public use. However, the Neighborhood Park within Planning Area 19 is only available to the residents of Planning Area 8. These neighborhood parks range in size from 0.4 acre to 1.2 acres and accommodate a range of recreational amenities, including shade canopies, picnic pavilions, tot lots, barbeque areas, open lawn play areas, and game table areas. Seven pocket parks are also located within or near neighborhoods that are not served with a neighborhood park to provide these residents with convenient access to parkland. While owned and maintained by the HOA, the seven pocket parks within ROQUET RANCH would be available for public use. Hillcrest Park is located in the northern portion of the community and provides the residents of the City of Colton with recreational opportunities and scenic views of the La Loma Hills. A Recreational Vehicle (RV) Storage area is located in the northern portion of the community, east of Rocky Glen Park and The Lodge, to provide ROQUET RANCH residents with RV Storage and overflow parking for Rocky Glen Park and The Lodge.

## 2. LAND USE PLAN DESIGNATIONS

An overview of the land uses within the ROQUET RANCH community is provided on the following pages and also is summarized in Table II-1, *Land Use Summary*.

### a) Residential

The ROQUET RANCH community features housing opportunities in a variety of architectural styles, home types, and sizes intended to appeal to homeowners of different family sizes, income levels and ages. Planning Areas 1, 2, 3, 5, 6, and 7 include traditional, single family detached homes on lot sizes ranging from 2,975 square feet to 5,000 square feet. Planning Area 4 consists of innovative detached Courtyard Homes, and Planning Areas 8, 9 and 10 consist of attached townhomes. Planning Areas 12 and 13 provide for townhomes as an alternative residential use. Overall, ROQUET RANCH provides for a maximum of 1,050 homes on approximately 85.4 acres for an overall residential density of 10.2 dwelling units per acre.

Residential neighborhoods are discussed in greater detail in Section III, *Development Standards*, and Section IV, *Design Guidelines*. The residential land uses, densities, and lot sizes within the ROQUET RANCH community are described below.

- ☐ **Low Density Residential (2.1-8.0 du/ac):** ROQUET RANCH includes 450 Low Density Residential homes. In Planning Areas 1, 2, 3, 5, and 7, this density range accommodates traditional, single family detached homes on 5,000 square-foot (s.f.) lots; 4,000 s.f. lots; 3,400 s.f. lots; and 2,975 s.f. lots.



**Table II-1 Land Use Summary**

| PA                              | LAND USE                   | DENSITY RANGE (du/ac) <sup>1</sup> | ACRES        | TARGET DWELLING UNITS | TARGET DENSITY |
|---------------------------------|----------------------------|------------------------------------|--------------|-----------------------|----------------|
| <b>Residential</b>              |                            |                                    |              |                       |                |
| 1                               | Low Density Residential    | 2.1-8.0                            | 10.0         | 65                    | 6.5            |
| 2                               | Low Density Residential    | 2.1-8.0                            | 15.4         | 121                   | 7.9            |
| 3                               | Low Density Residential    | 2.1-8.0                            | 21.2         | 169                   | 8.0            |
| 4                               | Medium Density Residential | 8.1-16.0                           | 4.9          | 78                    | 15.9           |
| 5                               | Low Density Residential    | 2.1-8.0                            | 11.0         | 75                    | 6.8            |
| 6                               | Medium Density Residential | 8.1-16.0                           | 4.9          | 78                    | 15.9           |
| 7                               | Low Density Residential    | 2.1-8.0                            | 2.6          | 20                    | 7.7            |
| 8                               | High Density Residential   | 16.1-22.0                          | 3.6          | 79                    | 21.9           |
| 9                               | Medium Density Residential | 8.1-16.0                           | 9.4          | 137                   | 14.6           |
| 10                              | High Density Residential   | 16.1-22.0                          | 2.4          | 52                    | 21.7           |
| <i>Residential Subtotal</i>     |                            | --                                 | 85.4         | 874                   | 10.2           |
| <b>Non Residential</b>          |                            |                                    |              |                       |                |
| 11                              | Neighborhood Commercial    | --                                 | 1.2          | --                    | --             |
| 12                              | Public/Institution         | --                                 | 10.3         | 165 <sup>2</sup>      | 16.0           |
| 13                              | Public/Institution         | --                                 | 0.8          | 11 <sup>3</sup>       | 13.8           |
| 14A                             | Open Space-Recreation      | --                                 | 2.8          | --                    | --             |
| 14B                             | Open Space-Recreation      | --                                 | 11.1         | --                    | --             |
| 15                              | Public/Institution         | --                                 | 3.0          | --                    | --             |
| 16                              | Open Space-Recreation      | --                                 | 3.1          | --                    | --             |
| 17                              | Open Space-Recreation      | --                                 | 0.4          | --                    | --             |
| 18                              | Open Space-Recreation      | --                                 | 0.7          | --                    | --             |
| 19                              | Open Space-Recreation      | --                                 | 1.2          | --                    | --             |
| 20A                             | Open Space-Resource        | --                                 | 132.6        | --                    | --             |
| 20B                             | Open Space-Resource        | --                                 | 17.7         | --                    | --             |
| 20C                             | Open Space-Resource        | --                                 | 21.5         | --                    | --             |
| 20D                             | Open Space-Resource        | --                                 | 9.9          | --                    | --             |
| 20E                             | Open Space-Resource        | --                                 | 16.7         | --                    | --             |
| 20F                             | Open Space-Resource        | --                                 | 0.9          | --                    | --             |
| 20G                             | Open Space-Resource        | --                                 | 0.4          | --                    | --             |
|                                 | Circulation                | --                                 | 16.5         | --                    | --             |
| <i>Non-Residential Subtotal</i> |                            | --                                 | 250.8        | 176                   | --             |
| <b>ROQUET RANCH TOTAL</b>       |                            | --                                 | <b>336.2</b> | <b>1,050</b>          | <b>3.1</b>     |

<sup>1</sup>du/ac = dwelling unit per acre

<sup>2</sup>PA 12 is proposed as a 10.3-acre school site with Medium Density Residential as an alternative overlay use with a maximum of 165 dwelling units

<sup>3</sup>PA 13 is proposed as a fire station site with Medium Density Residential as an alternative overlay use with a maximum of 11 dwelling units



- ❑ **Medium Density Residential (8.1-16 du/ac):** ROQUET RANCH includes 293 Medium Density Residential homes in a variety of housing types. Planning Area 4 accommodates a maximum of 78 greencourt single family detached homes at a density of 15.9 dwelling units per acre. Planning Area 6 accommodates a maximum of 78 detached homes at a density of 15.9 dwelling units per acre on minimum 2,975 s.f. lots. Planning Area 9 accommodates a maximum of 137 attached townhomes at a density of 14.6 dwelling units per acre. In the event the school is not constructed within Planning Area 12, an additional 165 attached townhomes or detached courtyard homes may be developed. In the event the fire station is not constructed in Planning Area 13, an additional 11 attached townhomes may be developed.
- ❑ **High Density Residential (16.1-22 du/ac):** ROQUET RANCH includes a maximum of 79 High Density Residential townhomes in Planning Area 8 at a density of 21.9 dwelling units per acre, and an additional 52 attached townhomes in Planning Area 10 at a density of 21.7 dwelling units per acre.

**b) Neighborhood Commercial**

Located in the eastern portion of the ROQUET RANCH community, adjacent to La Cadena Drive, Planning Area 11 provides a maximum of 50,000 square feet of neighborhood-serving commercial retail uses on 1.2 acres. This retail center provides residents of ROQUET RANCH with accessible local shopping for daily or periodic needs and allows for a wide range of businesses, such as cafes or restaurants, and other specialty stores. The neighborhood commercial area is further described in Section III, *Development Standards*, and Section IV, *Design Guidelines*.

**c) Public/Institution**

Three Planning Areas are designated as Public/Institution: a 10.3-acre public school site is located in the central portion of the ROQUET RANCH community in Planning Area 12; a 0.8-acre fire station site is located in the southeastern portion of ROQUET RANCH in Planning Area 13; and a 3.0-acre RV Parking and Park Overflow in Planning Area 15. Should the Colton Joint Unified School District decide not to purchase the school site, Planning Area 12 can accommodate a target of 165 townhomes within the Medium Density Residential density range. Similarly, if the City of Colton decides not to construct a fire station within Planning Area 13, the site may be developed with a target of 11 townhomes with the Medium Density Residential density range. The RV Parking and Park Overflow area in Planning Area 15 provides ROQUET RANCH residents who own a RV with a designated location to park their RVs and effectively removes RV parking from public roadways, which may cause street clutter and obstruct views of the neighborhood. In addition, the RV Storage area provides overflow parking for Rocky Glen Park and The Lodge. The public/institution areas are further described in Section III, *Development Standards*.

**d) Open Space and Recreation**

A total of 222.0 acres of the ROQUET RANCH community are reserved for open space and recreation, which includes public parks (owned by the City of Colton and maintained through a CSA, CFD, or other financing entity) and private recreational facilities and parks (owned and maintained by the HOA), and a brief description is provided below:

- ❑ **Rocky Glen Park:** Rocky Glen Park is a public Community Park owned by the City of Colton and maintained through a CSA, CFD, or other financing entity and is open to the public. Rocky Glen



Park is located on 11.1 acres within Planning Area 14B and provides a range of recreational amenities, including a basketball court, a baseball field, soccer fields, barbeque area with shade structures, tot lots, restroom facilities, a passive native meadow area with shade pavilions and picnic seating, and dog parks.

- ❑ **The Lodge:** The Lodge is a 2.8-acre Private Recreation Center, owned and maintained by the HOA, located within Planning Area 14A, adjacent to Rocky Glen Park, and is available only to ROQUET RANCH residents. The Lodge provides additional amenities for the residents of ROQUET RANCH, including a junior Olympic swimming pool, water play feature, restroom facilities, and barbeques and picnic tables under shade structures.
- ❑ **Hillcrest Park:** Hillcrest Park, 3.1-acres within Planning Area 16, is a public park owned by the City of Colton and maintained through a CSA, CFD, or other financing entity (except for area underlying the SCE Easement, which will be owned and maintained by the HOA). Hillcrest Park provides the City of Colton with a trailhead to access the existing, informal trails located within Planning Area 20A and throughout the La Loma Hills. Additional amenities in Hillcrest Park include a native plant demonstration garden, shaded picnic areas, and an open turf area.
- ❑ **Neighborhood Parks:** To provide residents with recreational opportunities in proximity to their homes, three Home Owners' Association owned and maintained neighborhood parks on a total of 2.3 acres are provided throughout the ROQUET RANCH community (Planning Areas 17 through 19). The neighborhood parks range in size from 0.4 to 1.2 acres and accommodate recreational amenities including, but not limited to, shaded tot lots, open play fields, and picnic and seating areas. While owned and maintained by the HOA, the public Neighborhood Parks within Planning Areas 17 and 18 are available for public use. However, the Neighborhood Park within Planning Area 19 is gated and available only to the residents of Planning Area 8.
- ❑ **Pocket Parks:** To provide residents with recreational opportunities in proximity to their homes, seven pocket parks within the residential Planning Areas are provided throughout the ROQUET RANCH community (Planning Areas 1 through 4, 6, and 8). While owned and maintained by the HOA, the seven pocket parks within ROQUET RANCH would be available for public use.
- ❑ **Open Space:** Approximately 199.7 acres of natural open space are provided throughout the ROQUET RANCH community, with a majority being located in the northeastern portion of the community to preserve the scenic natural resources of the La Loma Hills (Planning Areas 20A through 20G). The open space areas also include manufactured slope areas, which will be graded to respect the natural terrain and revegetated with native and naturalized landscaping. The ROQUET RANCH community preserves the hillsides west of Roquet Ranch road through sensitive design of the neighborhoods which are nestled into the hillsides.

Recreational facilities, open space, and associated amenities are discussed in greater detail in Section II.C, *Open Space and Recreation Plan*, Section III, *Planning Area Development Standards*, and Section IV, *Design Guidelines*.

## e) Roads

ROQUET RANCH includes the construction of approximately 16.5 acres of roadways, including Pellissier Road, a General Plan Secondary Arterial Roadway. Orange Street, Pellissier Road, and Roquet Ranch Road are public roads, to be maintained by a CSA or CFD. Local Streets will be public or private roads but open to the public, and will be maintained by the Master HOA, CSA, or CFD, as appropriate. A detailed description of the community's on-site and off-site circulation improvements are discussion in Section II.B, *Circulation Plan*, and Section IV, *Design Guidelines*.



**3. LAND USE PLAN DEVELOPMENT STANDARDS**

To ensure the orderly and sensitive development of the ROQUET RANCH Specific Plan area, development standards have been prepared for each planning area to facilitate the efficient implementation of planned development (refer to Section III, *Development Standards*). In addition to these specific standards, community-wide development standards also have been prepared to complement the unique conditions within each planning area. The community-wide standards are as follows:

1. The ROQUET RANCH Specific Plan area shall be developed as a residential community containing Low Density Residential, Medium Density Residential, High Density Residential, Commercial Retail, Public/Institution, Open Space – Recreation, Open Space – Resource, and circulation land uses on 336.2 acres, as illustrated on Figure II-1, *Specific Plan Land Use Plan*, and in the individual planning area figures (Figures III-1 through III-12).
2. The area designated as ROQUET RANCH Specific Plan shall be developed with a maximum of 1,050 dwelling units and up to 50,000 square feet of commercial retail building area.
3. Land uses and development standards shall be in accordance with the ROQUET RANCH Zoning Ordinance (refer to Section VI of this Specific Plan) and will be further defined by Specific Plan objectives, the Specific Plan Design Guidelines, and future detailed development proposals including subdivisions, plot plans, and/or conditional use permits. If the ROQUET RANCH Zoning Ordinance does not provide specific standards, then the City of Colton Municipal Code governs implementing projects.
4. Standards regarding signage, landscaping, and other related design elements shall conform to the ROQUET RANCH Zoning Ordinance, the Design Guidelines and design standards contained within this Specific Plan. If the ROQUET RANCH Zoning Ordinance does not provide specific standards, then the City of Colton Municipal Code governs implementing projects.
5. Development of the property within the ROQUET RANCH Specific Plan area shall be in accordance with the mandatory requirements of all City of Colton ordinances.
6. Except for the Specific Plan Zoning Ordinance adopted concurrently with this Specific Plan, no portion of the Specific Plan, which purports or proposes to change, waive, or modify any ordinance or other legal requirement for the development, shall be considered to be part of the adopted Specific Plan.
7. A review in compliance with the California Environmental Quality Act (CEQA) shall be conducted to determine potential environmental impacts resulting from each tract, change of zone, specific plan amendment, or any discretionary land use application required to implement the Specific Plan, unless said proposal is determined to be consistent with EIR No. XXX and does not require subsequent environmental documentation, or is exempt from the provisions of CEQA. Any required CEQA review shall be prepared as part of the review process for these implementing projects.
8. Planning Areas designated by this Specific Plan and parcels created pursuant to any implementing tentative parcel or tentative tract maps shall be in conformance with the development standards of the Specific Plan zone herein applied to the property (refer to Section VI, *Zoning Ordinance*, of this Specific Plan).
9. Prior to issuance of a building permit for construction of any use contemplated by this Specific Plan approval, the applicant shall first obtain clearance from the City of Colton Planning Division



verifying that all pertinent conditions of Specific Plan approval have been satisfied for the phase of development in question.

10. Common areas identified in the Specific Plan shall be owned and maintained as follows:
  - A permanent master maintenance organization shall be established for the Specific Plan area to assume ownership and maintenance responsibility for all common open space, roadways, trails, drainage areas, and landscaped areas that are not under the maintenance responsibility of the City of Colton, or another public or quasi-public organization. The construction and maintenance responsibility plan for this Specific Plan is described in detail in Section II.H.1, *Phasing Plan*, and Section II.H.1.b), *Maintenance Responsibilities*.
  - Unless otherwise provided for in these standards, common areas shall be conveyed to the maintenance organization as an implementing development is approved or a conveyance subdivision is recorded.
  - The maintenance organization shall be established prior to, or concurrent with, approval of the first recorded tract map for individual residential lots. The ownership and maintenance responsibility shall be identified for each open space lot at the time tentative subdivision maps are filed.
11. Development applications that incorporate common areas shall be accompanied by design plans for the common areas, specifying location and extent of landscaping, irrigation systems, structures, and circulation (vehicular and pedestrian).
12. All lighting within the boundaries of the Specific Plan shall be in accordance with the ROQUET RANCH Zoning Ordinance. All lighting within the boundaries of the Specific Plan shall also be in accordance with the lighting standards set forth in Section IV, *Design Guidelines*, of this Specific Plan. If the ROQUET RANCH Zoning Ordinance does not provide specific standards, then the City of Colton Municipal Code governs implementing projects.
13. Construction of certain public facilities and infrastructure requirements (such as water lines, roadways, etc.), as well as payment of City fees, may be financed through an assessment district (AD) or a community facilities district (CFD). If public facilities and/or infrastructure improvements are financed through a CFD, then implementing development shall only pay the assessment fee(s) required by the CFD for the covered facilities and improvements.
14. Prior to the issuance of building permits, improvement and irrigation plans for adjacent common areas shall be submitted for Planning Division approval. Irrigation plans shall be certified by a landscape architect.
15. All buildings shall include energy efficiency features that result in the building exceeding the 2013 Title 24 requirements by 15%. Energy efficient features may include but are not be limited to any combination of the following: HVAC equipment, windows, insulation, lighting, building materials, roofing, solar-voltaic systems, and appliances.
16. In accordance with the California Solid Waste Reuse and Recycling Access Act of 1991, Cal Pub Resources Code §42911, adequate areas for collecting and loading recyclable materials shall be provided.
17. For the security and safety of future residents, the applicant and/or developer shall incorporate the following design concepts within each individual Tract Map, Site Plan or Plot Plan:
  - Circulation for pedestrians, vehicles, and police patrols.



- Lighting of streets, parking areas, and walkways.
  - Front doors into residences that face toward or are visible from the street and allow for easy drive-by surveillance by law enforcement personnel, where practical.
18. The following crime prevention measures shall be considered during site and building layout design, in addition to those above, for the security and safety of future residents:
- Address plates that light automatically at night.
  - Special lighting requirements on any buildings that are grouped in such a way that individual addresses are difficult to read.
19. Development within the community shall conform to Title 24, Chapter 2-71, of the California Administrative Code to ensure accessibility to physically challenged individuals.
20. All landscaping will be provided in accordance with the ROQUET RANCH Specific Plan Design Guidelines.



## **B. CIRCULATION PLAN**

### **1. VEHICULAR CIRCULATION PLAN**

The ROQUET RANCH Specific Plan provides efficient traffic designs that meet the needs of the project and access to the surrounding community. Analysis of the circulation requirements enabled designers to create a residential community that provides safe avenues of transportation for automobiles and pedestrians, both within and outside the site. The primary goal of the Circulation Plan is to create a hierarchy of roadways that provide direct and convenient access to individual residential neighborhoods, parks and commercial uses through a safe and efficient network. The internal circulation plan is designed to create viable street patterns while minimizing grading. The Circulation Plan requires the construction of approximately 16.5 acres of roads and manufactured slopes. The Specific Plan is a master planned community with public access and public roads. Orange Street, Pellissier Road, and Roquet Ranch Road are public roads, maintained by a CSA or CFD. Local Streets will be public or private roads, but open to the public, maintained by the Master HOA, CSA, or CFD, as appropriate.

Figure II-2, *General Plan Roadway Network*, illustrates the existing and proposed roadway network of the Colton General Plan and City of Riverside General Plan in the vicinity of the ROQUET RANCH Specific Plan. As shown on Figure II-2, *General Plan Roadway Network*, existing roads in proximity of the ROQUET RANCH Specific Plan include La Cadena Drive and Iowa Avenue to the east, Riverside Avenue and Key Street to the west, Litton Street to the north, and Orange Street and Center Street to the south. The proposed future Colton General Plan roadways include Tropica Ranch Road, which proposes to start to the north at La Cadena Drive, run alongside the Santa Ana River Trail, and connect to Riverside Avenue to the southwest; and Pellissier Road, which proposes to connect Key Street to the west to La Cadena Drive to the east. The City of Riverside General Plan existing roadways in proximity to ROQUET RANCH include Orange Street and Center Street to the south. The ROQUET RANCH Specific Plan does not rely upon these proposed General Plan roadways, they are shown for informational purposes only. However, ROQUET RANCH does provide for a future extension of Roquet Ranch Road to the north through Planning Area 15, in the event that the property to the north of ROQUET RANCH is developed, so that project may provide connectivity from Pellissier Road to either Tropica Ranch Road or Litton Street to the north, through ROQUET RANCH.

As shown in Figure II-3, *Conceptual Vehicular Circulation Plan*, primary access into the community is from La Cadena Drive at Pellissier Road. The existing intersection of La Cadena Drive and Maryknoll Drive has been redesigned to provide adequate access into the ROQUET RANCH community as well as the local neighborhoods. Pellissier Road is a proposed General Plan roadway which takes access from La Cadena Drive and runs along the southern portion of the community and intersects with Roquet Ranch Road and Orange Street. To accommodate the new intersection of Pellissier Road and La Cadena Drive, a portion of Maryknoll Drive will be abandoned and a new cul-de-sac will be provided. Access to Maryknoll Drive will be provided to Pellissier Road via Graymoor Avenue.

Secondary access into the community will be from the extension of Orange Street from Center Street, which is located in the City of Riverside. In addition, a 60-foot wide road dedication will be provided through Planning Area 15 to provide future vehicular access to the north, in the event future development occurs north of ROQUET RANCH.



**LEGEND**

**Colton General Plan Roadway Network**

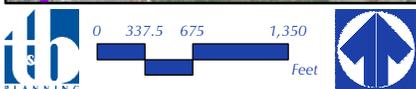
- Existing Major Arterial
- Proposed Major Arterial
- Existing Secondary Arterial
- Proposed Secondary Arterial

**Riverside General Plan Roadway Network**

- Existing Arterial (Iowa Ave.)
- Existing Arterial (Main St.)
- Existing Collector (Center St.)
- Existing Collector (Orange St.)

SAN BERNARDINO COUNTY  
RIVERSIDE COUNTY

Sources: ESRI/Google Earth Aerial (02-2016), RCTLMA (2016), SB County (2016)



**FIGURE II-2**  
**GENERAL PLAN ROADWAY NETWORK**



# Roquet Ranch

SPECIFIC PLAN NO. DAP-001-228



Source(s): ESRI/Google Earth Aerial (02-2016), RCTLMA (2016), SB County (2016)

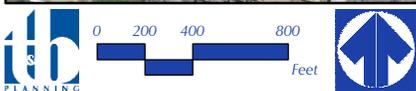
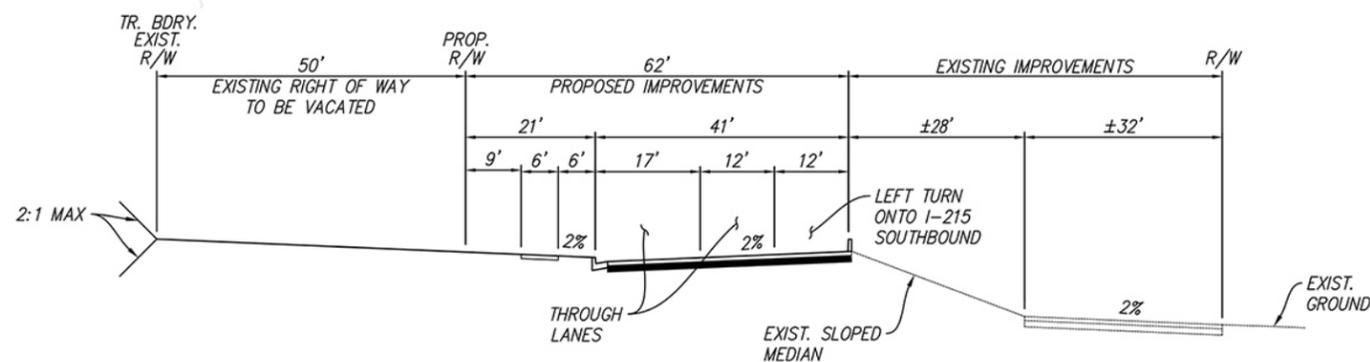
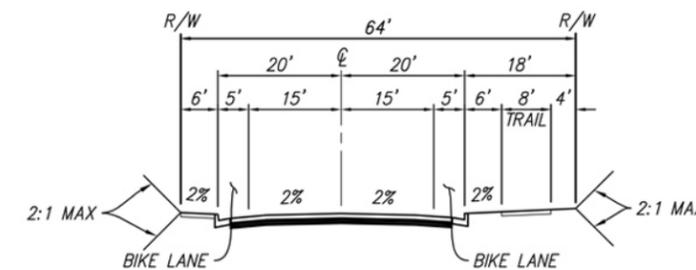


FIGURE II-3

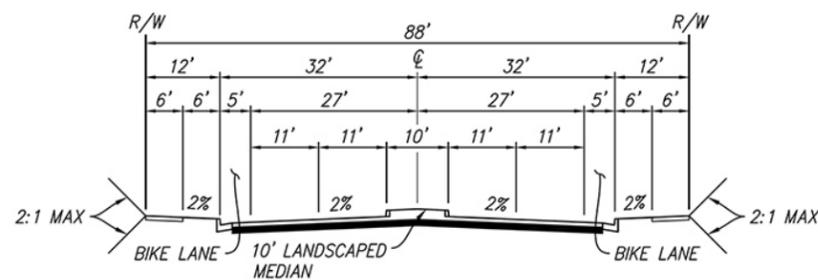
### CONCEPTUAL VEHICULAR CIRCULATION PLAN



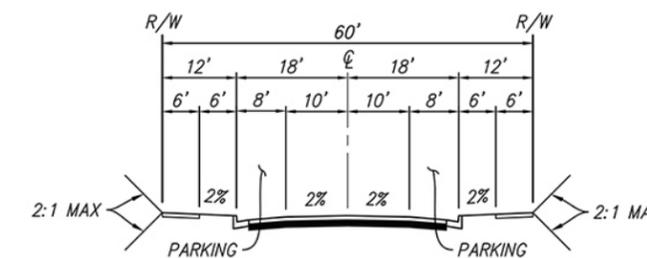
**LA CADENA DRIVE**  
 MAJOR ARTERIAL



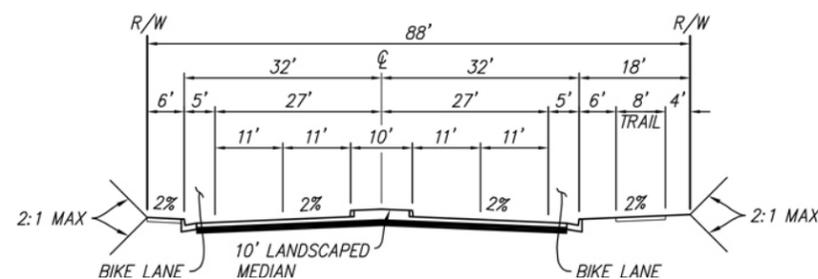
**ROQUET RANCH ROAD**  
 COLLECTOR STREET



**PELLISSIER ROAD**  
 SECONDARY ARTERIAL



**LOCAL STREET**



**ORANGE STREET**  
 SECONDARY ARTERIAL

Source(s): K&A Engineering, Inc. (01-16-2017)



Roadway classifications within the ROQUET RANCH Specific Plan Circulation Plan are in accordance with the City of Colton’s General Plan Circulation Element. Streetscape designs for these roadways are provided in Section IV, Design Guidelines. The following is a description of each of the roads as depicted on Figure II-4, *Roadway Cross-Sections*.

- ❑ **La Cadena Drive:** La Cadena Drive is a General Plan designated Major Arterial Roadway with a 96-foot right-of-way width. The street is classified as ‘Type B’, consisting of four, 12-foot travel lanes with a 28-foot wide sloped center median and two, 5-foot wide Class II bike lanes. In addition, a 7-foot, curb-adjacent landscaped parkway and 5-foot sidewalk are located on the west side of La Cadena Drive along the property’s frontage. La Cadena Drive provides regional access to the community, linking with Interstate 215 to the east, and the City of Riverside to the west and south. The ROQUET RANCH Specific Plan constructs half-width improvements along the community’s frontage.
- ❑ **Pellissier Road:** Pellissier Road is General Plan designated Secondary Arterial with an 88-foot right-of-way width. The street is classified as ‘Type C’, consisting of four, 11-foot travel lanes with a 10-foot landscaped median and two, 5-foot wide Class II bike lanes, and 6-foot wide curb-separated sidewalks on both sides of the street with a 6-foot landscaped parkway separating the curb and sidewalk. Pellissier Road provides primary access to the community from La Cadena Road to the east and Orange Street to the west.
- ❑ **Orange Street:** Orange Street is designated as a Secondary Arterial with an 88-foot right-of-way width, four, 11-foot travel lanes, and two 5-foot wide Class II bike lanes, with a 10-foot wide median, 6-foot wide curb-separated sidewalk on both sides of the street, with a 6-foot landscaped parkway separating the curb and sidewalk. Orange Street is located off-site and is contingent upon the developer of ROQUET RANCH securing access rights to the property in order to construction Orange Street. Secondary access into the community will be from Orange Street from Center Street.
- ❑ **Roquet Ranch Road:** Roquet Ranch Road is a Collector Street with a 64-foot Right-of-Way width, consisting of two 15-foot travel lanes and two 5-foot wide Class II bike lanes, a 6-foot landscaped parkways and 6-foot wide curb-separated sidewalks are located on both sides of the roadway within the right-of-way. Roquet Ranch Road provides local access to the residential and open space land uses throughout the majority of the community from Pellissier Road.
- ❑ **Local Streets:** Local Streets may be public or private roads consisting of 60-foot right-of-ways, including two, 10-foot travel lanes, two 8-foot parking lanes, and 6-foot wide curb-separated sidewalks on both sides of the street with 6-foot landscaped parkways separating the curb from the sidewalk. Local Streets provide local access and connectivity throughout the community.

## 2. NON-VEHICULAR CIRCULATION PLAN

As shown in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*, non-vehicular circulation linking the Specific Plan’s land uses is accommodated throughout the ROQUET RANCH community with an interconnected, 6-foot wide, paved sidewalk system and bike lanes within the roadway right-of-way. ROQUET RANCH also provides for an eight-foot wide, unpaved Multi-Use Trail within the Southern



California Edison easement, east of Roquet Ranch Road. These pedestrian and bicycle linkages connect each residential Planning Area with the Commercial Retail uses within Planning Area 11, and the recreational facilities located throughout the community. Additionally, existing informal trails are located within the open space Planning Areas. Access to these informal trails is provided via Hillcrest Park in Planning Area 16.



# Roquet Ranch

## PLAN COMPONENTS AND IMPLEMENTATION

SPECIFIC PLAN NO. DAP-001-228



FIGURE II-5

### CONCEPTUAL NON-VEHICULAR CIRCULATION PLAN



## **C. OPEN SPACE AND RECREATION PLAN**

### **1. OPEN SPACE AND RECREATION PLAN DESCRIPTION**

The Open Space and Recreation Plan is an important element of the ROQUET RANCH Specific Plan and is illustrated in Figure II-6, *Open Space and Recreation Plan*. Design, landscaping and other development details are addressed more fully in the project Design Guidelines in Section IV.

It should be noted that the Open Space and Recreation Plan is included here to show conceptually how recreational elements will be incorporated into the site and serve the development as a whole. Therefore, the specifications provided in this subsection may be subject to change based on the outcome of final design and engineering performed at the subdivision/implementation stage based on constraints such as topography, geology, etc. Final recreational plans are also subject to City review to assure compliance with City requirements under the Quimby Act.

The Specific Plan provides a total of 22.3 acres of recreational uses in Planning Areas 14, 16 through 19, and 199.7 acres of open space in Planning Areas 20A through 20G.

The ROQUET RANCH Specific Plan provides a variety of recreational opportunities which all residents of the community may enjoy. Rocky Glen Park, is a public community park in Planning Area 14B owned by the City of Colton and maintained through a CSA, CFD, or other financing entity and open for public use. The Lodge, is an HOA-owned and maintained recreational facility in Planning Area 14A available only to ROQUET RANCH residents. Hillcrest Park, located in Planning Area 16, is a public park that provides public trailhead to access the existing informal trails located in Planning Area 20A and throughout the La Loma Hills. The Neighborhood Parks within Planning Areas 17, 18, and 19 provide residents with recreational opportunities throughout the community. While owned and maintained by the HOA, the public Neighborhood Parks within Planning Areas 17 and 18 would be available for public use. However, the Neighborhood Park within Planning Area 19 is gated and available only to the residents of Planning Area 8.

The seven pocket parks provide localized recreational areas adjacent to the various residential areas. To provide residents with recreational opportunities in walking proximity to their homes, seven pocket parks within the residential Planning Areas are provided throughout the ROQUET RANCH community (Planning Areas 1 through 4, 6, and 8). While owned and maintained by the HOA, the seven pocket parks within ROQUET RANCH would be available for public use.

The trails and bike lane connections within the ROQUET RANCH community provide pedestrian connectivity between residential areas and the recreational uses. A potential trail connection to the Santa Ana River Trail immediately west of Rocky Glen Park in Planning Area 14B is not proposed by the Specific Plan because this connection would need to traverse land outside the Specific Plan boundary. However, in the event that the City or other entity constructs such a connection, the Specific Plan shall accommodate the connection.



Source(s): ESRI/Google Earth Aerial (05-2016), RCTLMA (2016), SB County (2016)

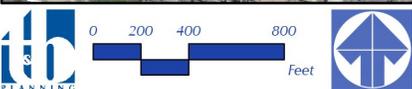


FIGURE II-6

OPEN SPACE AND RECREATION PLAN



**2. OPEN SPACE AND RECREATION PLAN DEVELOPMENT STANDARDS**

1. In accordance with the conditions of approval for parcel or tract maps, conceptual landscape plans for the respective landscape areas shall be submitted to the Development Services Department for review and approval. The plans shall include details of special treatments and buffer areas between open space and developed areas where appropriate, as well as any applicable mitigation measures involving the open space areas.
2. The Lodge, the recreational facility in Planning Area 14B, shall be owned and operated by the project's Master Homeowners Association.
3. All recreational facilities shall be landscaped as appropriate and, where necessary, irrigated in a manner that is conducive to the type of plant material and landscape setting.
4. No Class I bikeways are proposed for this project due to the topography of the site. In locations where bike paths are feasible, they shall be Class II (within road right-of-way).
5. Tot-lot play equipment, excluding swings, shall be shaded, using canvas awnings, canopies or other built shade structures.



## **D. DRAINAGE AND WATER QUALITY PLAN**

Water quality will comply with the requirements of the City of Colton and the San Bernardino County Municipal Storm Water Management Program for the Santa Ana Region. During project construction, water quality will be managed through the preparation and implementation of a Storm Water Pollution Prevention Plan, SWPPP. Post construction water quality will be managed through implementation of a Site Specific Water Quality Management Plan (WQMP).

### **1. DRAINAGE AND WATER QUALITY PLAN DESCRIPTION**

The ROQUET RANCH community is situated in the southern end of the La Loma Hills. The community is divided by a predominant ridgeline running in a north/south direction.

Drainage east of the ridgeline travels through existing residential neighborhoods into La Cadena Drive which drains southerly. This drainage re-enters the ROQUET RANCH community near Maryknoll Drive.

Drainage west of the ridgeline travels in various directions. At the northern end of the community, it runs directly to the Santa Ana River. The center of the community drains to the west into the low lying flat area where it ponds and percolates into the ground. At the southern end of the community, the drainage travels into and through the Cadena Creek Mobile Home Park and into Cadena Creek.

Cadena Creek has a tributary area that extends easterly of Interstate 215 into the hills above the City of Grand Terrace. Cadena Creek transitions into the Highgrove Channel at Orange Street, which empties into the Santa Ana River approximately 6,000 feet downstream from Orange Street. The Highgrove Channel is an existing, trapezoidal shaped, concrete lined drainage channel with a bottom width of between 25 to 30 feet and 1½ to 1 side slopes. The channel lies within a 100 foot wide right-of-way. It is an existing channel that is owned and maintained by the Riverside County Flood Control and Water Conservation District.

As shown on Figure II-7, *Conceptual Drainage and Water Quality Plan*, six water quality basins are located throughout the ROQUET RANCH community, with the two most southerly basins acting as detention basins as well. A network of drainage lines and water quality management basins are provided throughout the community to reduce storm water runoff flows. The water quality management basins are designed according to the City of Colton standards to detain and slowly release storm water to allow particles and associated pollutants to settle out.

Storm water that collects from the hillsides north of ROQUET RANCH is collected from off-site into storm drain pipes that flow under Planning Areas 14A and 14B, and discharge off-site into the historic drainage flows. Storm water that collects from the hillsides within the community is collected via a system of interceptor drains and storm drains that would convey storm water to the water quality basins located throughout the community. From the basins, clean water flows through a system of storm drain pipes and into the Cadena Creek, which is the historic location for storm water flows from the site.



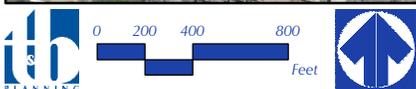
# Roquet Ranch

## PLAN COMPONENTS AND IMPLEMENTATION

SPECIFIC PLAN NO. DAP-001-228



Source(s): ESRI/Google Earth Aerial (02-2016), RCTLMA (00-16), SB County (2016)



**FIGURE II-7**  
**CONCEPTUAL DRAINAGE AND WATER QUALITY PLAN**



**2. DRAINAGE AND WATER QUALITY PLAN DEVELOPMENT STANDARDS**

1. The local on-site storm drain facilities shall be maintained by the City of Colton and shall be designed in accordance with standards and the requirements of the City.
2. Grading and drainage improvements shall conform to the California Building Code. Grading of the site shall be designed so as to protect all building pads from the 100-year storm event and to convey offsite runoff safely through the site.
3. Phasing of the Specific Plan's infrastructure facilities shall conform to Figure II-14, *Conceptual Phasing Plan*. Specifically, construction of drainage infrastructure facilities should be timed to adequately service the planning areas in each stage of development.



**E. WATER PLAN**

**1. WATER PLAN DESCRIPTION**

The ROQUET RANCH community lies within the City of Colton’s Central Pressure Zone for domestic water service. The water source for the ROQUET RANCH community will be from the existing La Loma Reservoir located approximately 0.7 miles north of the community’s northerly boundary.

As shown on Figure II-8, *Conceptual Water Plan*, ROQUET RANCH is served via an 18-inch line located in La Cadena Drive that connects the La Loma Reservoir to the site’s entry at Pellissier Road. The 18-inch line continues through ROQUET RANCH along Pellissier Road and southward in Orange Street, to a secondary connection south of the community at the intersection of Orange Street and Center Street in the City of Riverside. The 18-inch line also extends northward from Pellissier Road, part way up Roquet Ranch Road. Additional 12-inch lines run in the northern portion of Roquet Ranch Road, Street “A”, and Street “B”. A series of 8-inch water lines are provided along the local roads within each Planning Area.

In addition to water provided from the existing La Loma Reservoir, an additional 1.8 million-gallon water reservoir is located in Planning Area 20A, which connects to the 18-inch water line in Roquet Ranch Road.

**2. WATER PLAN DEVELOPMENT STANDARDS**

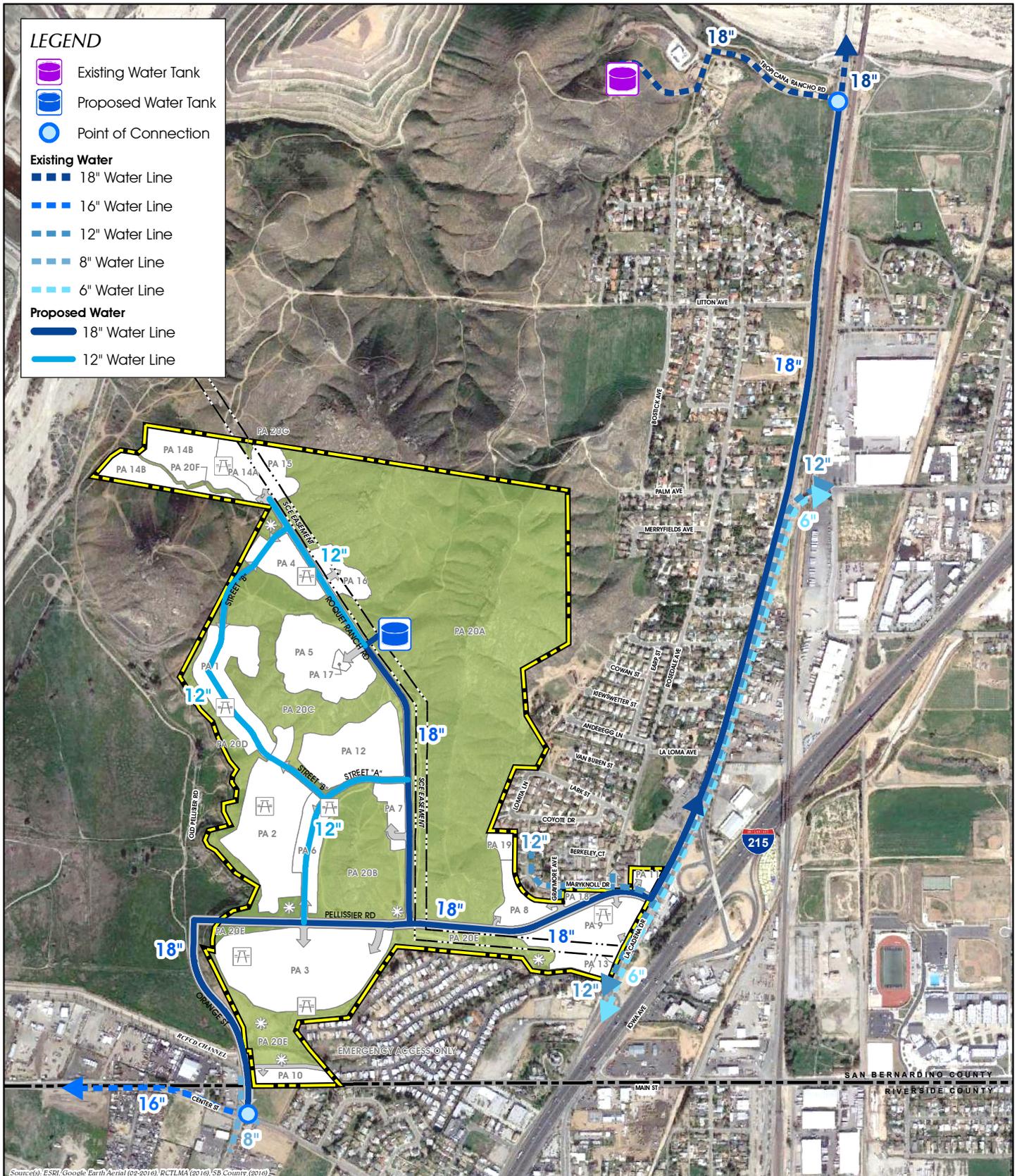
1. The water distribution system within the ROQUET RANCH community will receive water through the existing and proposed water system adjacent to and within the immediate area. The water distribution system shall be capable of providing the projected water demands and fire flows for each pressure zone, ensuring adequate domestic service to future residents.
2. All water facilities onsite shall be placed underground.
3. All water and sewer lines and facilities will be designed and installed pursuant to the requirements of the City of Colton.
4. Any water tanks constructed on the site shall be designed, as appropriate to minimize the visual impacts of such facilities.
5. Development of specific Planning Areas or implementing maps shall include construction of all water improvements necessary to serve the given site, as well as any additional on-site facilities deemed necessary by the City of Colton to ensure adequate service to the area.
6. Developer shall coordinate with the City of Colton to ensure adequate wastewater treatment capacity is available for all dwelling units constructed within the ROQUET RANCH Specific Plan.



# Roquet Ranch

## PLAN COMPONENTS AND IMPLEMENTATION

SPECIFIC PLAN NO. DAP-001-228



Sources: ESRI/Google Earth Aerial (02-2016), RCTLMA (0016), SB County (2016)

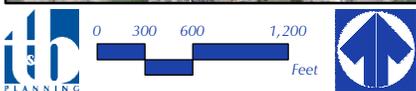


FIGURE II-8  
CONCEPTUAL WATER PLAN



**F. SEWER PLAN**

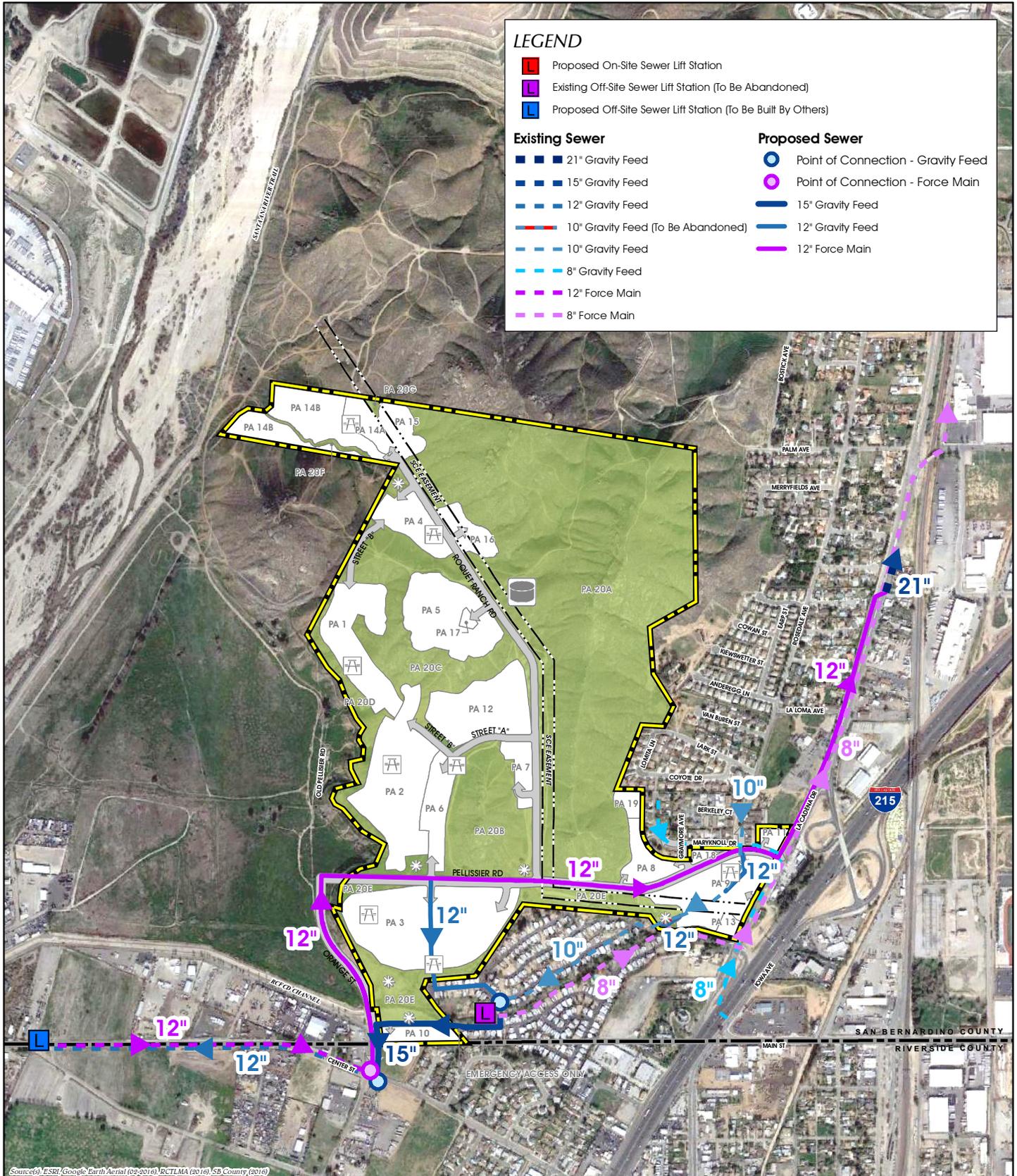
**1. SEWER PLAN DESCRIPTION**

As shown on Figure II-9, *Conceptual Off-Site Sewer Plan*, sewer service in this area of Colton is provided through a series of 8-inch, 10-inch, and 15-inch diameter gravity sewer pipelines. These pipelines converge into the La Cadena sewer lift station located within the Cadena Creek Mobile Home Park. The outflow from the lift station is pumped into an 8-inch force main which travels approximately 5,800 feet through the Mobile Home Park to La Cadena Drive, and then northerly along La Cadena Drive to a connection with a gravity sewer main near De Berry Street. From this point the sewer flows northerly approximately 1.6 miles to the Colton Water Reclamation Facility located on Rancho Avenue.

As shown on Figure II-10, *Conceptual On-Site Sewer Plan*, on-site sewer lines generally flow from the north of the community, southward to the sewer lift station south of the property. However, sewage from Planning Areas 4, 5, 14A and 14B flow northward to a sewer lift station located in Planning Area 14B. An 8-inch force main connects the sewer lift station to a gravity line in Street B, which runs southerly to the off-site sewer lift station. The gravity lines within ROQUET RANCH include a 8-inch lines within portions of Roquet Ranch Road, Street "A", Pellissier Road, and local streets, a 12-inch line within Planning Area 3, which connects to an off-site existing 10-inch gravity feed sewer line located in the existing residential neighborhood to the southeast of the community, a 12-inch gravity feed sewer line extends south from Pellissier Road through Planning Area 9 to the point of connection with an existing 10-inch gravity feed sewer line and a 15-inch line that extends from the existing residential neighborhood to the southeast, along the emergency access road between Planning Areas 10 and 20E, and extends south in Orange Street to the point of connection with an existing 12-inch gravity feed sewer line in Center Street, which is located in the City of Riverside, however, the sewer line is part of the City of Colton's sewer system.

**2. SEWER PLAN DEVELOPMENT STANDARDS**

1. All sewer lines and facilities onsite shall be placed underground.
2. All sewer lines and facilities will be designed and installed pursuant to the requirements of the City of Colton.
3. All sewer facilities constructed on the site shall be designed, as appropriate to minimize the visual impacts of such facilities.
4. Construction of sewer infrastructure facilities should be timed to adequately service the Planning Areas in each stage of development or as needed.



Sources: ESRI/Google Earth Aerial (02-2016), RCTLMA (2016), SB County (2016)

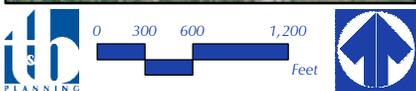


FIGURE II-9  
CONCEPTUAL OFF-SITE SEWER PLAN



# Roquet Ranch

## PLAN COMPONENTS AND IMPLEMENTATION

SPECIFIC PLAN NO. DAP-001-228



Source(s): ESRI/Google Earth Aerial (02-2016), RCTLMA (2016), SB County (2016)

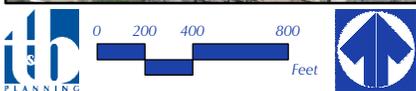


FIGURE II-10

CONCEPTUAL ON-SITE SEWER PLAN



## **G. GRADING PLAN**

### **1. GRADING PLAN DESCRIPTION**

As shown on Figure II-11, *Conceptual Grading Plan*, due to the hillside nature of the ROQUET RANCH community, the grading design for the community was given deliberate consideration to minimize the impacts to the steep hillside areas and yet provide adequate development areas. In addition, consideration was not only given to maintaining the existing drainage patterns of the property and to minimize diversions, but to also take advantage of the existing, concrete lined Highgrove Drainage Channel, to safely convey storm flows to the Santa Ana River. The grading design has dictated the development limits of most of the Planning Areas.

The grading design creates a balanced earthwork condition with an earthwork volume of approximately 1.8 million cubic yards of cut and fill material. Some controlled blasting operations are anticipated in the deeper cut areas due to the underlying granitic bedrock.

It is anticipated that grading operations will be conducted in two phases, both of which are expected to independently balance cut and fill quantities. Phase 1 of the grading operation is planned to include the southern portion of the ROQUET RANCH site, including Planning Areas 2 (a portion of), 3, 6, 7, 8, 9, 10, 11, 13, 18, and 19. Phase 2 of the grading operation is planned to include the northern portion of the ROQUET RANCH site, including Planning Areas 1, 2, (a portion of), 4, 5, 12, 14A, 14B, 15, 16, 17, and the water tank site in Planning Area 20A.

### **2. HILLSIDE ORDINANCE**

Hillside development presents both challenges and opportunities. Homebuilders typically require relatively large, flat pads to accommodate appropriately-scaled residential development. As a result, many hillside communities require large quantities of earth to be moved at the expense of hillside character to create these flat pads. At ROQUET RANCH, a more enlightened approach to grading and hillside development is realized; local streets climb with the graded pads to minimize hillside disturbance. Development is ‘stair-stepped’ into existing grades, reflecting the existing topography and hillside character, and overall pad sizes are minimized to maximize views for individual homes. Where feasible, and especially along the edge of the grading that is visible from off-site, contour grading blends the natural topography with the manufactured slopes to create a natural looking hillside.

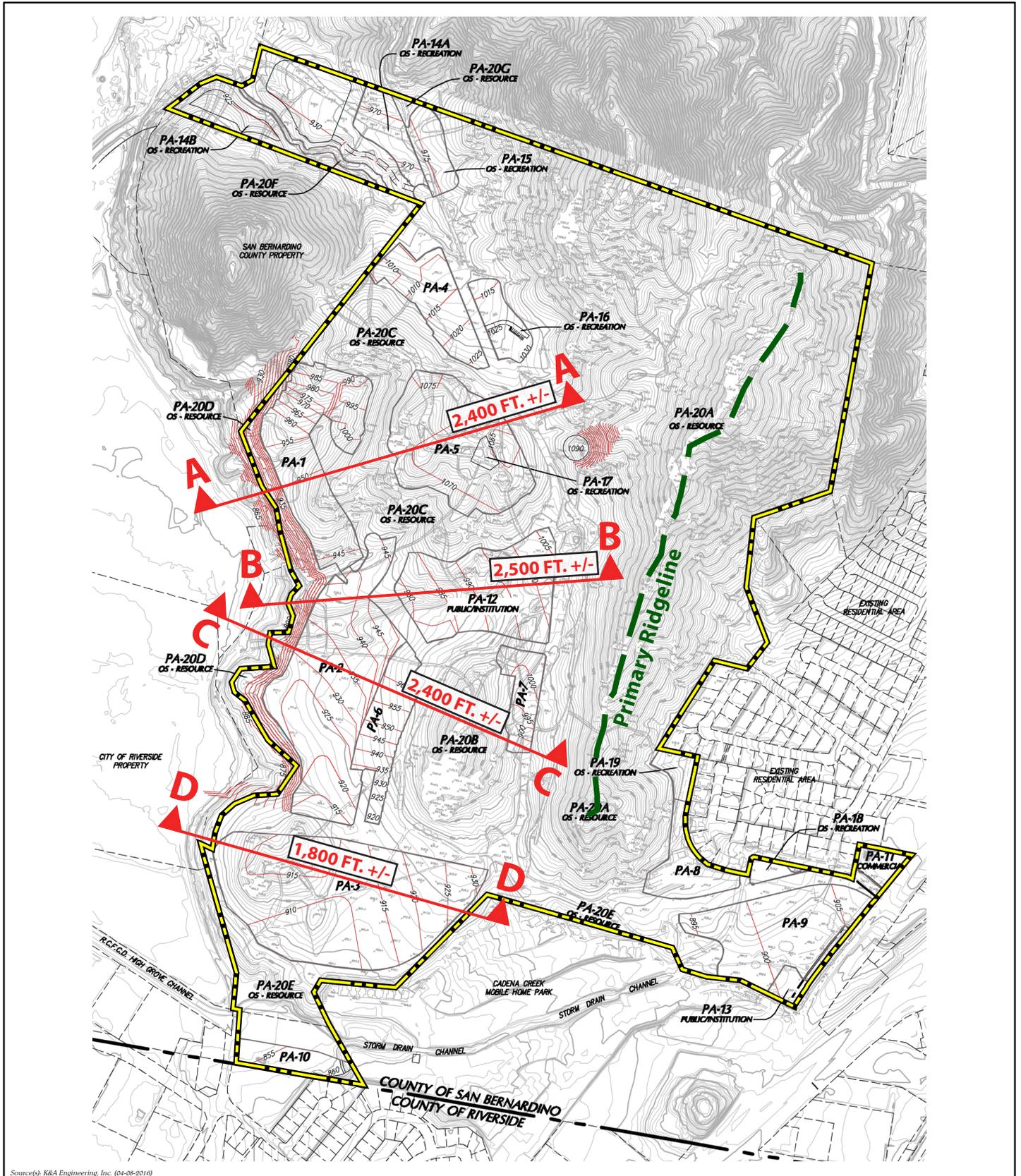
Additionally, the City of Colton has taken proactive steps to preserve the City’s scenic resources that encourage the retention and protection of the City’s natural topographic features. While ROQUET RANCH is not subject to the Hillside Standards found within the City’s Municipal Code, ROQUET RANCH implements the majority of the standards required by the City’s Hillside Standards.

As shown on Figure II-12, *Grading Cross Sections (1 of 2)*, and Figure II-13, *Grading Cross Sections (2 of 2)*, the grading of ROQUET RANCH preserves the existing hillside backdrop for the community when viewed from the west. The homes and other structures in ROQUET RANCH are set well below the ridgeline, as required by the City’s hillside standards.



# Roquet Ranch

SPECIFIC PLAN NO. DAP-001-228



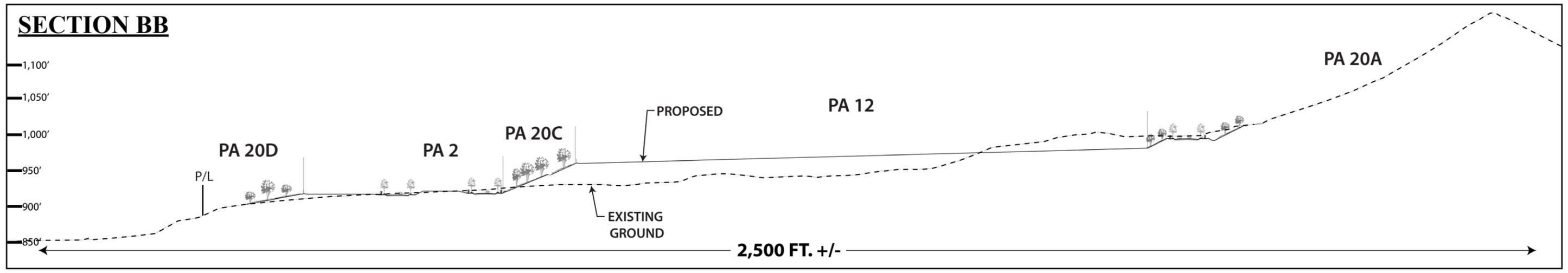
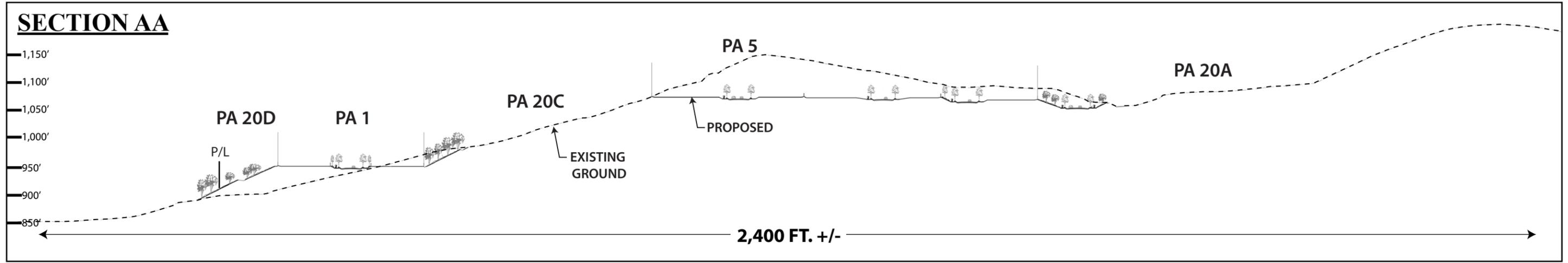
Source(s): K&A Engineering, Inc. (04-08-2016)



NOT TO SCALE



FIGURE II-11  
CONCEPTUAL GRADING PLAN



Source(s): SIA (06-16-2016)

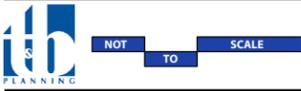
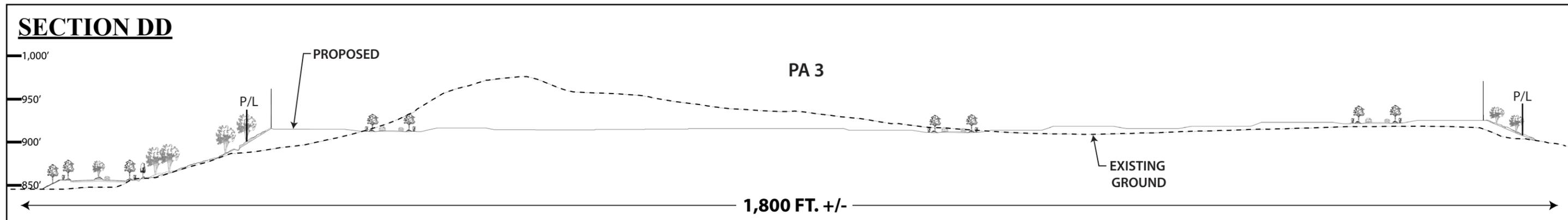
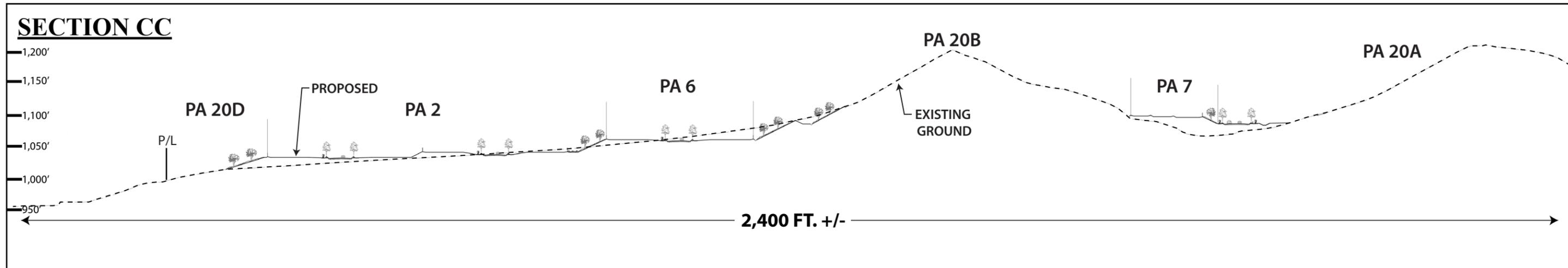


FIGURE II-12  
GRADING CROSS-SECTIONS (1 OF 2)



Source(s): SIA (06-16-2016 & 04-10-2017)



**3. GRADING PLAN DEVELOPMENT STANDARDS**

1. Contour grading and slope rounding shall be used, as appropriate, to transition manufactured slopes into a natural configuration consistent with the topography of the surrounding site.
2. The Master Grading Plan shall be used as a guideline for the preparation and evaluation of subsequent detailed grading plans for the individual development stages, which shall include the following:
  - a. Techniques to prevent and minimize erosion and sedimentation during and after the grading process.
  - b. Approximate time frames for grading activity.
  - c. Building pad and road elevations.
3. The toes and tops of all slopes higher than 10 feet shall be rounded where practical, and where drainage and slope stability permit such rounding.
4. Cut or fill slopes exceeding 100 feet in horizontal length shall be graded to meander the toe and top of slopes where practical.
5. If historic or prehistoric remains are discovered during grading operations, a qualified archaeologist shall be consulted to determine its significance and uniqueness. Grading shall be diverted until the find can be properly evaluated for significance and uniqueness, and appropriate mitigation implemented.
6. Grading within any development phase may encroach into an area of a future development phase in order to achieve earthwork balance. If such occurs, grading plans shall be prepared and grading shall be performed consistent with the overall Master Grading Plan for the project as well as the grading plan for the future development phase.
7. No structures shall be located within 50 vertical feet of the primary ridgeline of the La Loma Hills.
8. Retaining walls over 12-feet in height shall be terraced with a minimum of 5 feet between each wall segment.
9. Retaining walls inside yards between lots shall have a maximum height of 5 feet.



## **H. PHASING AND MAINTENANCE**

### **1. PHASING PLAN**

The ROQUET RANCH Specific Plan is occurring in two phases in response to market demands and a logical and orderly extension of roads, utilities and infrastructure. The proposed Phasing Plan is shown in Figure II-14, *Conceptual Phasing Plan*. A full range of public services and utilities is required for the development. On-site facilities, such as water and sewer, parks, roads, and utilities, shall be developed in conjunction with project buildout. Improvements to other services, such as fire, water treatment, law enforcement, and schools are planned and developed by the applicable governing agencies according to their own time frames and master plans.

It should be noted that this Phasing Plan is included here to conceptually show how the Specific Plan is envisioned to develop. The exact timing of implementation for any given phase may vary based on a number of factors, including market and economic demands, as well as physical constraints or timing of infrastructure improvements.

#### **a) Phase I**

Phase I generally covers the southern and eastern portions of the ROQUET RANCH community and include: residential Planning Areas 2, 3, and 6 through 10, as well as the Neighborhood Commercial area within Planning Area 11, the Fire Station Site (or residential alternative) within Planning Area 13, the Neighborhood Parks within Planning Areas 18 and 19, and a portion of the Open Space area within Planning Area 20D.

Pellissier Road, Orange Street, and Roquet Ranch Road are also constructed as part of this phase. To ensure adequate site access, Maryknoll Drive is re-aligned to connect with Graymoor Avenue and allows Pellissier Road at La Cadena Drive to be the primary access point to the ROQUET RANCH community. All required community and roadway landscaping, as well as applicable entry monumentation, (as indicated in Figure IV-11, *Conceptual Master Landscaping Plan*) are installed by the developer of the tract or area served by the associated road.

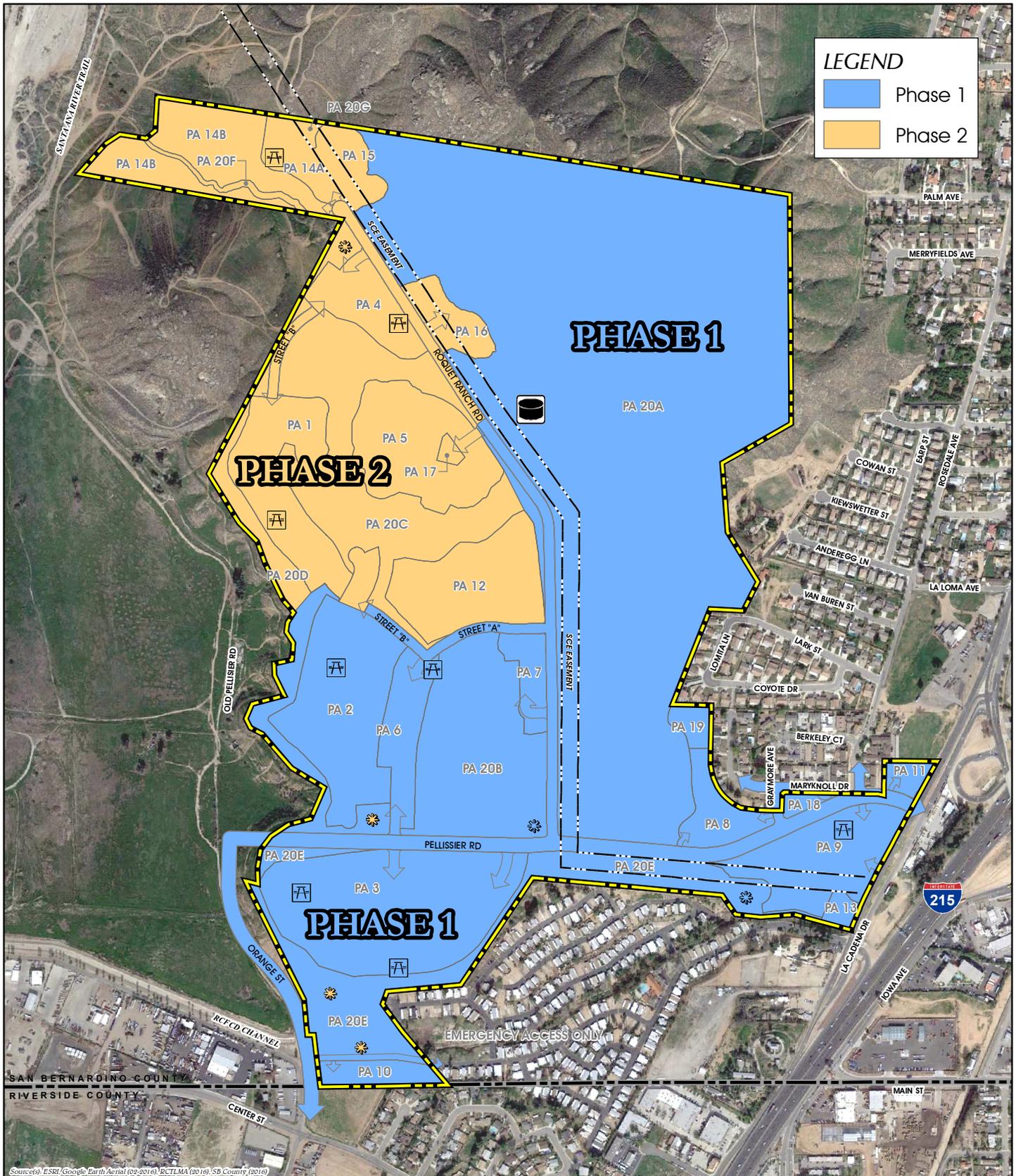
Phase 1 also includes all of the utilities necessary to service the Phase 1 Planning Areas. Drainage facilities include storm drains through Planning Areas 2, 3, and 6 through 10, an open drainage channel in Planning Area 20E, and water quality basins in Planning Areas 20B, 20D, and 20E. Water facilities in Phase 1 include the water tank located in Planning Area 20A, an off-site 18-inch water main in La Cadena Ave. that runs north from the main entry of Roquet Ranch to Tropicana Ranch Road, on-site water lines including an 18-inch line in Pellissier Road, Roquet Ranch Road, and Orange Street, and a 12-inch line in Street "A". Sewer facilities in Phase 1 include an off-site 12-inch force main in La Cadena Drive; a 12-inch force main in Pellissier Road and Orange Street; a 15-inch gravity line located in the La Cadena mobile home community to the south and through Planning Area 10; a 12-inch gravity line located in the La Cadena mobile home community to the south and through Planning Area 3; and 8-inch gravity fed lines throughout Planning Areas 2, 3, and 6 through 10.



# Roquet Ranch

## PLAN COMPONENTS AND IMPLEMENTATION

SPECIFIC PLAN NO. DAP-001-228



Source(s): ESRI/Google Earth Aerial (02-2016), RCLMA (2016), SB County (2016)

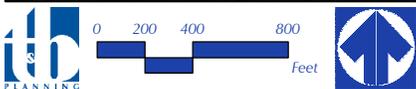


FIGURE II-14  
CONCEPTUAL PHASING PLAN



**b) Phase II**

Phase II covers development of the northern and western portion of the ROQUET RANCH community and include residential Planning Areas 1, 4, and 5, the School Site (or residential alternative) within Planning Area 12, Rocky Glen Park and The Lodge within Planning Areas 14A and 14B, the RV Storage area within Planning Area 15, Hillcrest Park within Planning Area 16, the Neighborhood Park within Planning Area 17, and a portion of Planning Area 2. The associated roads and all necessary utilities will also be constructed.

Phase 2 also includes all of the utilities necessary to service the Phase 2 Planning Areas. Drainage facilities include storm drains in Planning Areas 1, 3, 5, 12, 14A, 14B, 15, and 16, as well as a water quality basin in Planning Area 20. Water facilities in Phase 2 include a 12-inch line in Roquet Ranch Road north of the water tank to be construction as part of Phase 1, and a 12-inch line in Street “B”. Sewer facilities in Phase 2 include a sewer lift station in Planning Area 14B; an 8-inch force main from the sewer lift station, south along Roquet Ranch Road and Street “B”; and 8-inch gravity fed lines in Planning Areas 1, 3, 5, 12, 14A, 14B, 15, and 16.

**2. MAINTENANCE RESPONSIBILITIES**

**a. Maintenance Plan Description**

Successful operation of maintenance districts and associations are important in maintaining the quality of a development. It is anticipated that maintenance responsibilities for certain flood control facilities will be assumed by the San Bernardino County Flood Control District (as discussed below in Section E). Maintenance of other common project facilities and landscaping is the responsibility of either the City of Colton, the community’s Master Homeowners Association (HOA), Residential Neighborhood Association (RNA), Community Service Area (CSA) or similar public, semi-public or private maintenance organizations. Figure II-15, *Conceptual Maintenance Plan*, illustrates and summarizes the maintenance responsibilities for ROQUET RANCH.

**(a) City of Colton**

The City of Colton shall assume ownership and maintenance of the sewer facilities, water facilities, street lighting, and public roadways. Rocky Glen Park within Planning Area 14B and Hillcrest Park within Planning Area 16 (excluding the area underlying the SCE Easement) are owned by the City of Colton and maintained through a CSA, CFD, or other financing entity. Streets are designed and constructed to the standards herein and as acceptable to the City.

**(b) Master Homeowners Association**

A Master Homeowners Association (HOA) shall be formed as the common area maintenance mechanism for the site. All common areas identified in the Specific Plan shall be owned and maintained by a permanent master maintenance organization, such as the HOA. Unless otherwise arranged, the HOA shall assume ownership and maintenance responsibility for all common recreation, open space, private roads within Planning Areas 4, 8, 9, 10, 12, 14A and 15, pocket parks, Neighborhood Parks within Planning Areas 17, 18, and 19, private recreational facilities (The Lodge within Planning Area 14A), and landscape areas, including roadsides, as well as fuel modification zones and associated maintenance roads. All property owners within ROQUET RANCH shall be members of the Master HOA and shall be responsible for paying HOA dues.



**(c) Residential Neighborhood Associations (RNA) and Private Complexes**

In certain residential areas of the project, smaller Residential Neighborhood Associations may be formed to provide maintenance responsibility for common areas and facilities that benefit only residents in those neighborhoods. Private recreational areas, common open areas and private roads are types of facilities that may come under the responsibility of a neighborhood association or the management entity associated with a multi-family development. When created, property owners with the neighborhood shall be members of the appropriate RNA in addition to the Master HOA.

**(d) Open Space and Parks**

Any open space or park areas not directly associated with a CSA, a Parks and Recreation District, or a similar public agency for maintenance will be the responsibility of the Master HOA or an RNA, if applicable. Rocky Glen Park within Planning Area 14B and Hillcrest Park within Planning Area 16 (excluding area underlying SCE Easement) will be maintained by the City of Colton through a CSA, CFD, or other financing entity and are open to public use. The Lodge within Planning Area 14A and Neighborhood Park within 19 will be maintained by the HOA and is available only to ROQUET RANCH residents. The Neighborhood Parks within Planning Areas 17 and 18 will be maintained by the HOA, and are open for public use. The seven pocket parks will be owned and maintained by the HOA and are open for public use. The natural open space areas (Planning Areas 20A-G) are intended to be conveyed to a public, semi-public or private conservation organization. Following conveyance, the open space areas will be maintained by the conservation organization. If the areas are not conveyed to a conservation organization, the project HOA will own and maintain them.

**(e) Drainage Infrastructure**

The San Bernardino County Flood Control District will maintain major backbone drainage/flood control facilities (all facilities of 42 inches and larger). Drainage/flood control facilities less than 42 inches (i.e., much of the local drainage devices, inlets, catch basins, storm drains, etc., constructed in roadways and drainage easements) will be maintained by the project Master Homeowners Association (HOA) or as arranged by that entity.



# Roquet Ranch

## PLAN COMPONENTS AND IMPLEMENTATION

SPECIFIC PLAN NO. DAP-001-228

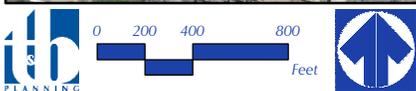
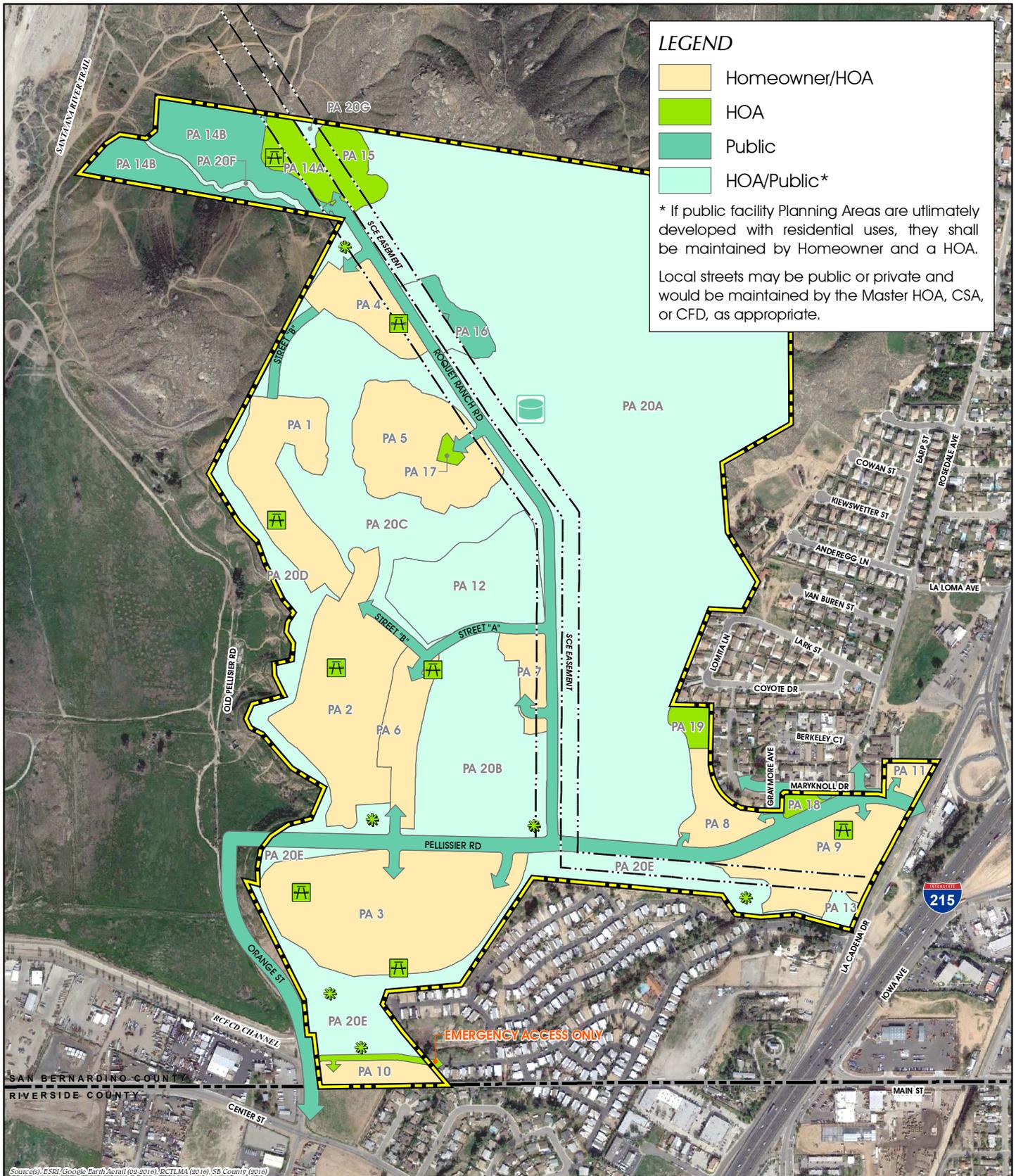


FIGURE II-15  
CONCEPTUAL MAINTENANCE PLAN



### **III. DEVELOPMENT STANDARDS**

The ROQUET RANCH Specific Plan will be adopted by Ordinance in accordance with the City of Colton Municipal Code Section 18.34.020, and functions as both a regulatory document and land use policy plan. The development regulations have been structured to augment, expand on and in some cases replace the City of Colton Municipal Code, providing specific standards for ROQUET RANCH.

This section addresses the development standards and land use policies for the housing product types (detached traditional homes, attached townhomes, and courtyard homes), commercial areas, and open space areas (recreation and resources) within ROQUET RANCH. The Design Criteria graphics presented in this section (Figure III-1 through Figure III-3) illustrate the development standards and provide information regarding the zoning requirements for each type of residence within the community.

Planning Areas within the ROQUET RANCH Specific Plan were formed on the basis of logical separate units of development. Criteria considered in this process included an assessment of the constraints within the Specific Plan boundaries, including the topography of the site, easements, and natural drainage courses. In addition, the community's relationship to off-site residential and undeveloped land uses, as well as existing and planned circulation facilities, influenced the distribution of land uses within the ROQUET RANCH community. As such, development standards and planning standards have been established for each individual Planning Area to ensure that development of individual neighborhoods is consistent with and enhances, the quality and development for the overall ROQUET RANCH community, and to ensure that development of the community respects surrounding off-site land uses.

The Planning Area graphics presented in this section (Figure III-4 through Figure III-14) are derived from the *Specific Land Use Plan* for the ROQUET RANCH community (Figure II-1). This section addresses planning standards for each Planning Area, such as, but not limited to, permitted housing product types and primary and secondary vehicular access points. The planning standards for each Planning Area also provide references to relevant graphics, including graphics that depict desired architecture and landscaping elements contained throughout this Specific Plan. A summary of the land uses and densities provided for each Planning Area within the ROQUET RANCH Specific Plan is summarized in Table II-1, *Detailed Land Use Summary*.

#### **A. RESIDENTIAL DEVELOPMENT STANDARDS**

Design of residential neighborhoods within ROQUET RANCH is an essential component of the Land Use Plan. Development criteria are provided for each product type and lot size to address setback, lot coverage, and building placement. Figure III-1 through Figure III-3 illustrates these concepts and provide information regarding the placement of each type of residence within the community. Each figure contains a detail of the typical residential product type with a corresponding table that lists specific Design Criteria for that product.

##### **1. DETACHED TRADITIONAL SINGLE FAMILY HOMES DEVELOPMENT STANDARDS**

Detached traditional single family homes are permitted within Planning Area 1 on minimum 5,000 square foot lots; within Planning Area 5 on minimum 4,000 square foot lots; within Planning Area 3 on minimum 3,400 square foot lots; and within Planning Areas 2, 6 and 7 on minimum 2,975 square foot lots. While these Planning Areas allow for traditional, front-loaded housing product types; it is expected that the



creative use of varied setbacks, single-story elements, porches, courtyards and other innovative neighborhood design techniques will create a visually interesting, pedestrian friendly street scene and a unique neighborhood character. Traditional detached homes also feature landscaped semi-private outdoor space (front yards and front porches) and private outdoor space (rear patios, rear yards) to encourage outdoor living and community interaction. Each home includes a two-car garage with a minimum 20' x 20' interior dimension. Each parking space in a two-car garage shall be a minimum of 10' x 20'. A location for trash bins shall be provided for each home, either along the side yard where feasible or within the garage of the homes. If the trash is provided for within the garage, it shall include a minimum 60 cubic feet storage area for trash receptacles that do not interfere with the garage's 20' x 20' interior dimension or vehicle parking. The minimum on-street guest parking per home is 0.25 spaces, in addition to the parking allowed on neighboring streets. Temporary canopies or porte-cocheres within the driveway or front yard are prohibited. Permanent porte-cocheres which are not integral to the home's architectural design are prohibited. Figure III-1, *Design Criteria – Detached Traditional Homes*, provides development standards and conceptual lotting illustrations for detached traditional homes provided within ROQUET RANCH.

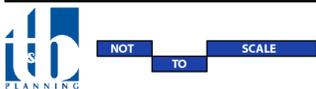
Encroachment into side yard setbacks shall not be permitted in Planning Areas 2, 6, and 7 due to the lot size. Encroachment up to 1.5' into side yard setbacks may be permitted in Planning Areas 1, 3, and 5. Table III-1, *Development Standards – Detached Traditional Single Family Homes*, provides development standards for detached traditional single family homes within ROQUET RANCH.

**Table III-1 Development Standards – Detached Traditional Single Family Homes**

| Typical Lot (Min.)             | Planning Areas<br>2, 6, & 7 | Planning<br>Area 3 | Planning<br>Area 5 | Planning<br>Area 1 |
|--------------------------------|-----------------------------|--------------------|--------------------|--------------------|
| Lot Size                       | 2,975 SF                    | 3,400 SF           | 4,000 SF           | 5,000 SF           |
| Lot Width                      | 35'                         | 40'                | 50'                | 50'                |
| Lot Depth                      | 85'                         | 85'                | 80'                | 100'               |
| <b>Lot Coverage (Max.)</b>     |                             |                    |                    |                    |
| One-Story Home                 | 70%                         | 70%                | 70%                | 70%                |
| With Porch/Covered Patio       | 80%                         | 80%                | 80%                | 80%                |
| Two-Story Home                 | 70%                         | 70%                | 70%                | 70%                |
| With Porch/Covered Patio       | 80%                         | 80%                | 80%                | 80%                |
| <b>Front Setbacks (Min.)</b>   |                             |                    |                    |                    |
| Living Area                    | 10'                         | 10'                | 10'                | 10'                |
| Garage                         | 18'                         | 18'                | 18'                | 18'                |
| Porch/Balcony/Courtyard Wall   | 8'                          | 8'                 | 8'                 | 8'                 |
| <b>Side Setbacks (Min.)</b>    |                             |                    |                    |                    |
| Street Side                    | 10'                         | 10'                | 10'                | 10'                |
| Interior Side                  | 3.5'                        | 5'                 | 5'                 | 5'                 |
| Encroachment Area <sup>1</sup> | 0'                          | 1.5'               | 1.5'               | 1.5'               |



Source(s): Kevin L. Crook Architect Inc. (07-21-2016)



### FIGURE III-1 DESIGN CRITERIA - DETACHED TRADITIONAL HOMES

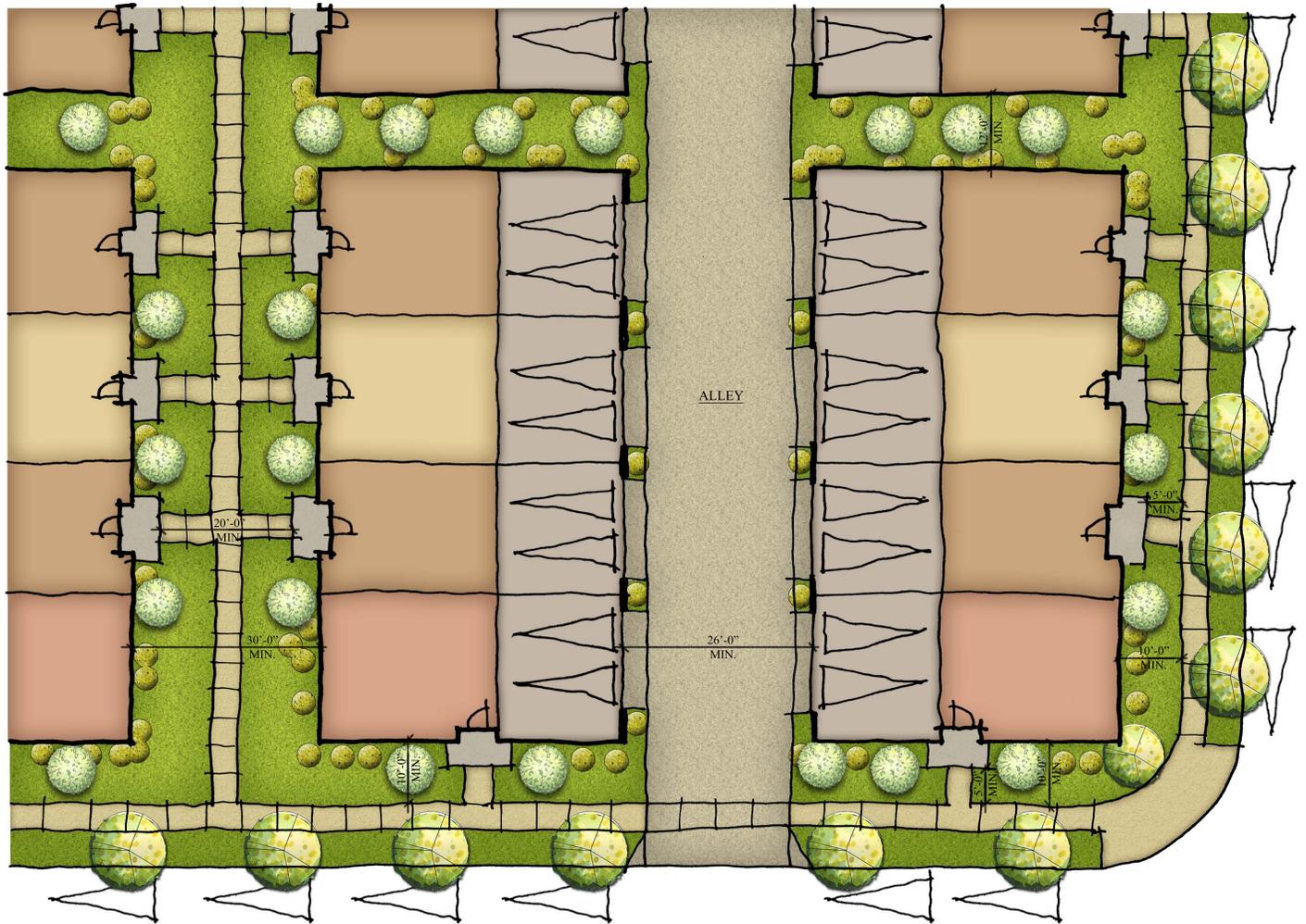


| Typical Lot (Min.)                                                                       | Planning Areas 2, 6, & 7                                                                                                                        | Planning Area 3 | Planning Area 5 | Planning Area 1 |
|------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-----------------|
| <b>Rear Setbacks (Min.)</b>                                                              |                                                                                                                                                 |                 |                 |                 |
| Living Area                                                                              | 10'                                                                                                                                             | 10'             | 10'             | 10'             |
| Porch/Covered Patio                                                                      | 5'                                                                                                                                              | 5'              | 5'              | 5'              |
| <b>Building Height (Max.)</b>                                                            | 35'                                                                                                                                             | 35'             | 35'             | 35'             |
| <b>Parking Requirement</b>                                                               | Minimum 2-Car Garage for Each Unit (10' x 20' for each space) <sup>2</sup> ,<br>Plus One Guest Space for Every Four Dwelling Units <sup>3</sup> |                 |                 |                 |
| <b>Dwelling Unit Size (Min.)</b>                                                         | 1,000 SF                                                                                                                                        | 1,000 SF        | 1,000 SF        | 1,000 SF        |
| Notes:                                                                                   |                                                                                                                                                 |                 |                 |                 |
| 1. Encroachment areas allow for eaves, and architectural features.                       |                                                                                                                                                 |                 |                 |                 |
| 2. Units with three-car garages or a two-car garage with a tandem third car are allowed. |                                                                                                                                                 |                 |                 |                 |
| 3. Guest parking spaces may be provided on-street, including neighboring streets.        |                                                                                                                                                 |                 |                 |                 |

**2. TOWNHOME DEVELOPMENT STANDARDS**

Attached townhomes are permitted within Planning Areas 8, 9 and 10. Attached townhomes are also permitted within Planning Area 12 if the school is not developed and within Planning Area 13 if the fire station is not developed. Attached townhomes in Planning Areas 4, 9, 12, and 13 shall have a maximum gross density of 16.0 du/ac. Attached townhomes in Planning Area 10 shall have a maximum gross density of 22.0 du/ac. Attached townhomes are plotted in rows, typically in groups of four (4), five (5), or six (6) attached units. Attached townhomes orient covered patios and front entrances toward public streets and common landscaped areas; garages typically are located in the rear of the structure with access from an alley or narrow drive. Locating garages at the rear of the structure reduces mass from the structure’s front elevation, which improves the street scene and pedestrian experience, and offers increased opportunities for landscaping and architectural design elements. Each home includes a two-car garage with a minimum 20’ x 20’ interior dimension. Each parking space in a two-car garage shall be a minimum of 10’ x 20’. The garage shall include a minimum 60 cubic feet storage area for trash receptacles that do not interfere with the garage’s 20’ x 20’ interior dimension or vehicle parking. The minimum on-street guest parking per home is 0.25 spaces, in addition to the parking allowed on neighboring streets. Figure III-2, *Design Criteria – Attached Townhomes*, provides development standards and conceptual lotting illustrations for attached townhomes provided within ROQUET RANCH. Table III-2, *Development Standards – Attached Townhomes*, provides development standards for attached townhomes provided within ROQUET RANCH.

To promote a visually interesting street scene, variations in residential layouts shall be provided to ensure one unit’s floor plan does not simply mirror the adjacent unit. Furthermore, long, continuous wall planes shall be avoided by providing points of visual interest at the front elevation of attached townhomes, including windows, balconies, and other decorative elements appropriate to the structure’s architectural style, as described throughout these Design Guidelines. Attached townhomes within Planning Areas 9 and 10 are provided privacy and security by grading separation, window coverings, and landscaping between streets and townhomes. Privacy will be considered when plotting townhomes and also by restricting windows from being placed directly opposite from one another.



Source(s): Kevin L. Crook Architect Inc. (07-21-2016)



NOT TO SCALE

FIGURE III-2  
DESIGN CRITERIA - ATTACHED TOWNHOMES



Table III-2 Development Standards – Attached Townhomes

|                                          |                                                                                                                                     |
|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| <b>Maximum Gross Density</b>             | 22 DU/AC                                                                                                                            |
| <b>Maximum Lot Coverage by Buildings</b> | 70%                                                                                                                                 |
| <b>Maximum Building Height</b>           | 42'                                                                                                                                 |
| <b>Minimum Front Street Setbacks</b>     |                                                                                                                                     |
| Patio/Porch                              | 5' (with a minimum depth of 6')                                                                                                     |
| Primary Structure                        | 10'                                                                                                                                 |
| Garage                                   | 2'                                                                                                                                  |
| <b>Minimum Side Street Setbacks</b>      | 10'                                                                                                                                 |
| <b>Minimum Rear Street Setback</b>       | 15'                                                                                                                                 |
| <b>Minimum Front Unit Setbacks</b>       |                                                                                                                                     |
| Patio/Porch                              | 8'                                                                                                                                  |
| Primary Structure                        | 12'                                                                                                                                 |
| Garage                                   | 12'                                                                                                                                 |
| <b>Minimum Side Unit Setbacks</b>        | 0'                                                                                                                                  |
| <b>Minimum Rear Unit Setback</b>         | 12'                                                                                                                                 |
| <b>Minimum Usable Private Open Space</b> | 80 SF per Floor/Unit (No dimension shall be less than 5')                                                                           |
| <b>Parking</b>                           | 2-Car Garage for Each Unit (10' x 20' for each space), Plus One Guest Space for Every Four Dwelling Units <sup>1</sup>              |
| <b>Minimum Parking Access (Alley)</b>    | 22'                                                                                                                                 |
| <b>Dwelling Unit Size (Min.)</b>         | 1,000 s.f.                                                                                                                          |
| Notes:                                   |                                                                                                                                     |
| 1.                                       | Guest parking spaces may be provided on-street, including neighboring streets.                                                      |
| 2.                                       | Street Setbacks are measured from the legal lot line. Unit setbacks are measured within a legal lot, between the building envelope. |

### 3. COURTYARD HOME DEVELOPMENT STANDARDS

Courtyard Homes are provided as an innovative housing alternative of Planning Area 4. Courtyard Homes in Planning Areas 12 shall have a maximum gross density of 16.0 du/ac. Courtyard Homes are plotted in clusters of up to eight detached homes arranged around a central courtyard, which provides vehicular and pedestrian access for each home. Each home includes a two-car garage with a minimum 20' x 20' interior dimension. Each parking space in a two-car garage shall be a minimum of 10' x 20'. The garage shall include a minimum 60 cubic feet storage area for trash receptacles that do not interfere with the garage's 20' x 20' interior dimension or vehicle parking. The minimum on-street guest parking per home is 0.25 spaces, in addition to the parking allowed on neighboring streets.

Courtyard Homes may be developed on either individual parcels for each home, or as condominiums that are comprised of a single cluster or multiple clusters on a single parcel. In the event that Courtyard Homes are developed as condominiums, the front of the lot shall be the side from which the courtyard takes access from the roadway and the side and rear setbacks shall not apply. Building separation will govern the separation of structures within each individual cluster lot.

Figure III-3, *Design Criteria – Courtyard Homes*, provides development standards and conceptual lotting illustrations for Courtyard Homes provided within ROQUET RANCH.



Source(s): Kevin L. Crook Architect Inc. (07-21-2016)



NOT TO SCALE

FIGURE III-3

DESIGN CRITERIA - COURTYARD HOMES



Table III-3, *Development Standards – Courtyard Homes*, provides development standards for Courtyard Homes provided within ROQUET RANCH.

**Table III-3 Development Standards – Courtyard Homes**

|                                                                                   |                                                                                                                        |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| Minimum Lot Size                                                                  | 2,250 SF                                                                                                               |
| Minimum Drive Aisle Width                                                         | 20'                                                                                                                    |
| Maximum Lot Coverage by Building                                                  | 70%                                                                                                                    |
| Maximum Building Height                                                           | 35'                                                                                                                    |
| Minimum Setback to Collector Road                                                 | 5' <sup>1</sup>                                                                                                        |
| Minimum Setback to Drive Aisle                                                    | 5' <sup>2</sup>                                                                                                        |
| Minimum Side Yard Setback                                                         | 5' <sup>1</sup>                                                                                                        |
| Minimum Rear Yard Setback                                                         | 10'                                                                                                                    |
| Minimum Building Separation                                                       | 10'                                                                                                                    |
| Minimum Usable Private Open Space                                                 | 80 SF per Floor/Unit (No dimension shall be less than 5')                                                              |
| Parking Requirement                                                               | 2-Car Garage for Each Unit (10' x 20' for each space), Plus One Guest Space for Every Four Dwelling Units <sup>3</sup> |
| Dwelling Unit Size (Min.)                                                         | 1,000 s.f.                                                                                                             |
| Notes:                                                                            |                                                                                                                        |
| 1. 2' Architectural encroachment allowed                                          |                                                                                                                        |
| 2. No driveway shall be between 5' and 18' deep                                   |                                                                                                                        |
| 3. Guest parking spaces may be provided on-street, including neighboring streets. |                                                                                                                        |

**4. PERMITTED AND CONDITIONALLY PERMITTED USES IN RESIDENTIAL PLANNING AREAS**

Permitted and conditionally permitted uses in Planning Areas 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 (12 and 13 if residential) are shown in Table III-4, *Permitted Uses – Low, Medium, and High Density Residential*.

**Table III-4 Permitted Uses – Low, Medium, and High Density Residential**

| Use                                  | Permitted (P)/Conditionally Permitted (C)/Not Permitted (N) |           |                 |
|--------------------------------------|-------------------------------------------------------------|-----------|-----------------|
|                                      | Detached Traditional Single Family                          | Townhomes | Courtyard Homes |
| Assisted Living Facilities           | N                                                           | N         | N               |
| Boarding, Lodging, or Rooming Houses | C                                                           | N         | N               |
| Day Care Center Child or Adult       | C                                                           | C         | C               |
| Dwelling – Compact Lots Subdivision  | P                                                           | P         | P               |
| Dwelling – Single-Family             | P                                                           | P         | P               |
| Dwelling – Two-Family                | N                                                           | P         | P               |
| Dwelling – Multiple-Family           | N                                                           | P         | P               |
| Dwelling – Second Unit               | P                                                           | P         | N               |



| Use                                                                     | Permitted (P)/Conditionally Permitted (C)/Not Permitted (N) |           |                 |
|-------------------------------------------------------------------------|-------------------------------------------------------------|-----------|-----------------|
|                                                                         | Detached Traditional Single Family                          | Townhomes | Courtyard Homes |
| Dwellings – Cluster Development                                         | P                                                           | P         | P               |
| Dwelling – Group                                                        | N                                                           | N         | N               |
| Educational Institution                                                 | C                                                           | C         | C               |
| Family Day Care Home – Small                                            | P                                                           | P         | P               |
| Home Occupation                                                         | P                                                           | P         | P               |
| Manufactured Home                                                       | N                                                           | N         | N               |
| Mobile Park Home                                                        | N                                                           | N         | N               |
| Office Ancillary to Multi-Family/Model Home                             | P                                                           | P         | P               |
| Plant Nursery (grown in containers only)                                | N                                                           | N         | N               |
| Religious Assembly                                                      | C                                                           | C         | C               |
| Residential or Group Care Facility – Small (serving 6 or fewer persons) | P                                                           | P         | P               |
| Residential or Group Care Facility – Small (serving 7 or more persons)  | C                                                           | C         | C               |
| Utility Distribution Facilities                                         | C                                                           | C         | C               |

**B. COMMERCIAL DEVELOPMENT STANDARDS**

Design of commercial areas within ROQUET RANCH are an essential component of the Land Use Plan. Criteria are provided to address setback, building height, and building placement for commercial areas. Table III-5, *Development Standards – Commercial*, provides development standards for commercial areas provided within ROQUET RANCH. Additional Design Guidelines for Planning Area 11 can be found in Section IV, *Design Guidelines*.

**Table III-5 Development Standards – Commercial**

|                              |                    |
|------------------------------|--------------------|
| Minimum Lot Width            | 80 feet            |
| Minimum Lot Depth            | 100 feet           |
| Minimum Front Setback        | 25 feet            |
| Minimum Side Setbacks        | 15 feet            |
| Minimum Rear Setback         | 10 feet            |
| Separation Between Buildings | 6 feet             |
| Maximum Building Height      | 1 story or 20 feet |
| Maximum Sign Height          | 45 feet            |

Permitted and conditionally permitted uses in Planning Area 11 are shown in Table III-6, *Permitted Uses – Commercial*.



**Table III-6 Permitted Uses – Commercial**

| Use                                             | Permitted (P)/Conditionally Permitted (C) |
|-------------------------------------------------|-------------------------------------------|
| Administrative/Professional Services            | P                                         |
| Alcoholic Beverage Sales - On- or Off-Site      | C                                         |
| Antique Shops                                   | P                                         |
| Assembly Uses                                   | C                                         |
| Business Support Services                       | P                                         |
| Community Recreation                            | P                                         |
| Convenience Sales and Service                   | P                                         |
| Cultural Institutions                           | P                                         |
| Dance, Martial Arts or Yoga Studio              | P                                         |
| Day Care Center Child or Adult                  | C                                         |
| Dwelling—Live/Work                              | P                                         |
| Eating/Drinking Establishments                  | P                                         |
| Eating/Drinking Establishments—Drive-Thru       | C                                         |
| Educational Institutions and Vocational Schools | C                                         |
| Entertainment Facilities                        | C                                         |
| Family Day Care Home, Large                     | C                                         |
| Family Day Care Home, Small                     | P                                         |
| Farmers Market                                  | P                                         |
| Florist                                         | P                                         |
| Home Occupations                                | P                                         |
| Instructional Services                          | C                                         |
| Laundry services—Light                          | P                                         |
| Library Services                                | C                                         |
| Medical/Dental/Optical Services                 | P                                         |
| Personal Services                               | P                                         |
| Plant Nursery (grown in containers only)        | P                                         |
| Postal Services                                 | P                                         |
| Recycling Facilities—Small Collection           | P                                         |
| Recycling Facilities—Reverse Vending Machines   | P                                         |
| Resale/Secondhand Stores                        | C                                         |
| Retail Sales—Indoors                            | P                                         |
| Therapeutic Services                            | P                                         |
| Transportation Facilities—Public                | C                                         |
| Utility Distribution Facilities                 | P                                         |
| 24-hour Retail or Restaurant Operations         | C                                         |

**C. OPEN SPACE (RECREATION AND RESOURCES) DEVELOPMENT STANDARDS**

Design of open space areas within ROQUET RANCH is an essential component of the Land Use Plan. Specific criteria are provided for open space areas to address setbacks, building height, and landscaping. Some permitted uses in open space recreation areas within ROQUET RANCH include passive recreation areas (public and private), public parks, recreational activity fields, and trails (public and private). Permitted uses in open space resource areas within ROQUET RANCH include, but are not limited to basins for groundwater recharge, utility corridors, flood control facilities, flood plains, habitat conservation areas, nature preserves,



and permanent open space. Setbacks are required to be at least equivalent to those required in the zone that adjoins open space areas at the front, side, or rear or is located across a public street from the open space area. Setbacks where the open space area adjoins or faces more than one zone, the zone regulations prescribing the greater setback shall govern. Setbacks where the side or rear property lines of an open space area adjoins a residential area, a six-foot solid wall or fence may be required along the side or rear property lines. Building height shall not exceed three stories or forty-five (45) feet. Landscaping is required where full depth of all required setback areas adjoins a street; except where the adjacent zone requires a greater setback, then the greater setback shall apply. Landscaping is required where any other setback of ten (10) feet or less adjoins a street. All graded areas shall be irrigated and landscaped or re-planted with native vegetation. Table III-7, *Development Standards – Open Space (Recreation and Resources)*, provides development standards for open space areas provided within ROQUET RANCH. Additional Design Guidelines for Planning Areas 14A, 14B, 16, 17, 18, 19, and 20A – 20G can be found in Section IV, *Design Guidelines*.

**Table III-7 Development Standards – Open Space (Recreation and Resources)**

|                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Setbacks        | At least equivalent to those required in the zone that adjoins open space areas at the front, side, or rear or is located across a public street from the open space area. Setbacks where the open space area adjoins or faces more than one zone, the zone regulations prescribing the greater setback shall govern. Setbacks where the side or rear property lines of an open space area adjoins a residential area, a six-foot solid wall or fence may be required along the side or rear property lines. |
| Building Height | Three stories, not exceeding forty-five feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Landscaping     | The full depth of all required setback areas adjoining a street, except where the adjacent zone requires a greater setback, the greater setback shall apply;<br>Any other setback of ten feet or less adjoining a street.                                                                                                                                                                                                                                                                                    |

Permitted and conditionally permitted uses in Planning Areas 14A, 14B, 16, 17, 18, 19, and 20A – 20G are shown in Table III-8, *Permitted Uses – Open Space (Recreation and Resources)*.

**Table III-8 Permitted Uses – Open Space (Recreation and Resources)**

| Use                             | Permitted (P)/Conditionally Permitted (C)/Not Permitted (N) |               |
|---------------------------------|-------------------------------------------------------------|---------------|
|                                 | O-S Recreation                                              | O-S Resources |
| Basins for Groundwater Recharge | N                                                           | P             |
| Cemeteries                      | N                                                           | C             |
| Dog Parks                       | P                                                           | P             |
| Equestrian Uses                 | C                                                           | C             |
| Flood Control Facilities        | N                                                           | P             |
| Flood Plains                    | N                                                           | P             |
| Habitat Conservation Areas      | N                                                           | P             |
| Passive Recreation Areas        | P                                                           | C             |
| Permanent Open Space            | N                                                           | P             |
| Public Utility Easements        | P                                                           | P             |
| Private Recreation Facilities   | C                                                           | N             |
| Recreation Activity Fields      | P                                                           | C             |



|                              |   |   |
|------------------------------|---|---|
| Recreational Vehicle Storage | P | P |
| Trails (public or private)   | P | C |

**D. PUBLIC/INSTITUTION DEVELOPMENT STANDARDS**

Design of Public/Institution areas within ROQUET RANCH is an essential component of the Land Use Plan. Specific criteria are provided for Public/Institution areas to address site size, setbacks, building height, landscaping, and maximum intensity. Table III-9, *Development Standards – Public/Institution*, provides development standards for Public/Institution areas provided within ROQUET RANCH.

**Table III-9 Development Standards – Public/Institution**

|                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site Size         | Sites are to be large enough to accommodate the proposed use and shall be as specified as part of Architectural and Site Plan Review.                                                                                                                                                                                                                                                                                                                                                                                    |
| Setbacks          | Front, side and rear yards are to be equivalent or greater than those required in the district that adjoins the site at the front, side or rear, or is located across a public street from the site. Where the site adjoins or faces more than one district, the district regulations providing the greater setback govern. Note that where the side or rear property lines of a site adjoins a Residential District, a six-foot solid masonry steel reinforced wall may be required at the side or rear property lines. |
| Building Height   | Three and one-half stories, not exceeding fifty feet, subject to the following exceptions:                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                   | 1. Where the site is bounded on all sides by a district with a greater permitted height, the maximum height shall be no greater than ten feet above that permitted by the surrounding district;                                                                                                                                                                                                                                                                                                                          |
|                   | 2. Where the site is bounded by more than one district, and all of the bounding districts permit a greater height, the maximum building height shall be equivalent to the abutting district permitting the next greatest height;                                                                                                                                                                                                                                                                                         |
|                   | 3. Where the site is surrounded by nonresidential districts, a height of up to six stories, to a maximum of eighty-four feet, may be permitted by the Design Review Committee.                                                                                                                                                                                                                                                                                                                                           |
|                   | 4. Where the site is surrounded by residential district the maximum height shall be no greater than adjacent/abutting district for in the first forty feet setback and increased by ten feet every twenty feet setback from the forty feet setback requirement not exceeding fifty feet.                                                                                                                                                                                                                                 |
| Landscaping       | The full depth of all required setback areas adjoining a street.                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Maximum Intensity | 0.5 to 2.0 Floor Area Ratio (FAR)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

Permitted and conditionally permitted uses in Planning Areas 12, 13, and 15 are shown in Table III-10, Permitted Uses – Public/Institution.



**Table III-10 Permitted Uses – Public/Institution**

| <b>Use</b>                                                                                                                                                                                                                                      | <b>Permitted (P)</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Community Recreation                                                                                                                                                                                                                            | P                    |
| Fire Stations                                                                                                                                                                                                                                   | P                    |
| Parks                                                                                                                                                                                                                                           | P                    |
| Public Safety Facilities (Police and Fire Stations)                                                                                                                                                                                             | P                    |
| Public Schools                                                                                                                                                                                                                                  | P                    |
| Recreational Vehicle Storage                                                                                                                                                                                                                    | P                    |
| Trails (public)                                                                                                                                                                                                                                 | P                    |
| All facilities, including buildings and grounds, owned by the City, County, State of California, the United States government, a school district, library district, water district, sanitary district, or other type of public service district | P                    |
| Incidental and accessory structures and uses located on the same site with and necessary for the operation of a permitted use                                                                                                                   | P                    |



**E. PLANNING AREA DEVELOPMENT STANDARDS**

**1. PLANNING AREA 1: LOW DENSITY RESIDENTIAL**

**a) DESCRIPTION**

As shown on Figure III-4, *Planning Area 1*, Planning Area 1 is designated for Low Density Residential land uses and is planned for development of 65 traditional, detached single-family homes on 10.0 acres at a density of 6.5 dwelling units per acre (du/ac), on minimum 5,000 square foot (s.f.) lots. The Low Density Residential designation of this Planning Area permits a density range of 2.1 to 8.0 du/ac.

Vehicular access to Planning Area 1 is provided from Street “B” via local roads. Pedestrian access is provided via sidewalks adjacent to Street “B” and local roads. Nearby recreational amenities include Rocky Glen Park and The Lodge located within Planning Areas 14A and 14B, the Hillcrest Park within Planning Area 16, and the Pocket Park located within Planning Area 1.

Additional standards relating to architecture and landscaping are provided below.

**b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Area 1 shall comply with Development Standards for Detached Traditional Homes, located in Section III.A.1.

**c) PLANNING STANDARDS**

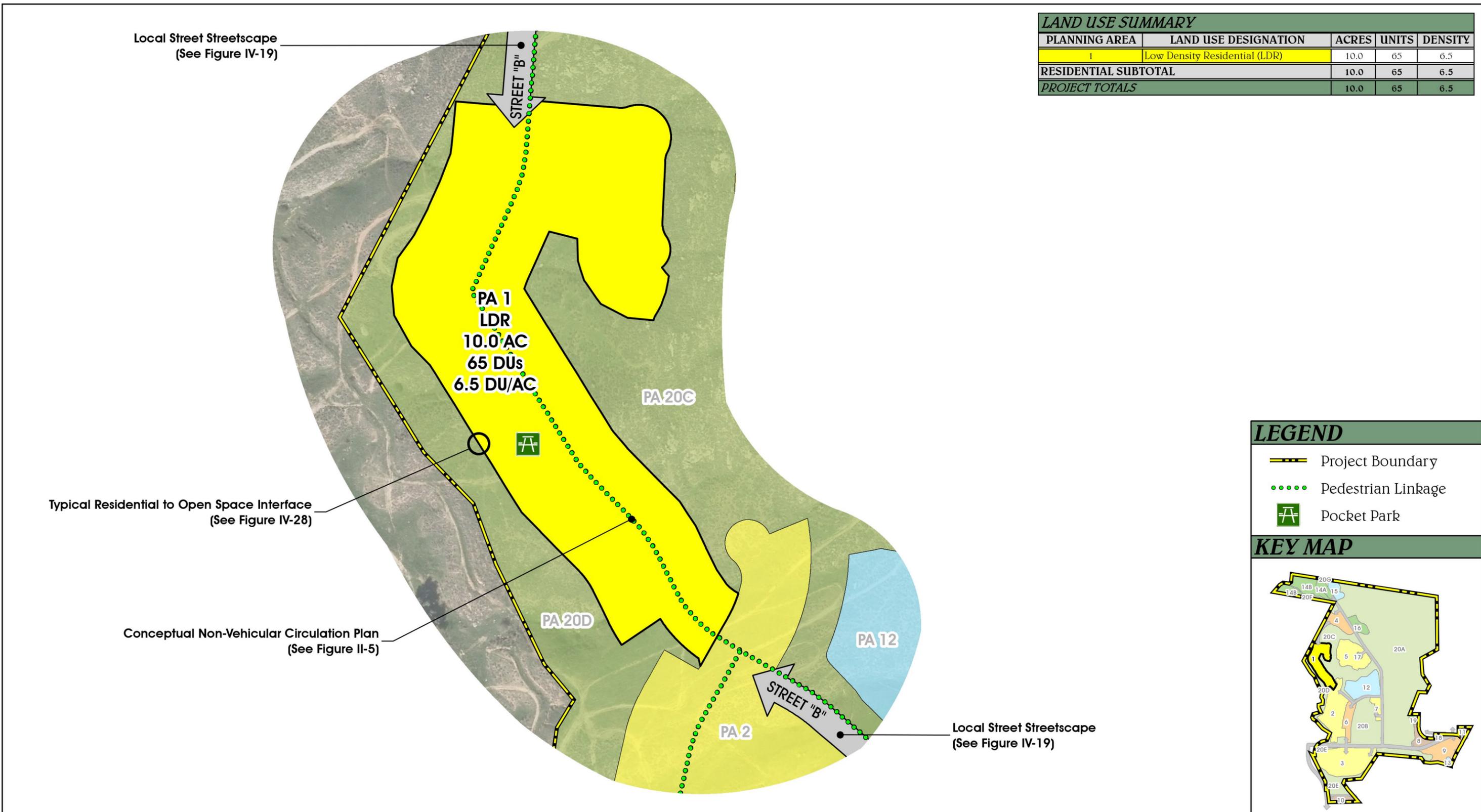
1. Site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-1, *Design Criteria – Detached Traditional Homes*.
2. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
3. Roadway landscape treatments, as shown in Figure IV-19, *Local Street Streetscape*, shall be provided along local roads.
4. Neighborhood entrance monumentation, as conceptually depicted in Figure IV-13, *Neighborhood Entry Monument*, shall be provided at key access points to this neighborhood, as shown in Figure III-4, *Planning Area 1*.
5. A landscaped transition shall be provided between the residential land uses in Planning Area 1 and the adjacent open space, as shown in Figure IV-28, *Typical Residential to Open Space Interface*.
6. Pedestrian pathways within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
7. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
8. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
9. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:



II.A Land Use Plan  
II.B Circulation Plan  
II.C Open Space and Recreation Plan  
II.D Drainage and Water Quality Plan

II.E Water Plan  
II.F Sewer Plan  
II.G Grading Plan  
II.H Implementation

| LAND USE SUMMARY     |                               |       |       |         |
|----------------------|-------------------------------|-------|-------|---------|
| PLANNING AREA        | LAND USE DESIGNATION          | ACRES | UNITS | DENSITY |
| 1                    | Low Density Residential (LDR) | 10.0  | 65    | 6.5     |
| RESIDENTIAL SUBTOTAL |                               | 10.0  | 65    | 6.5     |
| PROJECT TOTALS       |                               | 10.0  | 65    | 6.5     |



**LEGEND**

-  Project Boundary
-  Pedestrian Linkage
-  Pocket Park

**KEY MAP**





## **2. PLANNING AREA 2: LOW DENSITY RESIDENTIAL**

### **a) DESCRIPTION**

As shown on Figure III-5, *Planning Areas 2 & 6*, Planning Area 2 is designated for Low Density Residential land uses and is planned for development of 121 detached single-family homes on 15.4 acres at a density of 7.9 du/ac, on minimum 2,975 s.f. lots. The Low Density Residential designation of this Planning Area permits a density range of 2.1 to 8.0 du/ac.

Vehicular access to Planning Area 2 is provided from Pellissier Road, Street “A”, and Street “B” via local roads. Pedestrian access is provided via sidewalks adjacent to Pellissier Road, Street “A”, and Street “B” and local roads. Nearby recreational amenities include Rocky Glen Park and The Lodge in Planning Areas 14A and 14B and a Pocket Park within Planning Area 2.

Additional standards relating to architecture and landscaping are provided below.

### **b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Area 2 shall comply with Development Standards for Detached Traditional Homes, located in Section III.A.1.

### **c) PLANNING STANDARDS**

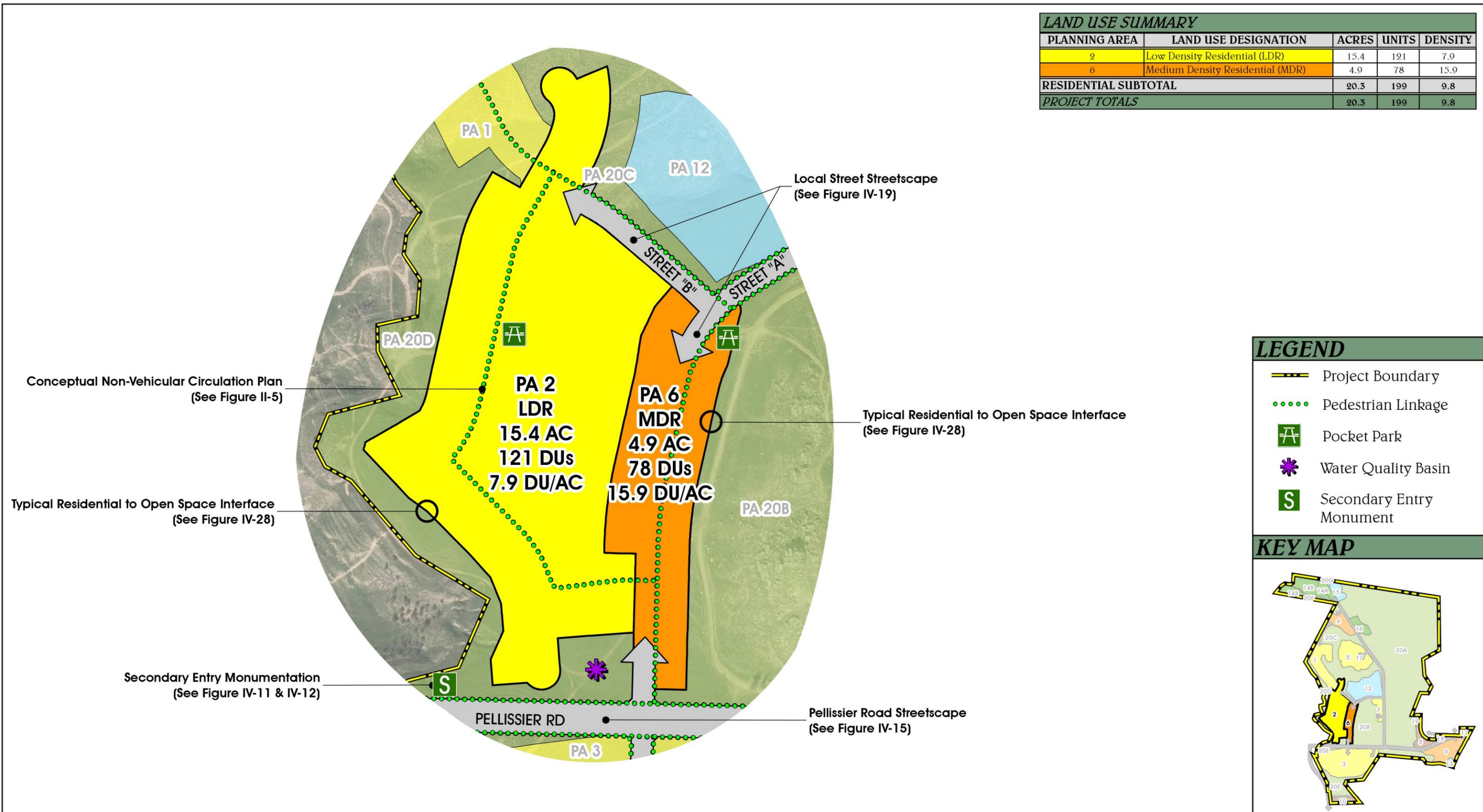
1. Site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-1, *Design Criteria – Detached Traditional Homes*.
2. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
3. Roadway landscape treatments, as shown in Figure IV-15, *Pellissier Road Streetscape*, shall be provided along Pellissier Road.
4. Roadway landscape treatments, as shown in Figure IV-19, *Local Street Streetscape*, shall be provided along local roads.
5. Neighborhood entrance monumentation, as conceptually depicted in Figure IV-13, *Neighborhood Entry Monument*, shall be provided at key access points to this neighborhood, as shown in Figure III-5, *Planning Areas 2 & 6*.
6. Manufactured slopes adjacent to the residential land uses in Planning Area 2 and the adjacent open space shall be planted with manufactured slope plants, as shown in Figure IV-28, *Typical Residential to Open Space Interface*.
7. Pedestrian pathways within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
8. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
9. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
10. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:



II.A Land Use Plan  
II.B Circulation Plan  
II.C Open Space and Recreation Plan  
II.D Drainage and Water Quality Plan

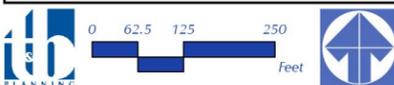
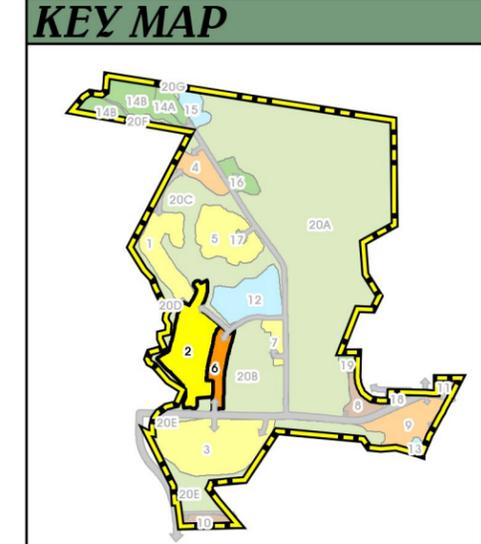
II.E Water Plan  
II.F Sewer Plan  
II.G Grading Plan  
II.H Implementation

| LAND USE SUMMARY            |                                  |             |            |            |
|-----------------------------|----------------------------------|-------------|------------|------------|
| PLANNING AREA               | LAND USE DESIGNATION             | ACRES       | UNITS      | DENSITY    |
| 2                           | Low Density Residential (LDR)    | 15.4        | 121        | 7.9        |
| 6                           | Medium Density Residential (MDR) | 4.9         | 78         | 15.9       |
| <b>RESIDENTIAL SUBTOTAL</b> |                                  | <b>20.3</b> | <b>199</b> | <b>9.8</b> |
| <b>PROJECT TOTALS</b>       |                                  | <b>20.3</b> | <b>199</b> | <b>9.8</b> |



**LEGEND**

- Project Boundary
- Pedestrian Linkage
- Pocket Park
- Water Quality Basin
- Secondary Entry Monument



**FIGURE III-5**  
**PLANNING AREAS 2 & 6**



### **3. PLANNING AREA 3: LOW DENSITY RESIDENTIAL**

#### **a) DESCRIPTION**

As shown on Figure III-6, *Planning Area 3*, Planning Area 3 is designated for Low Density Residential land uses and is planned for development of 169 traditional, detached single-family homes on 21.2 acres at a density of 8.0 du/ac, on minimum 3,400 s.f. lots. The Low Density Residential designation of this Planning Area permits a density range of 2.1 to 8.0 du/ac.

Vehicular access to Planning Area 3 is provided from Pellissier Road via local roads. Pedestrian Access is provided via sidewalks and trails adjacent to Pellissier Road and local roads. Nearby recreational amenities include the two pocket parks within Planning Area 3, Rocky Glen Park and The Lodge in Planning Areas 14A and 14B, Hillcrest Park located in Planning Area 16, a Pocket Park within Planning Area 3, and trails along Pellissier Road.

Additional standards relating to architecture and landscaping are provided below.

#### **b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Area 3 shall comply with Development Standards for Detached Traditional Homes, located in Section III.A.1.

#### **c) PLANNING STANDARDS**

1. Site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-1, *Design Criteria – Detached Traditional Homes*.
2. Natural landform will be preserved to the extent feasible through contour grading practices.
3. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
4. Roadway landscape treatments, as shown in Figure IV-15, *Pellissier Road Streetscape*, shall be provided along Pellissier Road.
5. Roadway landscape treatments, as shown in Figure IV-19, *Local Street Streetscape*, shall be provided along local roads.
6. Neighborhood entrance monumentation, as conceptually depicted in Figure IV-13, *Neighborhood Entry Monument*, shall be provided at key access points to this neighborhood, as shown in Figure III-6, *Planning Area 3*.
7. A landscaped transition shall be provided between the residential land uses in Planning Area 3 and the adjacent open space, as shown in Figure IV-28, *Typical Residential to Open Space Interface*.
8. Pedestrian pathways within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
9. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
10. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.



11. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:

II.A Land Use Plan

II.B Circulation Plan

II.C Open Space and Recreation Plan

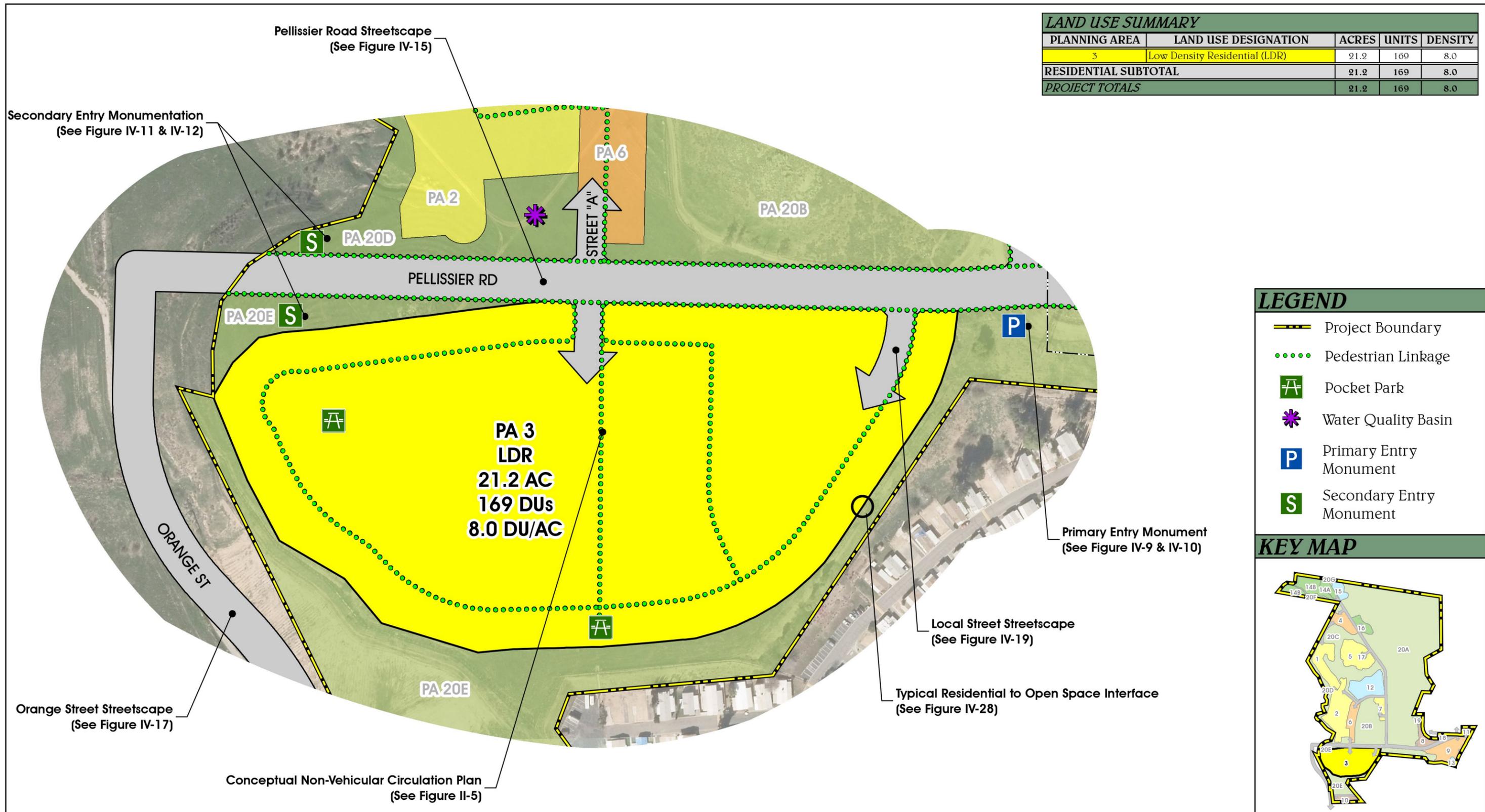
II.D Drainage and Water Quality Plan

II.E Water Plan

II.F Sewer Plan

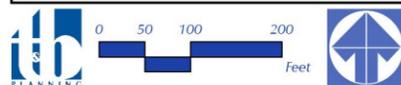
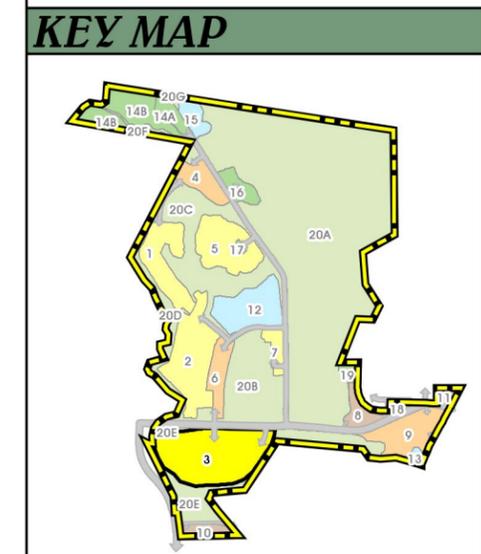
II.G Grading Plan

II.H Implementation



| LAND USE SUMMARY            |                               |             |            |            |
|-----------------------------|-------------------------------|-------------|------------|------------|
| PLANNING AREA               | LAND USE DESIGNATION          | ACRES       | UNITS      | DENSITY    |
| 3                           | Low Density Residential (LDR) | 21.2        | 169        | 8.0        |
| <b>RESIDENTIAL SUBTOTAL</b> |                               | <b>21.2</b> | <b>169</b> | <b>8.0</b> |
| <b>PROJECT TOTALS</b>       |                               | <b>21.2</b> | <b>169</b> | <b>8.0</b> |

- LEGEND**
-  Project Boundary
  -  Pedestrian Linkage
  -  Pocket Park
  -  Water Quality Basin
  -  Primary Entry Monument
  -  Secondary Entry Monument



**FIGURE III-6**  
**PLANNING AREA 3**



#### **4. PLANNING AREA 4: MEDIUM DENSITY RESIDENTIAL**

##### **a) DESCRIPTION**

As shown on Figure III-7, *Planning Areas 4 & 16*, Planning Area 4 is designated for Medium Density Residential land uses and is planned for development of 78 Courtyard homes on 4.9 acres at a density of 15.9 du/ac. The Medium Density Residential designation of this Planning Area permits a density range of 8.1 to 16.0 du/ac. Roadways within Planning Area 4 are private and will be owned and maintained by the HOA.

Vehicular access to Planning Area 4 is provided from Roquet Ranch Road and Street “B” via local roads. Pedestrian access is provided via sidewalks adjacent to Roquet Ranch Road, Street “B” and local roads. Recreational amenities within close walking distance include Rocky Glen Park and The Lodge in Planning Areas 14A and 14B, Hillcrest Park in Planning Area 16, and a Pocket Park located within Planning Area 4.

Additional standards relating to architecture and landscaping are provided below.

##### **b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Area 4 shall comply with Development Standards for Courtyard Homes, located in Section III.A.3.

##### **c) PLANNING STANDARDS**

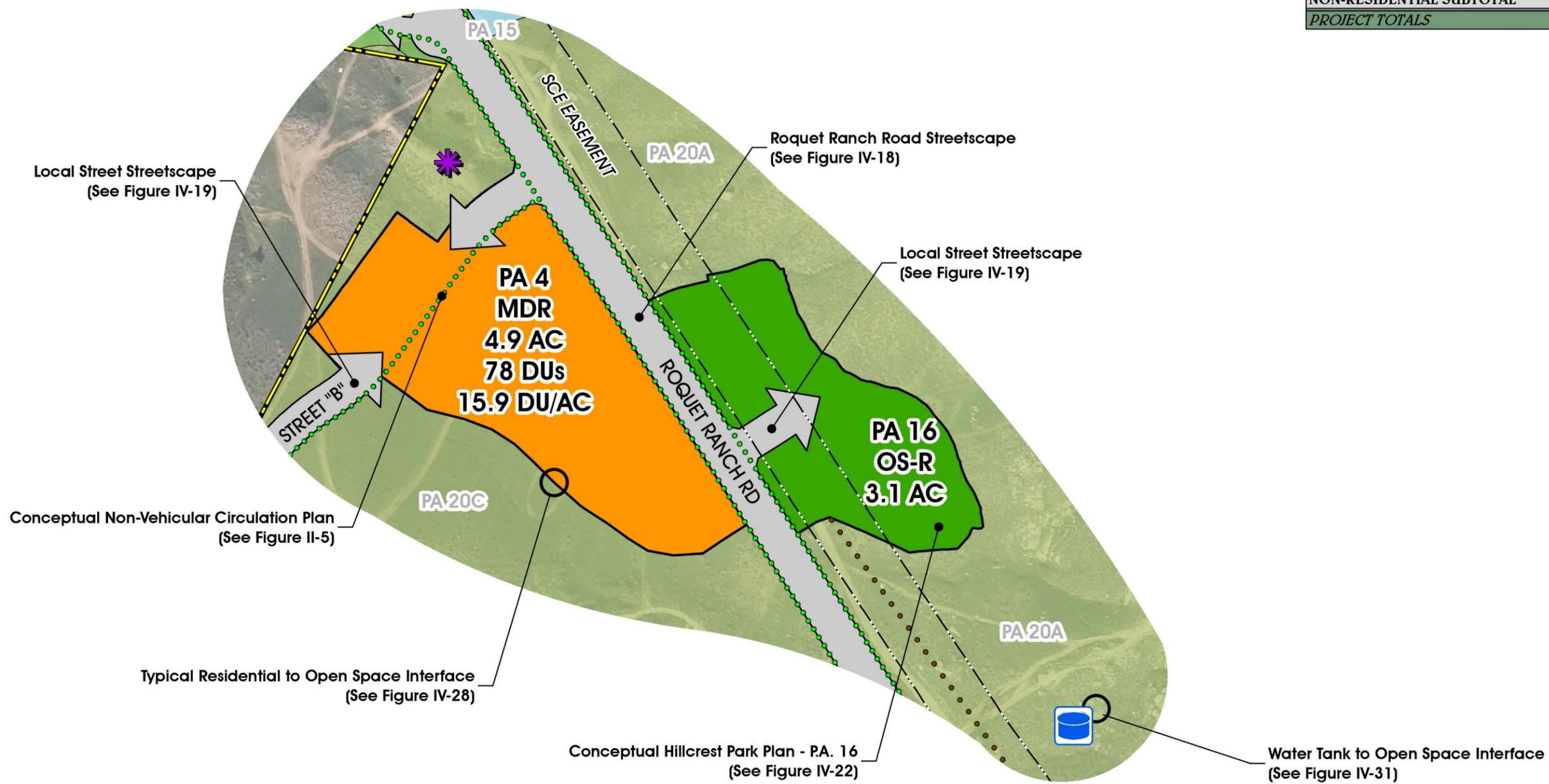
1. Site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-3, *Design Criteria – Courtyard Homes*.
2. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
3. Roadway landscape treatments, as shown in Figure IV-18, *Roquet Ranch Road Streetscape*, shall be provided along Roquet Ranch Road.
4. Roadway landscape treatments, as shown in Figure IV-19, *Local Street Streetscape*, shall be provided along local roads.
5. Neighborhood entrance monumentation, as conceptually depicted in Figure IV-13, *Neighborhood Entry Monument*, shall be provided at key access points to this neighborhood, as shown in Figure III-7, *Planning Areas 4 & 16*.
6. A landscaped transition shall be provided between the residential land uses in Planning Area 4 and the adjacent open space, as shown in Figure IV-28, *Typical Residential to Open Space Interface*.
7. Pedestrian pathways within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
8. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
9. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
10. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:



- II.A Land Use Plan
- II.B Circulation Plan
- II.C Open Space and Recreation Plan
- II.D Drainage and Water Quality Plan

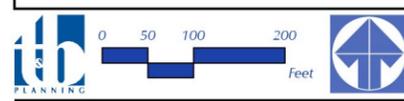
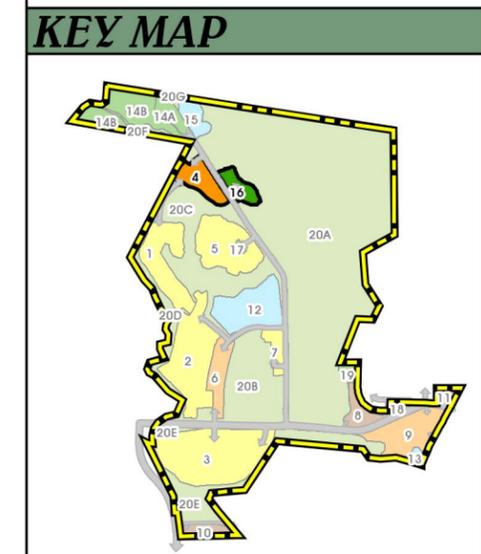
- II.E Water Plan
- II.F Sewer Plan
- II.G Grading Plan
- II.H Implementation

| LAND USE SUMMARY                |                                  |            |           |             |
|---------------------------------|----------------------------------|------------|-----------|-------------|
| PLANNING AREA                   | LAND USE DESIGNATION             | ACRES      | UNITS     | DENSITY     |
| 4                               | Medium Density Residential (MDR) | 4.9        | 78        | 15.9        |
| <b>RESIDENTIAL SUBTOTAL</b>     |                                  | <b>4.9</b> | <b>78</b> | <b>15.9</b> |
| 16                              | Open Space - Recreation (Parb)   | 3.1        | -         | -           |
| <b>NON-RESIDENTIAL SUBTOTAL</b> |                                  | <b>3.1</b> | <b>-</b>  | <b>-</b>    |
| <b>PROJECT TOTALS</b>           |                                  | <b>8</b>   | <b>78</b> | <b>9.8</b>  |



### LEGEND

-  Project Boundary
-  Pedestrian Linkage
-  Multi-Purpose Trail
-  SCE Easement
-  Water Quality Basin
-  Potable Water Storage Tank



**FIGURE III-7**  
**PLANNING AREAS 4 & 16**



## 5. PLANNING AREA 5: LOW DENSITY RESIDENTIAL

### a) DESCRIPTION

As shown on Figure III-8, *Planning Areas 5 & 17*, Planning Area 5 is designated for Low Density Residential land uses and is planned for development of 75 traditional, detached single-family homes on 11.0 acres at a density of 6.8 du/ac, on minimum 4,000 s.f. lots. The Low Density Residential designation of this Planning Area permits a density range of 2.1 to 8.0 du/ac.

Vehicular access to Planning Area 5 is provided from Roquet Ranch Road via local roads. Pedestrian Access is provided via sidewalks and trails adjacent to Roquet Ranch Road and local roads. Nearby recreational amenities include Rocky Glen Park and The Lodge in Planning Areas 14A and 14B, Hillcrest Park in Planning Area 16 and the Neighborhood Park (PA 17) in Planning Area 5.

Additional standards relating to architecture and landscaping are provided below.

### b) LAND USE AND DEVELOPMENT STANDARDS

Planning Area 5 shall comply with Development Standards for Detached Traditional Homes, located in Section III.A.1.

### c) PLANNING STANDARDS

1. Site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-1, *Design Criteria – Detached Traditional Homes*.
2. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
3. Roadway landscape treatments, as shown in Figure IV-18, *Roquet Ranch Road Streetscape*, shall be provided along Roquet Ranch Road.
4. Roadway landscape treatments, as shown in Figure IV-19, *Local Street Streetscape*, shall be provided along local roads.
5. Neighborhood entrance monumentation, as conceptually depicted in Figure IV-13, *Neighborhood Entry Monument*, shall be provided at key access points to this neighborhood, as shown in Figure III-8, *Planning Areas 5 & 17*.
6. A landscaped transition shall be provided between the residential land uses in Planning Area 5 and the adjacent open space in Planning Area 20C, as shown in Figure IV-28, *Typical Residential to Open Space Interface*.
7. A landscaped transition shall be provided between the residential land uses in Planning Area 5 and the Neighborhood Park in Planning Area 17, as shown in Figure IV-29, *Typical Residential to Neighborhood Park Interface*.
8. Pedestrian pathways within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
9. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
10. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.



11. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:

II.A Land Use Plan

II.B Circulation Plan

II.C Open Space and Recreation Plan

II.D Drainage and Water Quality Plan

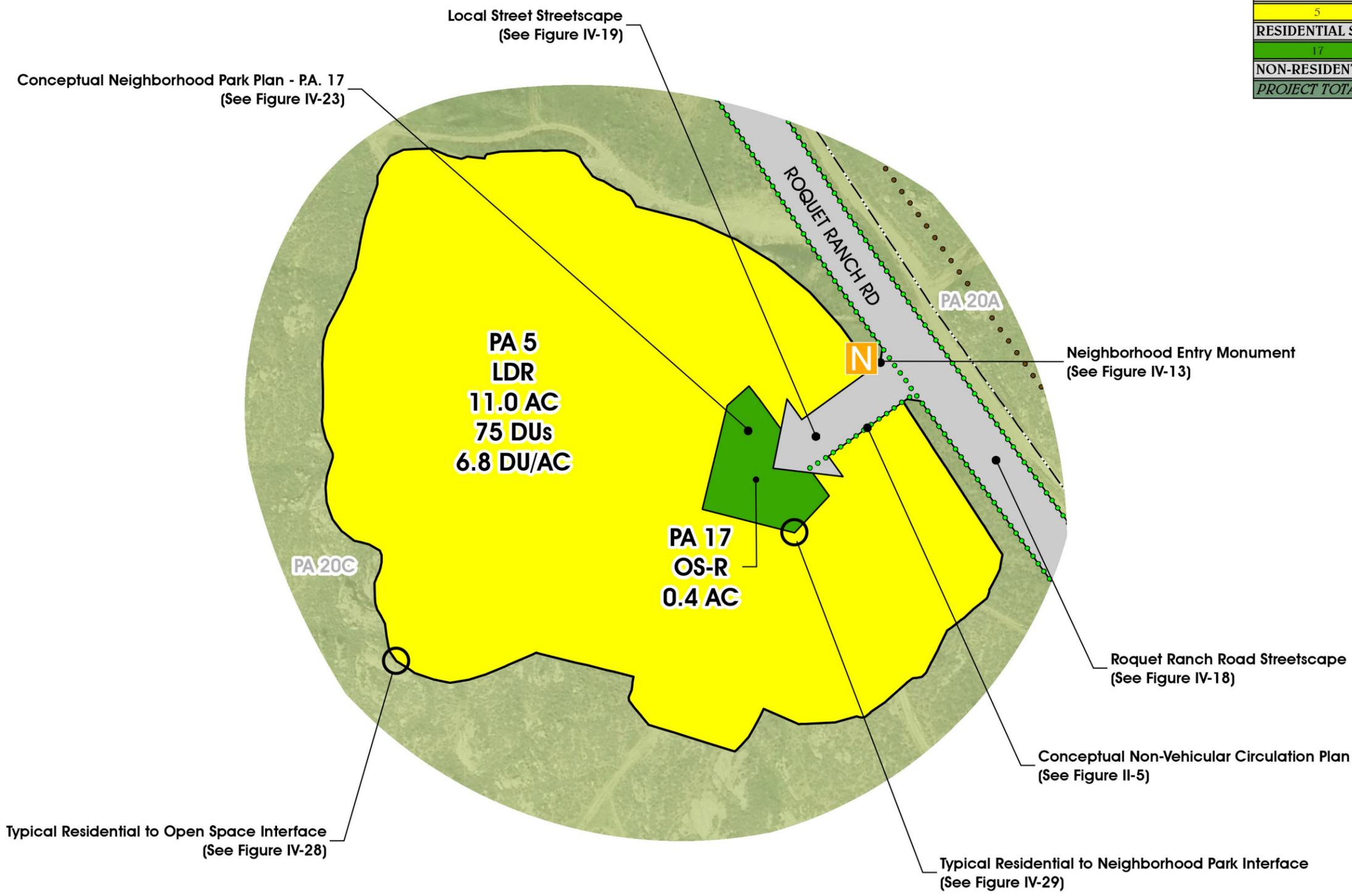
II.E Water Plan

II.F Sewer Plan

II.G Grading Plan

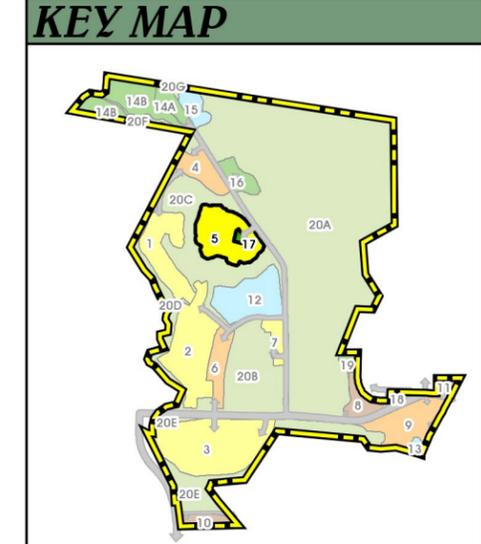
II.H Implementation

| LAND USE SUMMARY                |                               |             |           |            |
|---------------------------------|-------------------------------|-------------|-----------|------------|
| PLANNING AREA                   | LAND USE DESIGNATION          | ACRES       | UNITS     | DENSITY    |
| 5                               | Low Density Residential (LDR) | 11          | 75        | 6.8        |
| <b>RESIDENTIAL SUBTOTAL</b>     |                               | <b>11</b>   | <b>75</b> | <b>6.8</b> |
| 17                              | Open Space-Recreation (Park)  | 0.4         | -         | -          |
| <b>NON-RESIDENTIAL SUBTOTAL</b> |                               | <b>0.4</b>  | <b>-</b>  | <b>-</b>   |
| <b>PROJECT TOTALS</b>           |                               | <b>11.4</b> | <b>75</b> | <b>6.6</b> |



### LEGEND

- Pedestrian Linkage
- Multi-Purpose Trail
- SCE Easement
- Neighborhood Entry Monument



**FIGURE III-8**  
**PLANNING AREAS 5 & 17**



## 6. PLANNING AREA 6: MEDIUM DENSITY RESIDENTIAL

### a) DESCRIPTION

As shown on Figure III-5, *Planning Areas 2 & 6*, Planning Area 6 is designated for Medium Density Residential land uses and is planned for development of 78 traditional, detached single-family homes on 4.9 acres at a density of 15.9 du/ac, on minimum 2,975 s.f. lots. The Medium Density Residential designation of this Planning Area permits a density range of 8.1 to 16.0 du/ac.

Vehicular access to Planning Area 6 is provided from Pellissier Road, Street “A” and Street “B” via local roads. Pedestrian access is provided via sidewalks and trails adjacent to Pellissier Road, Street “A”, Street “B” and local roads. Nearby recreational amenities include Rocky Glen Park and The Lodge in Planning Areas 14A and 14B, and the Pocket Parks within Planning Areas 2 and 6.

Additional standards relating to architecture and landscaping are provided below.

### b) LAND USE AND DEVELOPMENT STANDARDS

Planning Area 6 shall comply with Development Standards for Detached Traditional Homes, located in Section III.A.1.

### c) PLANNING STANDARDS

1. Site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-1, *Design Criteria – Detached Traditional Homes*.
2. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
3. Roadway landscape treatments, as shown in Figure IV-15, *Pellissier Road Streetscape*, shall be provided along Pellissier Road.
4. Roadway landscape treatments, as shown in Figure IV-19, *Local Street Streetscape*, shall be provided along local roads.
5. Neighborhood entrance monumentation, as conceptually depicted in Figure IV-13, *Neighborhood Entry Monument*, shall be provided at key access points to this neighborhood, as shown in Figure III-5, *Planning Areas 2 & 6*.
6. A landscaped transition shall be provided between the residential land uses in Planning Area 6 and adjacent open space, as shown in Figure IV-28, *Typical Residential to Open Space Interface*.
7. Pedestrian pathways within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
8. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
9. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
10. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:



II.A Land Use Plan  
II.B Circulation Plan  
II.C Open Space and Recreation Plan  
II.D Drainage and Water Quality Plan

II.E Water Plan  
II.F Sewer Plan  
II.G Grading Plan  
II.H Implementation



## **7. PLANNING AREA 7: LOW DENSITY RESIDENTIAL**

### **a) DESCRIPTION**

As shown on Figure III-9, *Planning Areas 7 & 12*, Planning Area 7 is designated for Low Density Residential land uses and is planned for development of 20 traditional, detached single-family homes on 2.6 acres at a density of 7.7 du/ac, on minimum 2,975 s.f. lots. The Low Density Residential designation of this Planning Area permits a density range of 2.1 to 8.0 du/ac.

Vehicular access to Planning Area 7 is provided from Roquet Ranch Road via local roads. Pedestrian access is provided via sidewalks and trails adjacent to Roquet Ranch Road and local roads. Nearby recreational amenities include Rocky Glen Park within Planning Area 14 and Pocket Park within Planning Area 6.

Additional standards relating to architecture and landscaping are provided below.

### **b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Area 7 shall comply with Development Standards for Detached Traditional Homes, located in Section III.A.1.

### **c) PLANNING STANDARDS**

1. Site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-1, *Design Criteria – Detached Traditional Homes*.
2. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
3. Roadway landscape treatments, as shown in Figure IV-18, *Roquet Ranch Road Streetscape*, shall be provided along Roquet Ranch Road.
4. Roadway landscape treatments, as shown in Figure IV-19, *Local Street Streetscape*, shall be provided along local roads.
5. Neighborhood entrance monumentation, as conceptually depicted in Figure IV-13, *Neighborhood Entry Monument*, shall be provided at key access points to this neighborhood, as shown in Figure III-9, *Planning Areas 7 & 12*.
6. A landscaped transition shall be provided between the residential land uses in Planning Area 7 and adjacent open space, as shown in Figure IV-28, *Typical Residential to Open Space Interface*.
7. Pedestrian pathways within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
8. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
9. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
10. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:

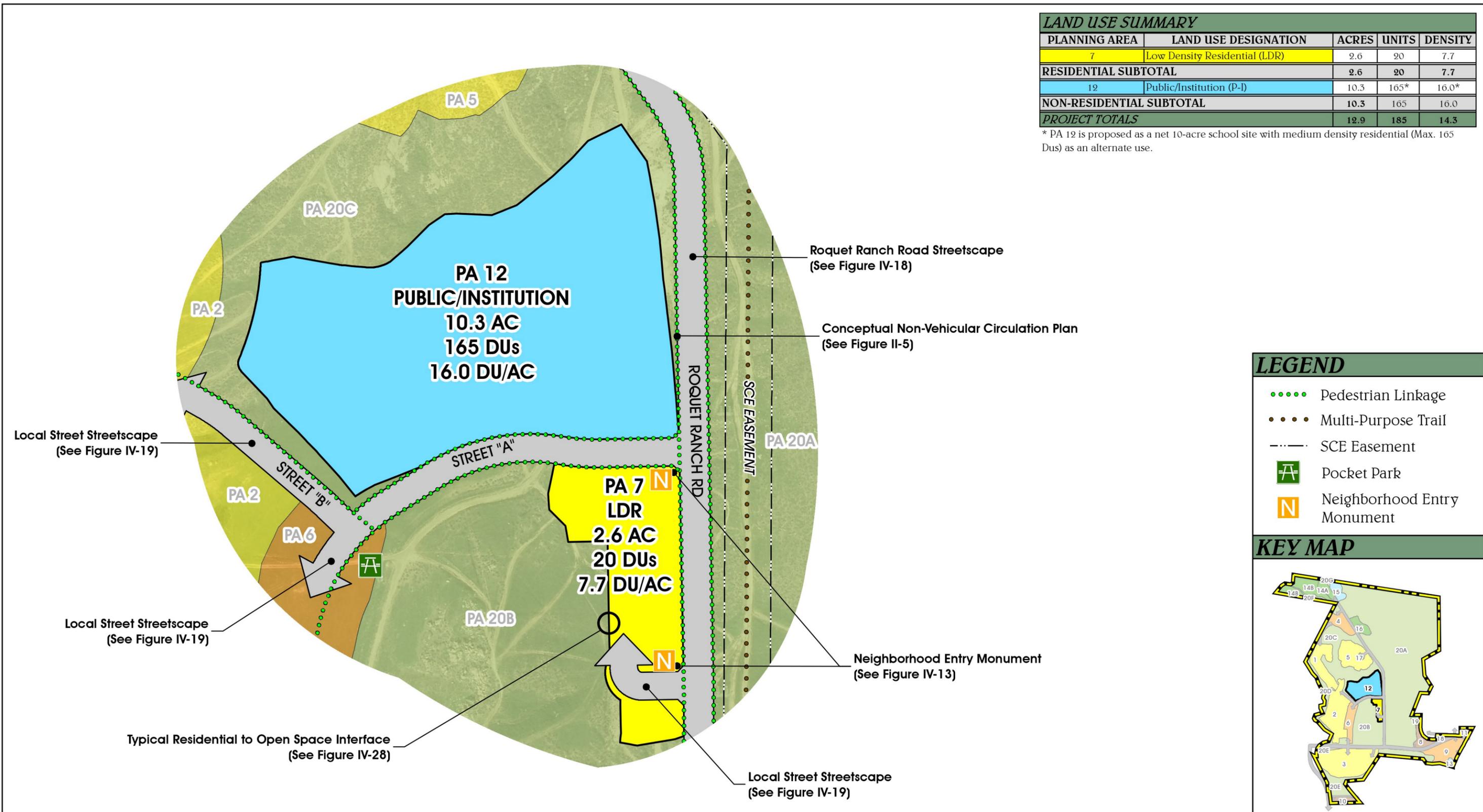


II.A Land Use Plan  
II.B Circulation Plan  
II.C Open Space and Recreation Plan  
II.D Drainage and Water Quality Plan

II.E Water Plan  
II.F Sewer Plan  
II.G Grading Plan  
II.H Implementation

| LAND USE SUMMARY                |                               |             |            |             |
|---------------------------------|-------------------------------|-------------|------------|-------------|
| PLANNING AREA                   | LAND USE DESIGNATION          | ACRES       | UNITS      | DENSITY     |
| 7                               | Low Density Residential (LDR) | 2.6         | 20         | 7.7         |
| <b>RESIDENTIAL SUBTOTAL</b>     |                               | <b>2.6</b>  | <b>20</b>  | <b>7.7</b>  |
| 12                              | Public/Institution (P-I)      | 10.3        | 165*       | 16.0*       |
| <b>NON-RESIDENTIAL SUBTOTAL</b> |                               | <b>10.3</b> | <b>165</b> | <b>16.0</b> |
| <b>PROJECT TOTALS</b>           |                               | <b>12.9</b> | <b>185</b> | <b>14.3</b> |

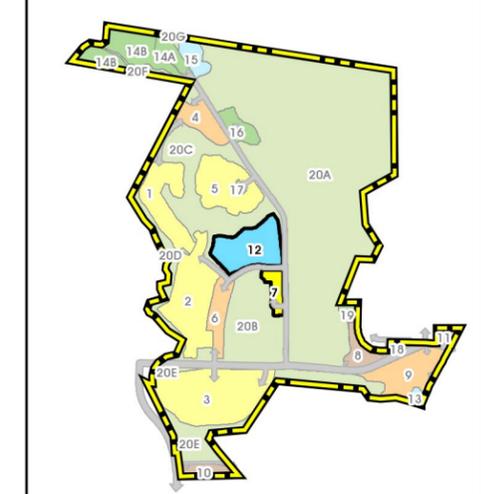
\* PA 12 is proposed as a net 10-acre school site with medium density residential (Max. 165 Dus) as an alternate use.



**LEGEND**

- Pedestrian Linkage
- Multi-Purpose Trail
- SCE Easement
- ☐ Pocket Park
- ☐ Neighborhood Entry Monument

**KEY MAP**





## **8. PLANNING AREA 8: HIGH DENSITY RESIDENTIAL**

### **a) DESCRIPTION**

As shown on Figure III-10, *Planning Areas 8 & 19*, Planning Area 8 is designated for High Density Residential land uses and is planned for development of 79 attached townhomes on 3.6 acres at a density of 21.9 du/ac on shared lots. The High Density Residential designation of this Planning Area permits a density range of 16.1 to 22.0 du/ac. Planning Area 8 is intended for an age qualified (55+) community. Roadways within Planning Area 8 are private and will be owned and maintained by the HOA.

Primary vehicular access to Planning Area 8 is provided from Pellissier Road, and emergency vehicular access is provided from Graymoor Avenue. Pedestrian Access is provided via sidewalks and trails adjacent to Pellissier Road. Nearby recreational amenities include the Neighborhood Parks in Planning Areas 18 and 19.

Additional standards relating to architecture and landscaping are provided below.

### **b) LAND USE AND DEVELOPMENT STANDARDS**

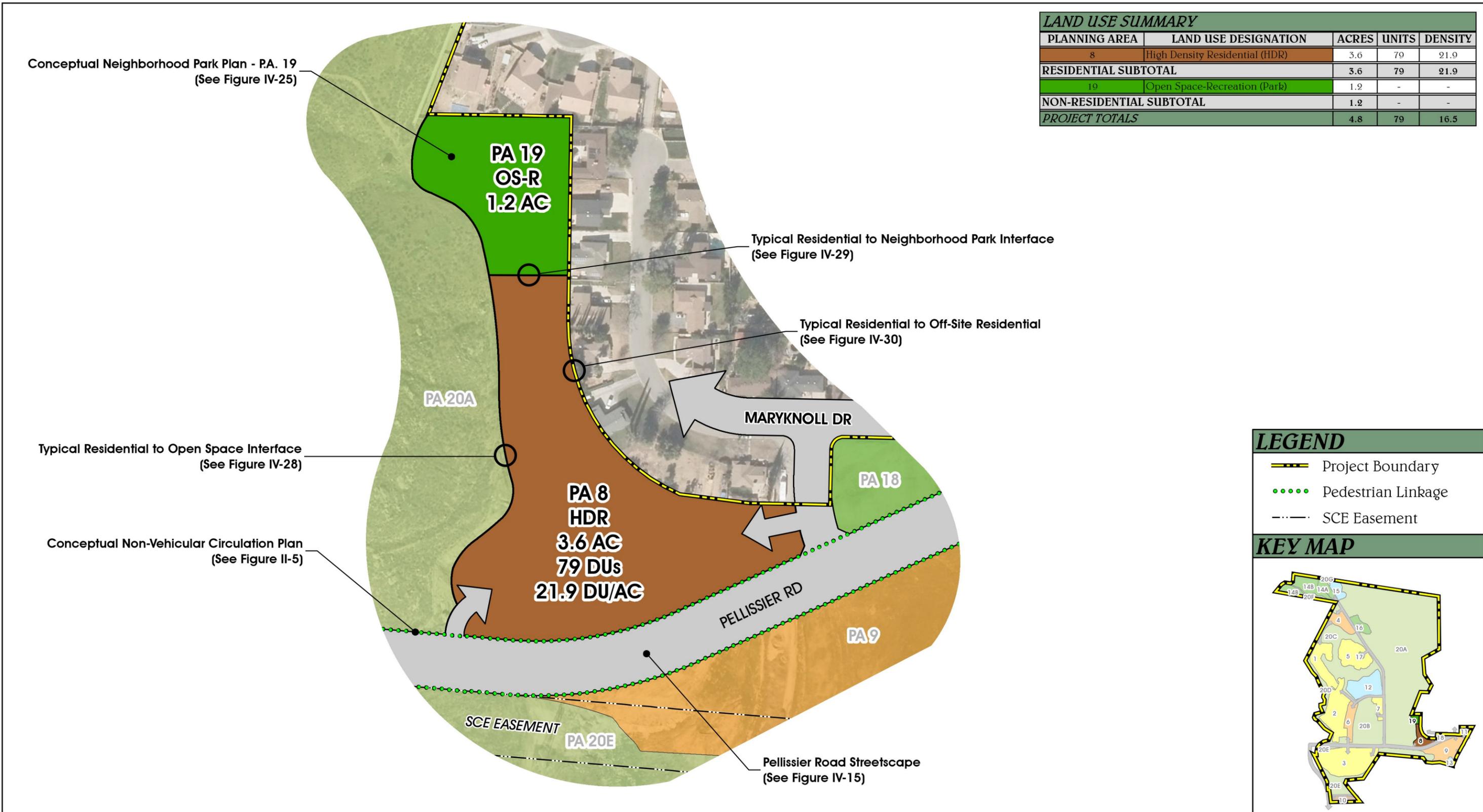
Planning Area 8 shall comply with Development Standards for Attached Townhomes, located in Section III.A.2.

### **c) PLANNING STANDARDS**

1. Site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-2, *Design Criteria – Attached Townhomes*.
2. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
3. Roadway landscape treatments, as shown in Figure IV-15, *Pellissier Road Streetscape*, shall be provided along Pellissier Road.
4. Neighborhood entrance monumentation, as conceptually depicted in Figure IV-13, *Neighborhood Entry Monument*, shall be provided at key access points to this neighborhood, as shown in Figure III-10, *Planning Areas 8 & 19*.
5. A landscaped transition shall be provided between the residential land uses in Planning Area 8 and adjacent open space, as shown in Figure IV-28, *Typical Residential to Open Space Interface*.
6. A landscaped transition shall be provided between the residential land uses in Planning Area 8 and Neighborhood Park within Planning Area 19, as shown in Figure IV-29, *Typical Residential to Neighborhood Park Interface*.
7. A landscape transition shall be provided between the residential land uses in Planning Area 8 and the existing neighborhood to the north and east, as shown on Figure IV-30, *Typical Residential to Off-Site Residential Interface*.
8. Trails within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
9. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.



10. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
11. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:
  - II.A Land Use Plan
  - II.B Circulation Plan
  - II.C Open Space and Recreation Plan
  - II.D Drainage and Water Quality Plan
  - II.E Water Plan
  - II.F Sewer Plan
  - II.G Grading Plan
  - II.H Implementation



| LAND USE SUMMARY                |                                |            |           |             |
|---------------------------------|--------------------------------|------------|-----------|-------------|
| PLANNING AREA                   | LAND USE DESIGNATION           | ACRES      | UNITS     | DENSITY     |
| 8                               | High Density Residential (HDR) | 3.6        | 79        | 21.9        |
| <b>RESIDENTIAL SUBTOTAL</b>     |                                | <b>3.6</b> | <b>79</b> | <b>21.9</b> |
| 19                              | Open Space-Recreation (Park)   | 1.2        | -         | -           |
| <b>NON-RESIDENTIAL SUBTOTAL</b> |                                | <b>1.2</b> | <b>-</b>  | <b>-</b>    |
| <b>PROJECT TOTALS</b>           |                                | <b>4.8</b> | <b>79</b> | <b>16.5</b> |

**LEGEND**

- Project Boundary
- Pedestrian Linkage
- SCE Easement

**KEY MAP**



## **9. PLANNING AREA 9: MEDIUM DENSITY RESIDENTIAL**

### **a) DESCRIPTION**

As shown on Figure III-11, *Planning Areas 9, 11, 13 & 18*, Planning Area 9 is designated for Medium Density Residential land uses and is planned for development of 137 attached townhomes on 9.4 acres at a density of 14.6 du/ac. The Medium Density Residential designation of this Planning Area permits a density range of 8.1 to 16.0 du/ac. Roadways within Planning Area 9 are private and will be owned and maintained by the HOA.

Vehicular access to Planning Area 9 is provided from Pellissier Road and La Cadena Drive. Pedestrian Access is provided via sidewalks and trails adjacent to Pellissier Road and La Cadena Drive. Nearby recreational amenities include the Neighborhood Park in Planning Area 18 and the Pocket Park within Planning Area 9.

Additional standards relating to architecture and landscaping are provided below.

### **b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Area 9 shall comply with Development Standards for Attached Townhomes, located in Section III.A.2.

### **c) PLANNING STANDARDS**

1. Site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-2, *Design Criteria – Attached Townhomes*.
2. No development is permitted within the Southern California Edison easement located within Planning Area 9, except for roadways as approved by Southern California Edison.
3. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
4. Roadway landscape treatments, as shown in Figure IV-15, *Pellissier Road Streetscape*, shall be provided along Pellissier Road.
5. Neighborhood entrance monumentation, as conceptually depicted in Figure IV-13, *Neighborhood Entry Monument*, shall be provided at key access points to this neighborhood, as shown in Figure III-11, *Planning Areas 9, 11, 13 & 18*.
6. A landscaped transition shall be provided between the residential land uses in Planning Area 9 and the adjacent open space, as shown in Figure IV-28, *Typical Residential to Open Space Interface*.
7. Pedestrian pathways within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
8. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
9. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
10. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:

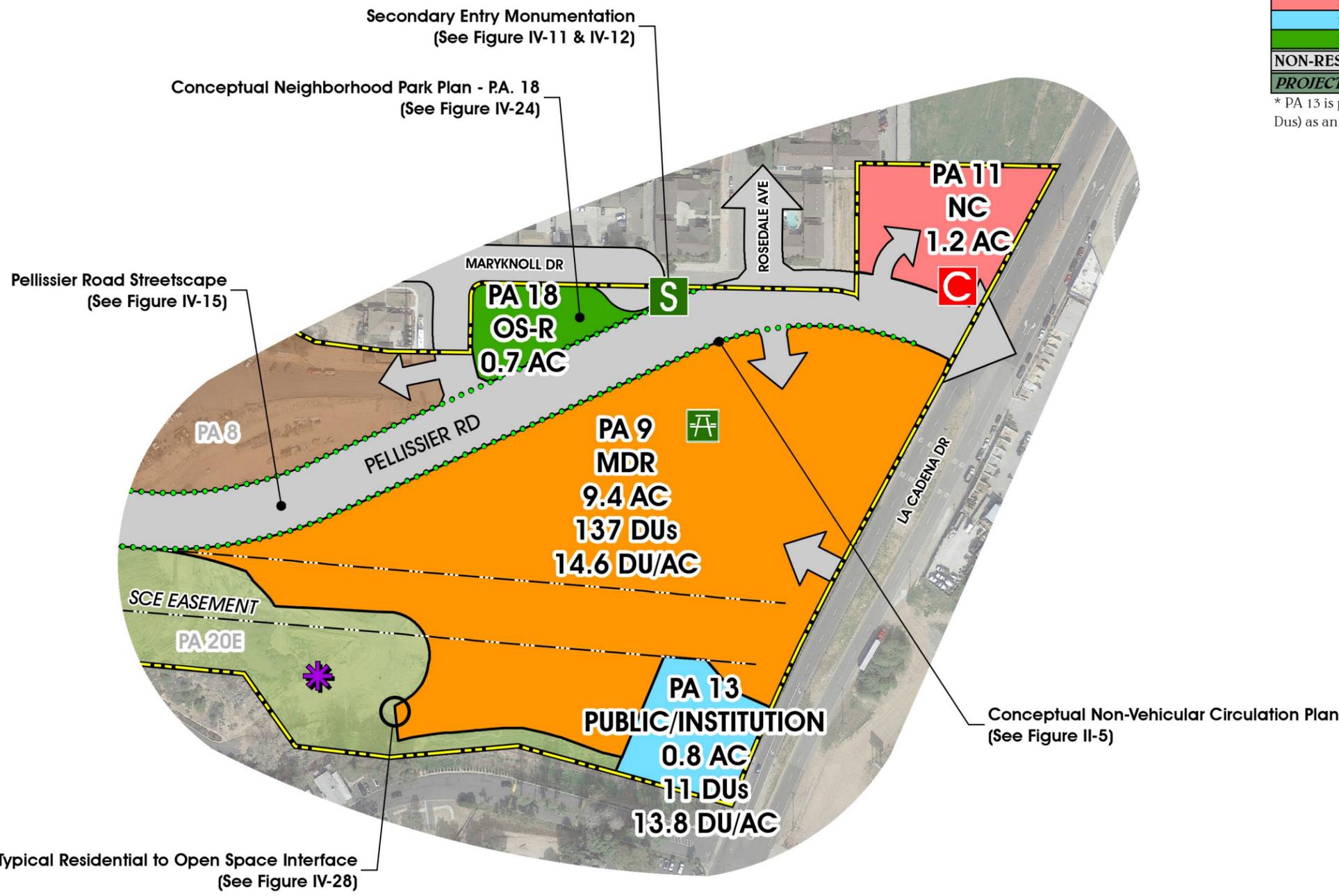


II.A Land Use Plan  
II.B Circulation Plan  
II.C Open Space and Recreation Plan  
II.D Drainage and Water Quality Plan

II.E Water Plan  
II.F Sewer Plan  
II.G Grading Plan  
II.H Implementation

| LAND USE SUMMARY                |                                  |             |            |             |
|---------------------------------|----------------------------------|-------------|------------|-------------|
| PLANNING AREA                   | LAND USE DESIGNATION             | ACRES       | UNITS      | DENSITY     |
| 9                               | Medium Density Residential (MDR) | 9.4         | 137        | 14.6        |
| <b>RESIDENTIAL SUBTOTAL</b>     |                                  | <b>9.4</b>  | <b>137</b> | <b>14.6</b> |
| 11                              | Neighborhood Commercial (NC)     | 1.2         | -          | -           |
| 13                              | Public/Institution (P-I)         | 0.8         | 11*        | 13.8*       |
| 18                              | Open Space-Recreation (Park)     | 0.7         | -          | -           |
| <b>NON-RESIDENTIAL SUBTOTAL</b> |                                  | <b>2.7</b>  | <b>-</b>   | <b>-</b>    |
| <b>PROJECT TOTALS</b>           |                                  | <b>12.1</b> | <b>137</b> | <b>11.3</b> |

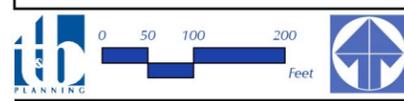
\* PA 13 is proposed as a net 0.8-acre fire station site with medium density residential (Max. 11 Dus) as an alternate use.



**LEGEND**

- Project Boundary
- Pedestrian Linkage
- SCE Easement
- Pocket Park
- Water Quality Basin
- Secondary Entry Monument
- Commercial Monument

**KEY MAP**



**FIGURE III-11**  
**PLANNING AREAS 9, 11, 13 & 18**



## **10. PLANNING AREA 10: HIGH DENSITY RESIDENTIAL**

### **a) DESCRIPTION**

As shown on Figure III-12, *Planning Area 10*, Planning Area 10 is designated for High Density Residential land uses and is planned for development of 52 attached townhomes on 2.4 acres at a density of 21.7 du/ac, on minimum 2,975 lots. The Medium Density Residential designation of this Planning Area permits a density range of 16.1 to 22.0 du/ac. Roadways within Planning Area 10 are private and will be owned and maintained by the HOA.

Vehicular access to Planning Area 10 is provided from Orange Street. Pedestrian Access is provided via sidewalks and trails adjacent to Orange Street. Nearby recreational amenities include Rocky Glen Park and The Lodge in Planning Areas 14A and 14B, and the Pocket Park within Planning Area 3.

Additional standards relating to architecture and landscaping are provided below.

### **b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Area 10 shall comply with Development Standards for Attached Townhomes, located in Section III-A.2.

### **c) PLANNING STANDARDS**

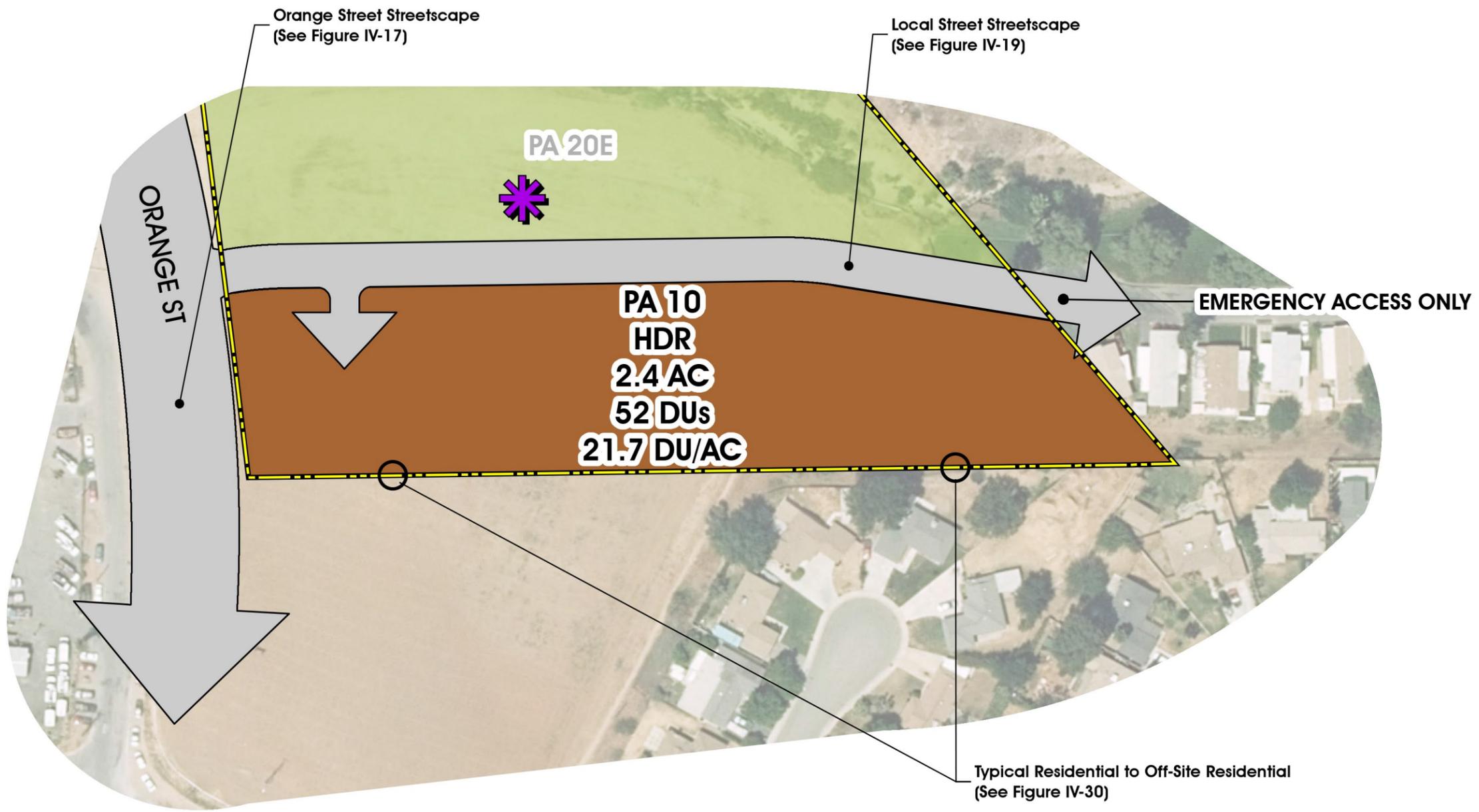
1. Site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-2, *Design Criteria – Attached Townhomes*.
2. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Landscape Master Plan*.
3. Roadway landscape treatments, as shown in Figure IV-17, *Orange Street Streetscape*, shall be provided along Orange Road.
4. Roadway landscape treatments, as shown in Figure IV-19, *Local Street Streetscape*, shall be provided along local roads.
5. A landscape transition shall be provided between the residential land uses in Planning Area 10 and the existing neighborhood to the east, as shown on Figure IV-30, *Typical Residential to Off-Site Residential Interface*.
6. Primary entrance monumentation, as conceptually depicted in Figure IV-9, *Primary Entry Monument – Plan View*, and Figure IV-10, *Primary Entry Monument – Elevation*, shall be provided at the primary entry point at the intersection of Pellissier Road and La Cadena Drive, as shown in Figure III-12, *Planning Area 10*.
7. Pedestrian Pathways within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
8. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
9. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
10. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:



- II.A Land Use Plan
- II.B Circulation Plan
- II.C Open Space and Recreation Plan
- II.D Drainage and Water Quality Plan

- II.E Water Plan
- II.F Sewer Plan
- II.G Grading Plan
- II.H Implementation

| LAND USE SUMMARY     |                                |       |       |         |
|----------------------|--------------------------------|-------|-------|---------|
| PLANNING AREA        | LAND USE DESIGNATION           | ACRES | UNITS | DENSITY |
| 10                   | High Density Residential (HDR) | 2.4   | 52    | 21.7    |
| RESIDENTIAL SUBTOTAL |                                | 2.4   | 52    | 21.7    |
| PROJECT TOTALS       |                                | 2.4   | 52    | 21.7    |



**LEGEND**

- Project Boundary
- Water Quality Basin

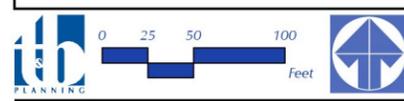
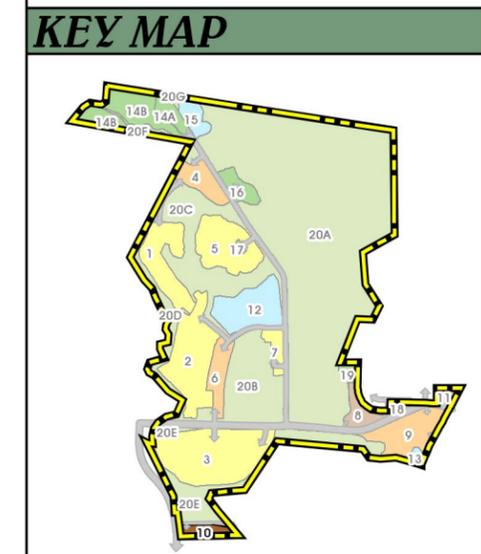


FIGURE III-12  
 PLANNING AREA 10



**11. PLANNING AREA 11: NEIGHBORHOOD COMMERCIAL**

**a) DESCRIPTION**

As shown in Figure III-11, *Planning Areas 9, 11, 13 & 18*, Planning Area 11 provides for the development of up to 52,272 square feet of neighborhood-serving commercial retail land uses within a 1.2-acre shopping center. The neighborhood shopping center is located along La Cadena Drive at the Roquet Ranch community entrance, and provides convenient neighborhood shopping options, restaurants, and employment opportunities for community residents and visitors. The complete list of uses permitted in Planning Area 11 is provided in Section V, Specific Plan Zoning Ordinance.

Vehicular access to Planning Area 11 is provided via Pellissier Road on a right-in turn from La Cadena Drive. No direct access to Planning Area 11 is permitted from La Cadena Drive. Sufficient off-street parking shall be provided to meet the demand of the neighborhood shopping center. Pedestrian access to Planning Area 11 is provided via sidewalks and trails adjacent to Pellissier Road. Nearby recreational amenities include the Neighborhood Park in Planning Area 18 and the Pocket Park within Planning Area 9.

Additional standards relating to architecture and landscaping are provided below.

**b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Area 11 shall comply with Development Standards for Commercial, located in Section III.B.

**c) PLANNING STANDARDS**

1. Site plan concepts for allowed architecture within this neighborhood shopping center are depicted in Figure IV-7, *Commercial Architecture*.
2. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
3. Commercial monumentation, as conceptually depicted in Figure IV-14, *Commercial Monumentation*, shall be provided at the entrance of the neighborhood shopping center in Planning Area 11 at the intersection of Pellissier Road and La Cadena Drive.
4. Roadway landscape treatments, as shown in Figure IV-15, *Pellissier Road Streetscape*, shall be provided along Pellissier Road.
5. Pedestrian pathways within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
6. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
7. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
8. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:

- |                                      |                     |
|--------------------------------------|---------------------|
| II.A Land Use Plan                   | II.E Water Plan     |
| II.B Circulation Plan                | II.F Sewer Plan     |
| II.C Open Space and Recreation Plan  | II.G Grading Plan   |
| II.D Drainage and Water Quality Plan | II.H Implementation |



## **12. PLANNING AREA 12: PUBLIC/INSTITUTION**

### **a) DESCRIPTION**

As depicted in Figure III-9, *Planning Areas 7 & 12*, Planning Area 12 provides for the development of a 10.3-acre elementary school site under the jurisdiction of the Colton Joint Unified School District (CJUSD). However, if the CJUSD should decline to purchase this site for development of an elementary school, then Planning Area 12 shall be developed with Medium Density Residential land uses. The residential alternative shall consist of 165 attached townhomes or courtyard homes on 10.3 acres at a density of 16.0 du/ac. The Medium Density Residential Designation for this Planning Area permits a density range of 8.1 to 16.0 du/ac. If developed with Medium Density Residential land uses, the private roadways within Planning Area 12 will be owned and maintained by the HOA.

If purchased by the school district, development of the site is the District's responsibility and no on-site design criteria is imposed by this Specific Plan. Therefore, the Planning Standards that provided below pertain to the residential alternative and address perimeter streets and other improvements, which would be the responsibility of the Master Developer or the developer of the residential alternative.

Vehicular access to Planning Area 12 is provided from Street "A". Pedestrian Access is provided via sidewalks and trails adjacent to Street "A".

Additional standards relating to landscaping are provided below.

### **b) LAND USE AND DEVELOPMENT STANDARDS**

If Planning Area 12 is not developed as a school, then Planning Area 12 shall comply with Development Standards for Attached Townhomes or Courtyard Homes, located in Sections III.A.2 and III.A.3.

### **c) PLANNING STANDARDS**

1. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
2. Roadway landscape treatments, as shown in Figure IV-18, *Roquet Ranch Road Streetscape*, shall be provided along Roquet Ranch Road.
3. If Planning Area 12 is developed with Medium Density Residential land uses, then a landscaped transition shall be provided between the residential land uses and the adjacent open space, as shown in Figure IV-28, *Typical Residential to Open Space Interface*.
4. If Planning Area 12 is developed with Medium Density Residential land uses, a landscape transition shall be provided between the residential land uses in Planning Area 12 and the existing neighborhood to the south, as shown on Figure IV-30, *Typical Residential to Off-Site Residential Interface*.
5. If Planning Area 12 is developed with Medium Density Residential land uses, then the site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-2, *Design Criteria – Attached Townhomes*, or Figure III-3, *Design Criteria – Courtyard Homes*.
6. Trails within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.



7. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
8. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
9. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:
  - II.A Land Use Plan
  - II.B Circulation Plan
  - II.C Open Space and Recreation Plan
  - II.D Drainage and Water Quality Plan
  - II.E Water Plan
  - II.F Sewer Plan
  - II.G Grading Plan
  - II.H Implementation



**13. PLANNING AREA 13: PUBLIC/INSTITUTION (FIRE STATION SITE)**

**a) DESCRIPTION**

As shown in Figure III-11, *Planning Areas 9, 11, 13 & 18*, a 0.8-acre fire station site is provided within Planning Area 13 for the City of Colton to improve fire department response times in the southern portion of the city.

However, if the use of this site for the development of a fire station is declined by the City, Planning Area 13 shall be developed with Medium Density Residential land uses consistent with Planning Area 9. The residential alternative shall consist of 11 attached townhomes on 0.8 acres at a density of 13.8 du/ac. Medium Density Residential designation for this Planning Area permits a density range of 8.1 to 16.0 du/ac.

Vehicular access to Planning Area 13 is provided from Planning Area 9.

Additional standards relating to landscaping are provided below.

**b) LAND USE AND DEVELOPMENT STANDARDS**

If Planning Area 13 is not developed as a Fire Station, then Planning Area 13 shall comply with Development Standards for Attached Townhomes, located in Section III.A.2.

**c) PLANNING STANDARDS**

1. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
2. If Planning Area 13 is developed with Medium Density Residential land uses, then the site plan concepts for allowed housing types within this neighborhood are depicted in Figure III-2, *Design Criteria – Attached Townhomes*.
3. If Planning Area 13 is developed with Medium Density Residential land uses, then access to the Planning Area will be from within Planning Area 9, and access shall not be provided from La Cadena Drive.
4. If Planning Area 13 is developed with Medium Density Residential land uses, the Planning Area will become a part of the Homeowners’ Association for Planning Area 9.
5. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
6. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
7. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:

- |                                      |                     |
|--------------------------------------|---------------------|
| II.A Land Use Plan                   | II.E Water Plan     |
| II.B Circulation Plan                | II.F Sewer Plan     |
| II.C Open Space and Recreation Plan  | II.G Grading Plan   |
| II.D Drainage and Water Quality Plan | II.H Implementation |



**14. PLANNING AREAS 14A AND 14B: OPEN SPACE – RECREATION (PRIVATE RECREATION AND NEIGHBORHOOD PARK)**

**a) DESCRIPTION**

As shown in Figure III-13, *Planning Areas 14A, 14B, & 15*, a 2.8-acre private recreational facility called The Lodge within Planning Area 14A and an 11.1-acre public Neighborhood Park called Rocky Glen Park is provided within Planning Area 14B. Planning Area 14A provides a private HOA-owned and maintained recreational facility for the exclusive use of ROQUET RANCH residents called The Lodge, a passive meadow area with shaded seating and picnic tables. Planning Area 14B is owned by the City of Colton and maintained through a CSA or CFD (or other financing entity) and may provide a range of recreational amenities, including a basketball court, baseball field, soccer fields, tot lots, barbeque facilities with picnic area, restroom facilities, dog park, and a potential trail connection to the Santa Ana River Trail. A pedestrian bridge spans the natural stream bed and leads to the dog park and passive open space area. As shown in Figure III-13, *Planning Areas 14A, 14B, & 15*, the Planning Areas are connected by a pedestrian bridge that crosses the natural stream bed.

Vehicular access to Rocky Glen Park and The Lodge is provided from Roquet Ranch Road, which leads to off-street parking provided within The Lodge in Planning Area 14A and Rocky Glen Park in Planning Area 14B. Pedestrian access to Rocky Glen Park and The Lodge is provided via sidewalks and trails adjacent to Roquet Ranch Road. In addition, a future extension of Roquet Ranch Road to the north is accommodated through Rocky Glen Park within PA 14B, in the event that the property to the north of Roquet Ranch is developed and a connection from Pellissier Road north through the property to the future extension of Litton Street or Tropica Ranch Road is necessary.

Additional standards relating to landscaping are provided below.

**b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Areas 14A and 14B shall comply with Development Standards for Open Space (Recreation and Resources), located in Section III.C.

**c) PLANNING STANDARDS**

1. A site plan concept for the Rocky Glen Park and The Lodge is provided in Figure IV-20, *Rocky Glen Park and The Lodge*.
2. Overflow parking shall be provided for Planning Areas 14A and 14B in the RV Storage area within a portion of Planning Area 15, as shown in Figure IV-20, *Rocky Glen Park and The Lodge*.
3. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
4. Roadway landscape treatments, as shown in Figure IV-18, *Roquet Ranch Road Streetscape*, shall be provided along Roquet Ranch Road.
5. A landscaped transition shall be provided between The Lodge in Planning Area 14A and Rocky Glen Park in Planning Area 14B and the adjacent off-site open space, as shown in Figure IV-32, *Neighborhood Park to Off-site Open Space Interface*.

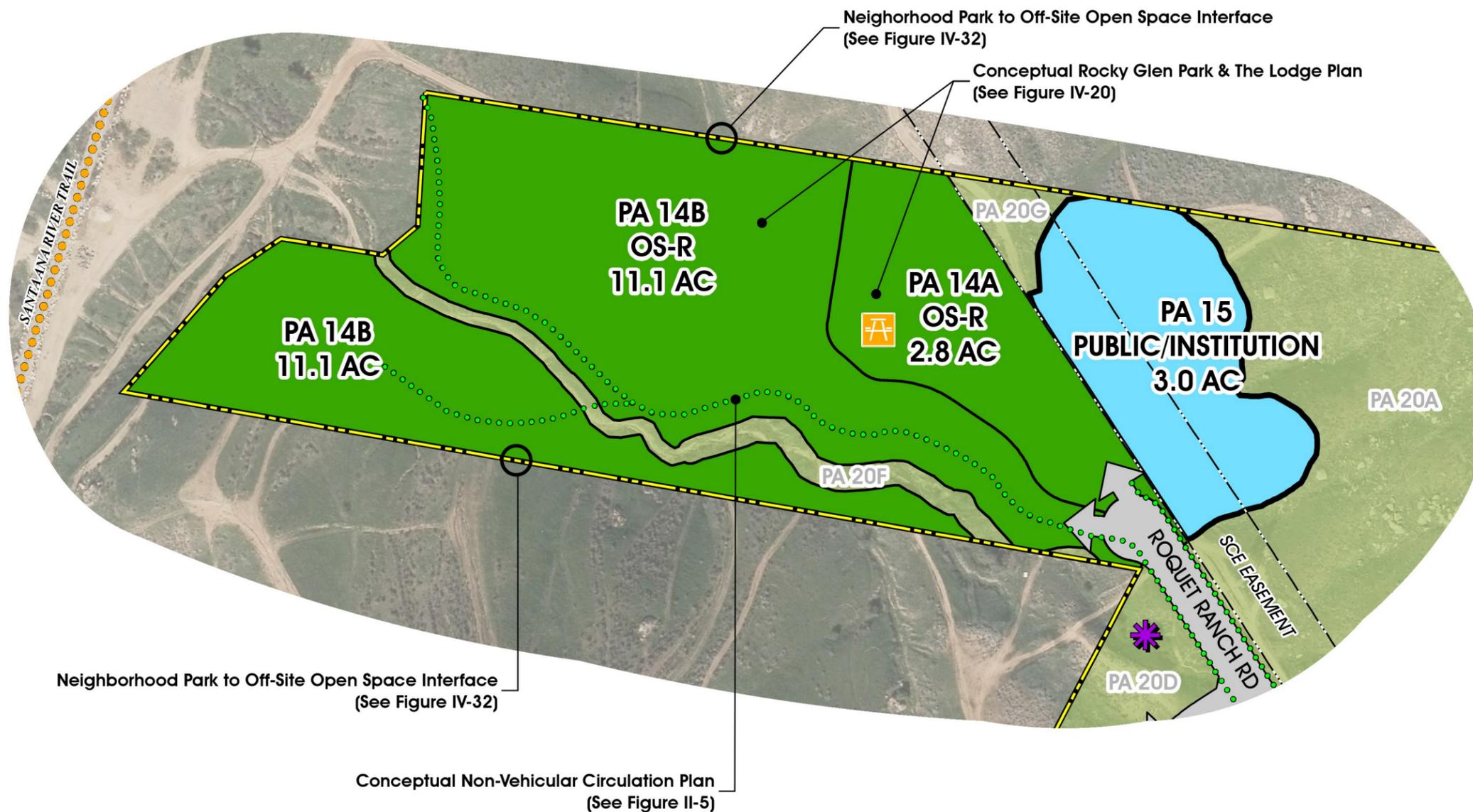


6. Trails within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
7. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
8. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
9. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:

II.A Land Use Plan  
II.B Circulation Plan  
II.C Open Space and Recreation Plan  
II.D Drainage and Water Quality Plan

II.E Water Plan  
II.F Sewer Plan  
II.G Grading Plan  
II.H Implementation

| LAND USE SUMMARY                |                                 |             |
|---------------------------------|---------------------------------|-------------|
| PLANNING AREA                   | LAND USE DESIGNATION            | ACRES       |
| 14A                             | Open Space-Recreation (Park)    | 2.8         |
| 14B                             | Open Space-Recreation (Park)    | 11.1        |
| 15                              | Public/Institution (RV Parking) | 3.0         |
| <b>NON-RESIDENTIAL SUBTOTAL</b> |                                 | <b>16.9</b> |
| <b>PROJECT TOTALS</b>           |                                 | <b>16.9</b> |



**LEGEND**

- Project Boundary
- Pedestrian Linkage
- Santa Ana River Trail
- SCE Easement
- HOA Recreation Facility
- Water Quality Basin

**KEY MAP**



**15. PLANNING AREA 15: PUBLIC/INSTITUTION (RV PARKING AND PARK OVERFLOW PARKING)**

**a) DESCRIPTION**

As shown in Figure III-13, *Planning Areas 14A, 14B, & 15*, a 3.0-acre RV Parking area is provided for ROQUET RANCH residents within Planning Area 15. To avoid street clutter, the RV Parking area will allow ROQUET RANCH residents to park their boats, motorhomes, and other recreational vehicles within Planning Area 15. Overflow parking for Rocky Glen Park and The Lodge is also provided in a portion of Planning Area 15. The SCE Easement runs through Planning Area 15 and the overflow parking is within the SCE Easement; the RV Parking area is outside of the SCE easement.

Vehicular access to the RV Parking area is provided from Roquet Ranch Road. Pedestrian access to the RV Parking area is provided via sidewalks and trails adjacent to Roquet Ranch Road. In addition, a 60-foot wide road dedication will be provided through Planning Area 15 to provide future vehicular access to the north, in the event future development occurs north of ROQUET RANCH.

Standards relating to landscaping are provided below.

Additional standards relating to landscaping are provided below.

**b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Area 15 shall comply with Development Standards for Public/Institution, located in Section III.D.

**c) PLANNING STANDARDS**

1. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
2. Roadway landscape treatments, as shown in Figure IV-18, *Roquet Ranch Road Streetscape*, shall be provided along Roquet Ranch Road.
3. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
4. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
5. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:

- |                                      |                     |
|--------------------------------------|---------------------|
| II.A Land Use Plan                   | II.E Water Plan     |
| II.B Circulation Plan                | II.F Sewer Plan     |
| II.C Open Space and Recreation Plan  | II.G Grading Plan   |
| II.D Drainage and Water Quality Plan | II.H Implementation |



**16. PLANNING AREA 16: OPEN SPACE – RECREATION (TRAILHEAD PARK)**

**a) DESCRIPTION**

As shown in Figure III-7, *Planning Areas 4 & 16*, Planning Area 16 contains Hillcrest Park which is owned and maintained by the City of Colton (excluding the area underlying the SCE Easement) provides residents of ROQUET RANCH and residents of the surrounding neighborhoods with a trailhead to access the existing informal trails located within Planning Area 20A and throughout the La Loma Hills. Hillcrest Park is 3.1-acres and provides a range of recreational amenities, including a native plant demonstration garden, shade canopies, picnic pavilions, open turf, and connections to trails.

Additional standards relating to landscaping are provided below.

**b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Area 16 shall comply with Development Standards for Open Space (Recreation and Resources), located in Section III.C.

**c) PLANNING STANDARDS**

1. A site plan concept for the Hillcrest Park in Planning Area 16 is provided in Figure IV-22, *Hillcrest Park – PA 16*.
2. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
3. Trails within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
4. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
5. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
6. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:

- |                                      |                     |
|--------------------------------------|---------------------|
| II.A Land Use Plan                   | II.E Water Plan     |
| II.B Circulation Plan                | II.F Sewer Plan     |
| II.C Open Space and Recreation Plan  | II.G Grading Plan   |
| II.D Drainage and Water Quality Plan | II.H Implementation |



**17. PLANNING AREAS 17, 18, AND 19: OPEN SPACE – RECREATION (NEIGHBORHOOD PARKS)**

**a) DESCRIPTION**

As shown in Figure III-8, *Planning Areas 5 & 17*, Figure III-10, *Planning Areas 8 & 19*, and Figure III-11, *Planning Areas 9, 11, 13 & 18*, three neighborhood parks owned and maintained by the HOA are provided within the ROQUET RANCH community to provide residents with neighborhood-oriented active and passive recreational amenities. These Neighborhood Parks range in size from 0.4-acres to 1.2 acres and provide a range of recreational amenities, including shade canopies, picnic pavilions, tot lots, barbeque areas, open lawn play areas, and game table areas. While owned and maintained by the HOA, the public Neighborhood Parks within Planning Areas 17 and 18 would be available for public use. However, the Neighborhood Park within Planning Area 19 is gated and available only to the residents of Planning Area 8.

Additional standards relating to landscaping are provided below.

**b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Areas 17, 18, and 19 shall comply with Development Standards for Open Space (Recreation and Resources), located in Section III.C.

**c) PLANNING STANDARDS**

1. A site plan concept for the Neighborhood Parks in Planning Areas 17, 18, and 19 is provided on Figure IV-23 through Figure IV-25.
2. Landscaping shall occur as depicted in Figure IV-8, *Conceptual Master Landscape Plan*.
3. A landscaped transition shall be provided between the residential land uses in Planning Areas 5 and 8, and the Neighborhood Parks in Planning Areas 17 and 19, as shown in Figure IV-29, *Typical Residential to Neighborhood Park Interface*.
4. Trails within ROQUET RANCH shall be constructed as delineated in Figure II-5, *Conceptual Non-Vehicular Circulation Plan*.
5. Walls and fencing located within ROQUET RANCH shall be constructed as delineated in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*.
6. Please refer to Section IV, *Design Guidelines*, for other applicable design criteria.
7. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:

- |                                      |                     |
|--------------------------------------|---------------------|
| II.A Land Use Plan                   | II.E Water Plan     |
| II.B Circulation Plan                | II.F Sewer Plan     |
| II.C Open Space and Recreation Plan  | II.G Grading Plan   |
| II.D Drainage and Water Quality Plan | II.H Implementation |



**18. PLANNING AREAS 20A – 20G: OPEN SPACE - RESOURCE**

**a) DESCRIPTION**

As shown in Figure III-14, *Planning Areas 20A – 20G*, Planning Areas 20A through 20G provide for 199.7 acres of open space, which includes landscaped, manufactured slopes and preserved natural hillside. Planning Areas 20A through 20G preserve the natural slopes and ridgelines of the La Loma Hills. These Open Space Planning Areas preserve the character and physical landscape of the La Loma Hills and provide the residents of ROQUET RANCH and the City of Colton with natural, aesthetic views. These planning areas provide for a buffer between the residential and other uses within ROQUET RANCH and the adjacent off-site uses. The manufactured slopes in these planning areas shall be irrigated and landscaped.

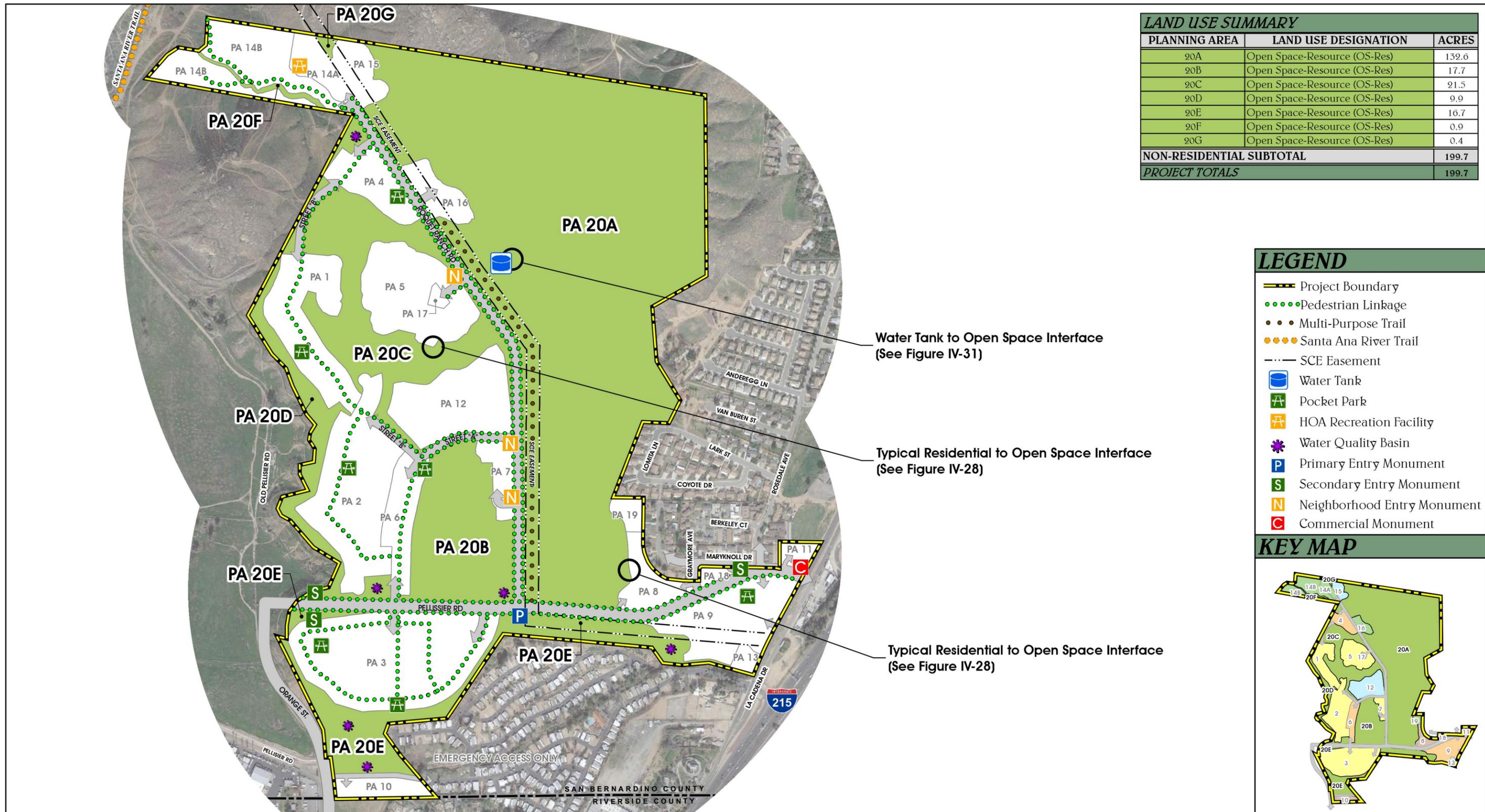
**b) LAND USE AND DEVELOPMENT STANDARDS**

Planning Areas 20A – 20G shall comply with Development Standards for Open Space (Recreation and Resources), located in Section III.C.

**c) PLANNING STANDARDS**

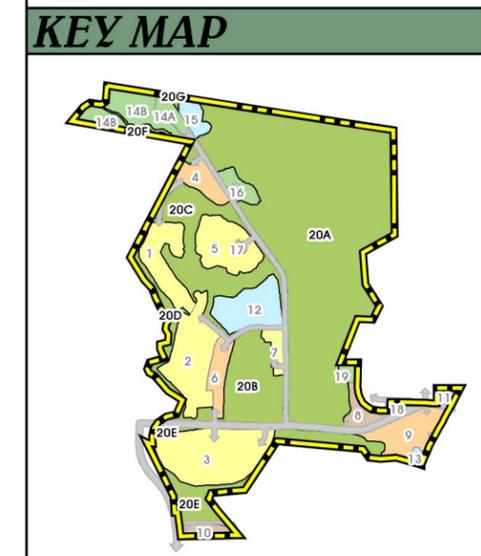
1. Where required, view fences, as described in Figure IV-26, *Wall and Fence Plan*, and Figure IV-27, *Wall and Fence Details*, shall be used to separate residential Planning Areas from open space. Solid fencing may also be used to provide privacy for residents where desired.
2. Please refer to Section II, *Plan Components and Implementation*, for the following standards that apply community-wide:

- |                                      |                     |
|--------------------------------------|---------------------|
| II.A Land Use Plan                   | II.E Water Plan     |
| II.B Circulation Plan                | II.F Sewer Plan     |
| II.C Open Space and Recreation Plan  | II.G Grading Plan   |
| II.D Drainage and Water Quality Plan | II.H Implementation |



| LAND USE SUMMARY                |                              |              |
|---------------------------------|------------------------------|--------------|
| PLANNING AREA                   | LAND USE DESIGNATION         | ACRES        |
| 20A                             | Open Space-Resource (OS-Res) | 132.6        |
| 20B                             | Open Space-Resource (OS-Res) | 17.7         |
| 20C                             | Open Space-Resource (OS-Res) | 21.5         |
| 20D                             | Open Space-Resource (OS-Res) | 9.9          |
| 20E                             | Open Space-Resource (OS-Res) | 16.7         |
| 20F                             | Open Space-Resource (OS-Res) | 0.9          |
| 20G                             | Open Space-Resource (OS-Res) | 0.4          |
| <b>NON-RESIDENTIAL SUBTOTAL</b> |                              | <b>199.7</b> |
| <b>PROJECT TOTALS</b>           |                              | <b>199.7</b> |

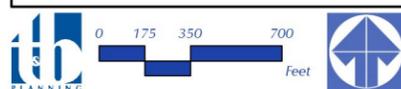
- ### LEGEND
- Project Boundary
  - Pedestrian Linkage
  - Multi-Purpose Trail
  - Santa Ana River Trail
  - SCE Easement
  - Water Tank
  - Pocket Park
  - HOA Recreation Facility
  - Water Quality Basin
  - Primary Entry Monument
  - Secondary Entry Monument
  - Neighborhood Entry Monument
  - Commercial Monument



Water Tank to Open Space Interface  
(See Figure IV-31)

Typical Residential to Open Space Interface  
(See Figure IV-28)

Typical Residential to Open Space Interface  
(See Figure IV-28)



**FIGURE III-14**  
**PLANNING AREAS 20A - 20G**



## IV. DESIGN GUIDELINES

### A. PURPOSE AND INTENT

The ROQUET RANCH Design Guidelines establish both principles and standards for the design and development of a diverse, highly livable master planned community that complements the character and physical landscape of the Pellissier Ranch/La Loma Hills area of the City of Colton. The Design Guidelines address site planning, architecture, and landscaping to provide for a high-quality, thematically cohesive and aesthetically pleasing environment within the ROQUET RANCH community.

More specifically, these Design Guidelines:

- Provide clear direction to decision makers, builders, engineers, landscape architects and other professionals regarding the design theme and intent of this Specific Plan, thereby reducing the potential for misinterpretation during Specific Plan implementation;
- Establish a consistent design expression among site planning, architectural and landscape architectural components, while allowing reasonable flexibility in design;
- Address residential architectural design thematic elements, landscape design thematic elements and materials, and community elements such as trails, walls, fencing, and parks;
- Provide continuity and compatibility with surrounding uses through site planning, building design, street design, landscaping and other design elements that will endure for the life of the community;
- Create diverse, attractive and livable neighborhoods that are responsive to local needs;
- Provide for a range of housing products that are responsive to local needs and market demands;
- Reinforce the community's theme with consistent architectural styles and appropriate landscaping; and
- Establish a strong sense of community with shared community spaces, monumentation, and quality architectural designs.

The Design Guidelines provided within this Specific Plan are a living document and are intended to be flexible. As such, they are subject to modification over time so as to allow for creative and innovative responses to unanticipated conditions, such as changes in housing design trends, community desires and the marketplace, as well as significant changes on properties adjacent to ROQUET RANCH. However, it is critical to the community's long-term design integrity that these guidelines are followed in a manner consistent with the stated design theme in order to create a unified concept and provide opportunities for diversity and visual interest, which are key components in successful communities throughout southern California.

The photographs, sketches, and other graphic representations provided in these Design Guidelines are offered as general visual aids in understanding the basic intent of the design theme and its key implementing



elements. The design components presented in this document are provided for informational purposes and are to be used as a guide in identifying the desired design composition for ROQUET RANCH. These design components are provided as a palette of character, materials and colors defining elements that should be reflected in future design proposals, and, therefore, the community's design character can be maintained without necessarily providing an exact re-creation of the graphic representations included in this document.

## **B. COMMUNITY THEME**

The community theme for ROQUET RANCH draws inspiration from Colton's historical agricultural and railroad heritage. Many of the buildings that are located in Downtown and south Colton are still standing and date back to the late 1800s. A prime example of Colton's theme throughout the city is the Colton Museum, built in 1891, which represents the area as it is today with its historical agricultural and railroad remnants.

The first permanent settlement in this area was in the early 1800s, consisting of explorers on their way from Mexico to Monterey California. Ranchos were built on Mexican land grants by private owners to support agricultural activity that was growing quickly in the region. Historically, Colton's landscape was mainly influenced by agricultural activity with residents living on ranchos, smaller ranches, and within their citrus orchards.

Colton has rich history with the railroad industry. In fact, the Southern Pacific Railroad Company founded the town site of Colton in 1875, naming it after David Douty Colton, who was Vice President of the railroad company. At that time, Colton was the transportation hub of the San Bernardino Valley, earning its moniker as "The Hub City." The area started transitioning to a formal town with a traditional street grid pattern. The original residential settlements in Colton were built close to the rail and industrial operations, which allowed local residents to walk to work.

Colton remains an integral part of railroad activity in the Inland Empire region, because it is the location of the famous "Colton Crossing" where the east/west transcontinental Union Pacific and north/south BNSF railroads cross, and remains one of the most important transcontinental railroad crossings in the United States. Today, the eastern portion of the Union Pacific's West Colton Yard is within city limits and the railroad (both UP and BNSF) play an important part in the city, with the City celebrating the UP's 150th anniversary as a Train Town USA participant.

The landscape concept for ROQUET RANCH features a unified community thematic concept that reflects Colton's agricultural and railroad history, emphasized by the use railroad inspired hardscape and monumentation along with architectural styles associated with the ranching, and farming history of the area. The region's agricultural history is acknowledged through the use of Spanish Colonial, Monterey, and Farmhouse designs that inspire the architecture in the neighborhoods, commercial development, and community recreation buildings. The Architectural Design Guidelines and the Landscape Design Guidelines create an overall community theme that embraces, reflects, and enhances the historical railroad and agricultural character of the area, and sets the tone for new growth and development in the ROQUET RANCH community.



## C. SUMMARY

These guidelines are comprised of elements that define the design concept, physical character, and visual theme of the ROQUET RANCH community. The principal components of this section are *Residential Design Guidelines*, *Commercial Design Guidelines*, and *Landscaping Design Guidelines*.

The *Residential* and *Commercial Design Guidelines* address site planning and architectural elements of the residential neighborhoods and the neighborhood shopping center to provide a basis for decisions regarding the community's built environment. Specific elements and considerations of the built environment addressed within the *Residential* and *Commercial Design Guidelines* include: site planning and building layout, building mass and scale, architectural theme and details, and building materials and color. By defining these elements, assurance is provided that the homes and other buildings constructed in ROQUET RANCH will have a distinctive identity and be consistent with the overall community theme.

The *Landscape Design Guidelines* provide landscape principles and standards to ensure that plant materials, streetscapes, monumentation, community walls and fences, parks, trails, and other amenities are compatible with the community's overall design theme. Furthermore, the *Landscape Design Guidelines* commit ROQUET RANCH to an environmentally sensitive design by establishing a water-efficient plant palette and including principles for the design of an efficient irrigation system. The *Landscape Design Guidelines* unite the community's residential, commercial retail, and recreational land uses under a common design vocabulary.

## D. RESIDENTIAL DESIGN GUIDELINES

### 1. ARCHITECTURAL STYLES

The architectural styles of the residential homes within ROQUET RANCH reinforce the community's theme and reflect the architectural themes and styles prevalent in historically agricultural areas of Southern California. The selected architectural styles for ROQUET RANCH include Spanish Colonial, Craftsman, Farmhouse, Traditional/Ranch, Monterey, and Hacienda. These complementary architectural styles provide a wide range of architectural variation, appealing to a variety of potential homeowners and creating visually interesting street scenes. Each architectural style can be applied to the three different housing types offered within the community (detached traditional homes and attached townhomes). The design goal of ROQUET RANCH is to achieve contemporary interpretations of historical styles, rather than exact recreations. As such, these Design Guidelines are intended to present images of key features and details representative of the selected architectural styles that should be incorporated into the homes within ROQUET RANCH.

#### a) Spanish Colonial

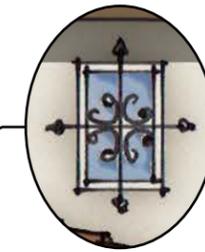
The first instance of Spanish Colonial architecture in the states occurred in California in the early 1900's. Due to the regions ideal "Mediterranean" climate the style is very well adapted to the Southern California lifestyle. Roof forms are low pitched hips or gables. As shown on Figure IV-1, *Residential Architecture – Spanish Colonial*, elements indicative of the style are large stucco walls with recessed windows and doors with arched heads. Arched stucco porch columns, wrought iron accents, clay pipe details and plank type shutters are all synonymous with the style.



Low Pitched Roofs with Hips or Gables



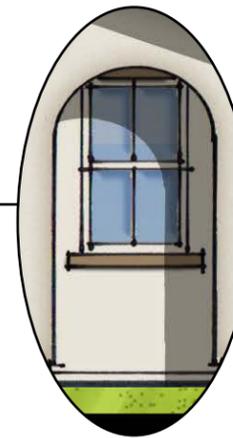
Shake or S-Tile Roof Tile



Wrought Iron Accents



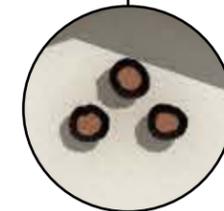
Recessed Windows



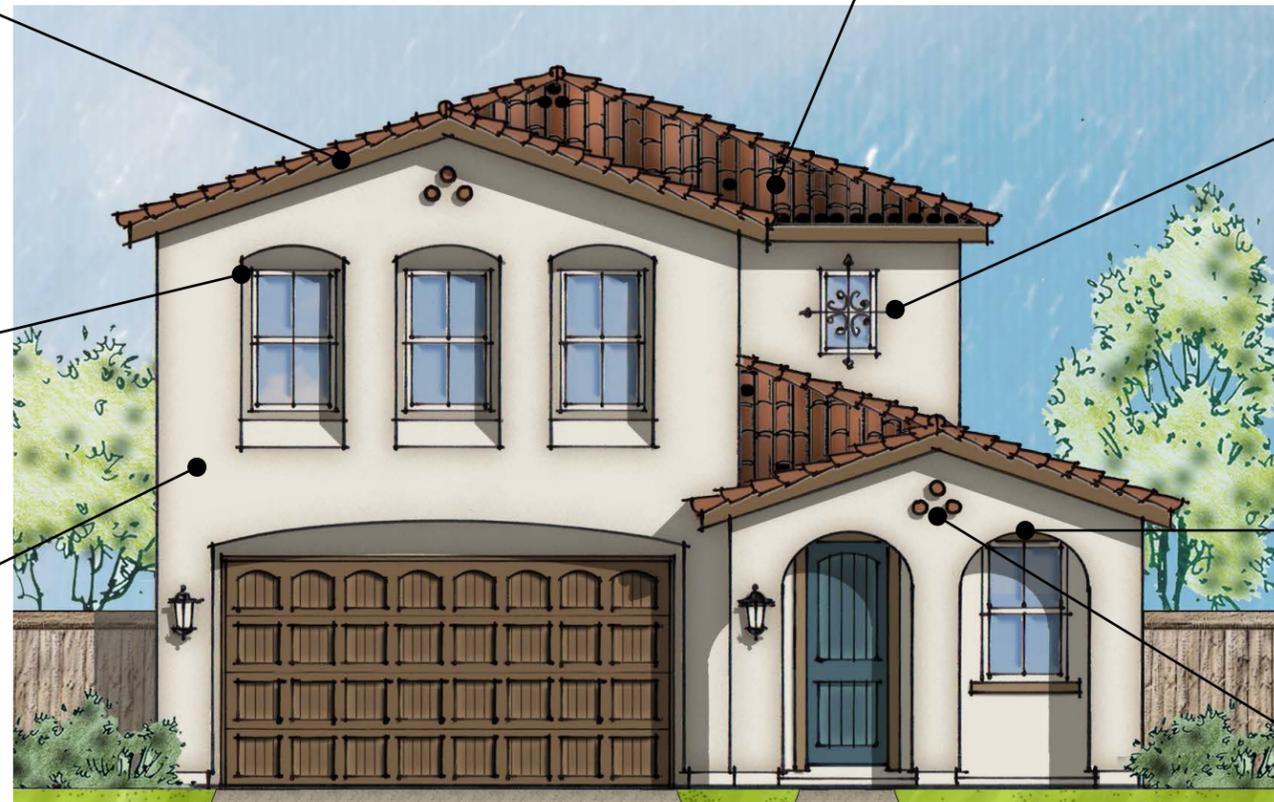
Arched Openings



Stucco Walls



Clay Pipe Decorative Gable Vents



The first instance of Spanish Colonial architecture in the United States occurred in California in the early 1900's. Due to the region's ideal "Mediterranean" climate, the style is very well adapted to the Southern California lifestyle. Roof forms are low pitched hips or gables. Elements indicative of the style are large stucco walls with recessed windows and doors with arched heads. Arched stucco porch columns, wrought iron accents, clay pipe details and plank type shutters are all synonymous with the style.

Source(s): Kevin L. Crook Architect Inc. (05-04-2015)



**b) Craftsman**

Craftsman style architecture stems from the work of the Green brothers in Pasadena in the early 20th century who were influenced by the arts and crafts movement. As shown in Figure IV-2, *Residential Architecture – Craftsman*, the Craftsman style is denoted by the use of low-pitched multiple gabled forward facing roof forms with either a partial or full width front porch with tapered columns and a stone base. Windows are often placed in groups of three with multiple panes typically in the upper half of the window. Exposed rafter tails, plank type shutters and either lap or shingle siding are often added to complete the style.

**c) Farmhouse**

The Farmhouse architectural style is derived from rural settings based on agricultural farm lands throughout America. Each geographic region has its own subtle nuances based on what part of Europe the settlers migrated from. As shown in Figure IV-3, *Residential Architecture – Farmhouse*, common characteristics include simple steeply pitched gable roof forms, set on a simple "salt box" massing. Board and batten siding, stone veneer, rustic "barn type" shutters along with extensive use of front porches that wrap down the side elevation on corner lots round out the style.

**d) Traditional/Ranch**

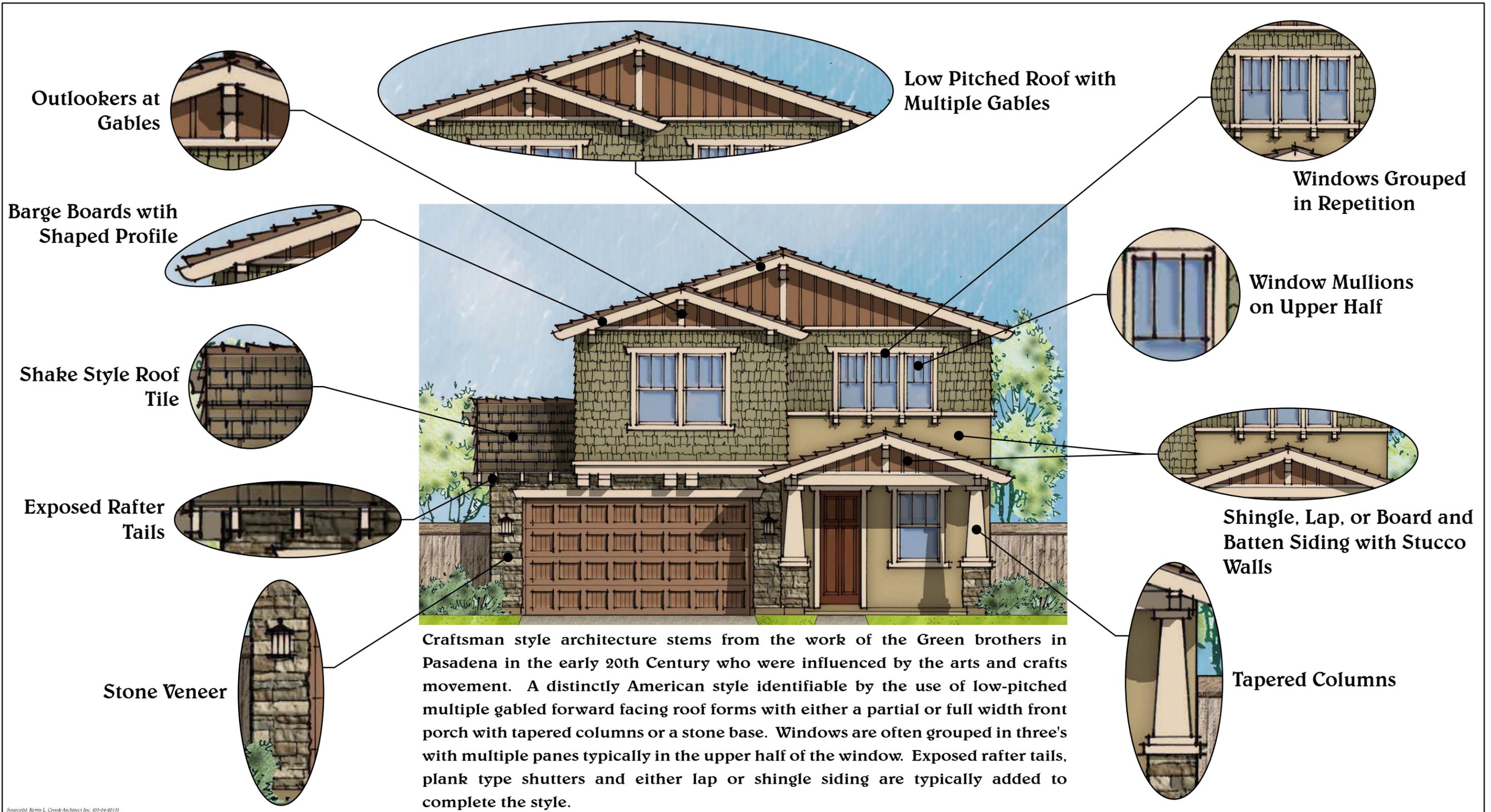
Traditional/Ranch is an American architectural style originating in the western United States. Although primarily associated with the single story "Ranch house" massing, it has been successfully translated into two story dwellings as well. As shown in Figure IV-4, *Residential Architecture – Traditional/Ranch*, the primary characteristics include low pitched hip roofs with wide overhangs, horizontal lap siding with brick wainscot, louver type shutters and multi paned windows.

**e) Monterey**

The Monterey styles had its origins in early California under Spanish and Mexican rule prior to statehood. As shown in Figure IV-5, *Residential Architecture – Monterey*, the iconic second floor covered balcony mandates two story architecture either cantilevered or with supporting columns. Originally constructed using adobe, contemporary interpretations are primarily stucco often times with brick or stone facades on entire wall planes on the first floor and board and batten siding on the second. Low pitched gable roof forms with occasional hips along with exposed rafter tails are also indicative of the style.

**f) Hacienda**

The Hacienda style is included as the single story equivalent to the two story Monterey architectural style. Not to be confused with the Spanish style, Hacienda takes its cues from Monterey. As shown in Figure IV-6, *Residential Architecture – Hacienda*, the Hacienda style has primarily low pitched gable roof forms with occasional hips along with exposed rafter tails. Wall planes are primarily stucco but can also have board and batten siding along with accents of stone or brick. Wood grain corbels at recessed doors, windows and garage doors with wood grain headers along with wooden porch columns round out the look.



Source: Kevin L. Crook Architect Inc. (05-04-2015)

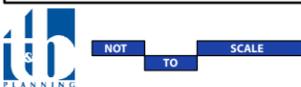
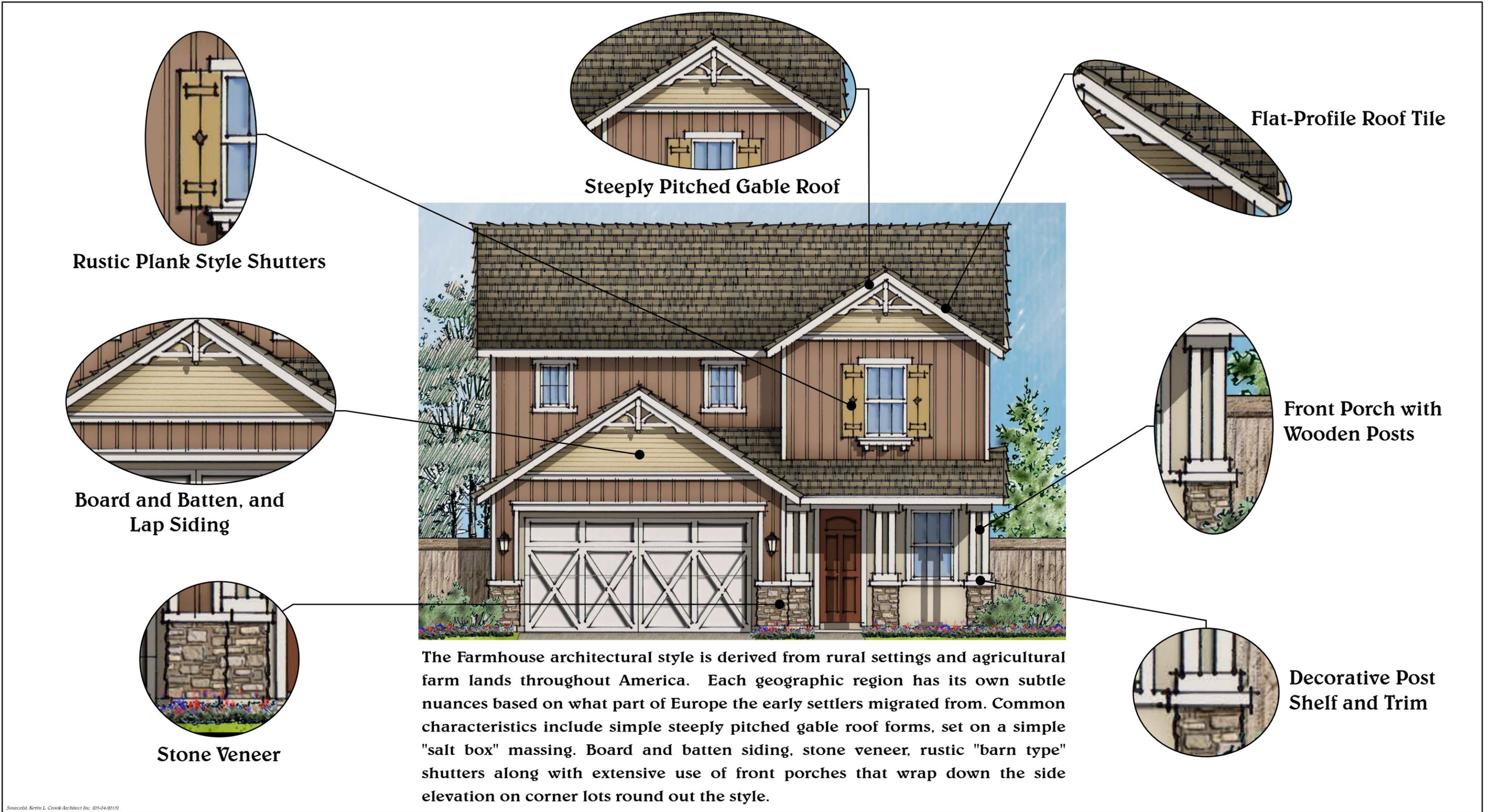
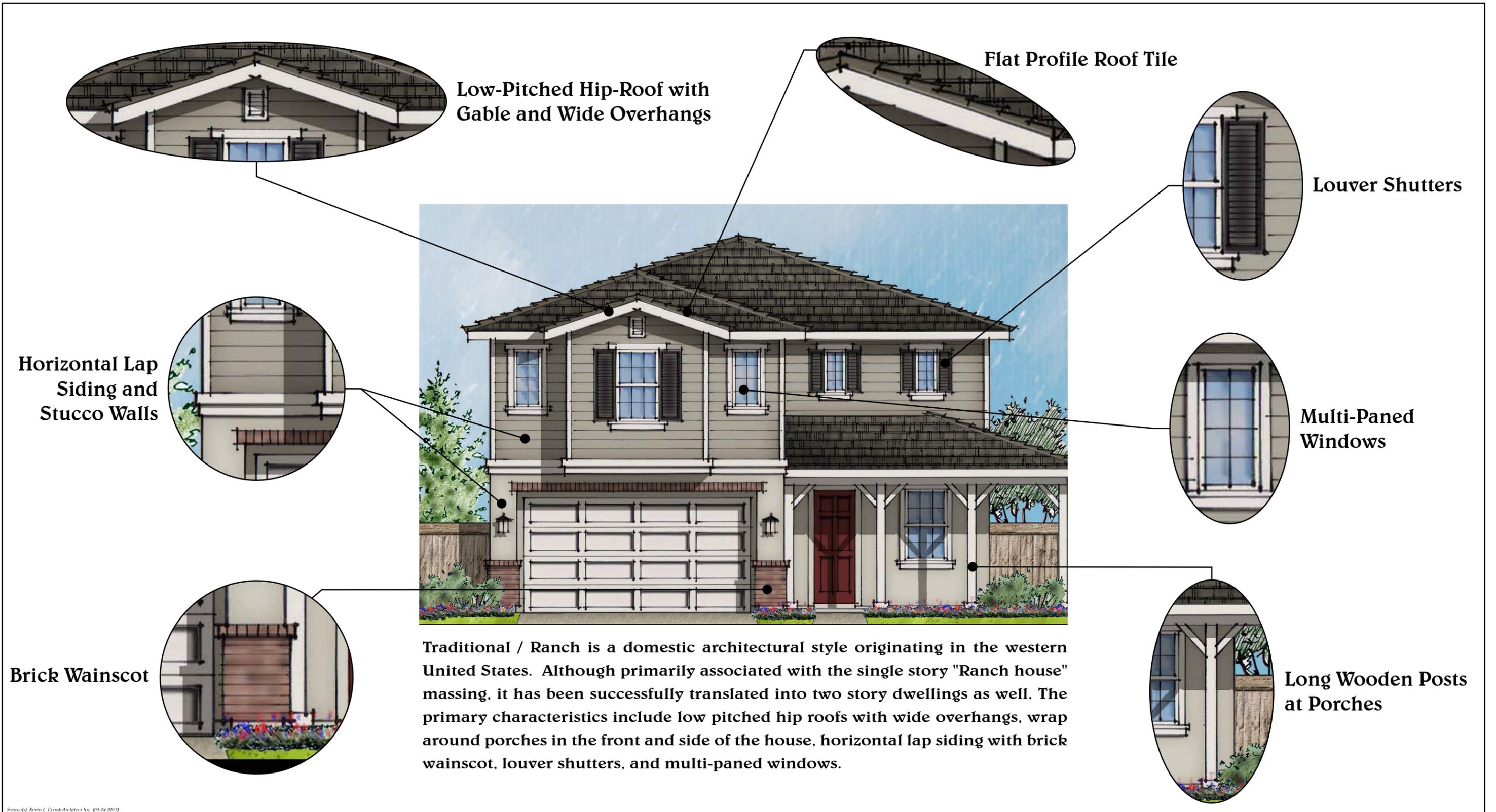


FIGURE IV-2



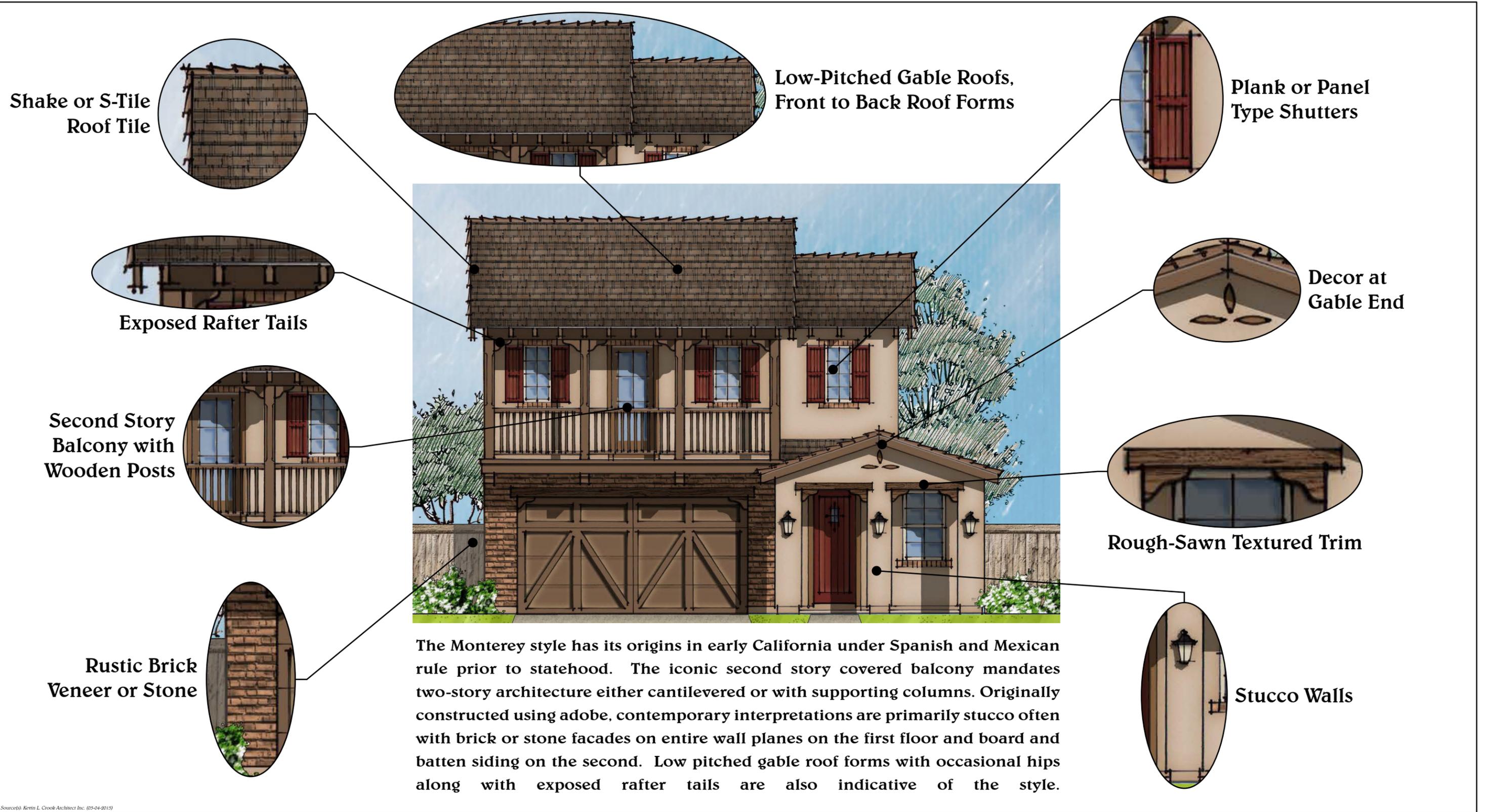
The Farmhouse architectural style is derived from rural settings and agricultural farm lands throughout America. Each geographic region has its own subtle nuances based on what part of Europe the early settlers migrated from. Common characteristics include simple steeply pitched gable roof forms, set on a simple "salt box" massing. Board and batten siding, stone veneer, rustic "barn type" shutters along with extensive use of front porches that wrap down the side elevation on corner lots round out the style.

Source: Kevin L. Crook Architect Inc. (05-04-2015)



Traditional / Ranch is a domestic architectural style originating in the western United States. Although primarily associated with the single story "Ranch house" massing, it has been successfully translated into two story dwellings as well. The primary characteristics include low pitched hip roofs with wide overhangs, wrap around porches in the front and side of the house, horizontal lap siding with brick wainscot, louver shutters, and multi-paned windows.

Source(s): Kevin L. Crook Architect Inc. (05-04-2015)



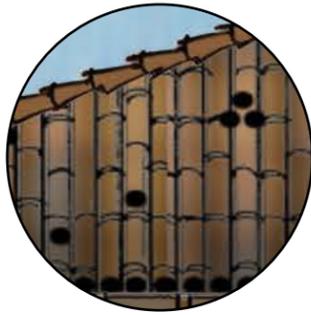
Source: Kevin L. Crook Architect Inc. (05-04-2015)



Low Pitched Gable Roofs with Some Hip



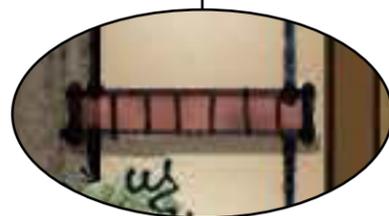
Shake or S-Tile Roof Tile



Exposed Rafter Tails



Rustic Brick Veneer or Stone Accents



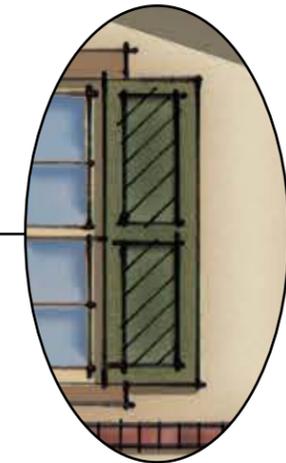
Rough-Sawn Textured Trim



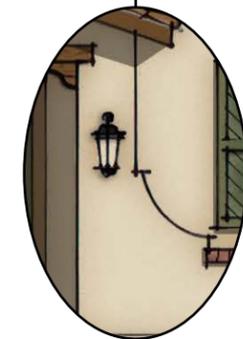
Tile Decor at Gable



Plank or Panel Type Shutters



Stucco Walls



The Hacienda style is the single story equivalent to the two story Monterey architectural style. Common characteristics include primarily low pitched gable roof forms with occasional hips and exposed rafter tails. Wall planes are primarily stucco but can also have board and batten siding along with accents of stone or brick. Wood grain corbels at recessed doors, windows and garage doors with wood grain headers along with wooden porch columns round out the look.

Source: Kevin L. Crook Architect Inc. (05-04-2015)



## 2. ARCHITECTURAL DESIGN ELEMENTS

These Design Guidelines are intended to be flexible and are, therefore, illustrative in nature. It is not the intent of these Design Guidelines to require that all of the identified design components and elements be incorporated into the final building designs. Rather, these guidelines serve as a “palette” of character defining elements that can be used in home designs. Builders, and their architects and planners, are encouraged to utilize creativity and imagination when developing exciting design proposals for ROQUET RANCH.

### a) Form and Massing

Building mass and scale are two primary design components that affect how a structure is perceived. Controlling the mass of a building through design articulation of the building facades, attention to rooflines and variation in vertical and horizontal planes reduces the visual mass of a building. Composition and balance of roof forms are as important to a street scene as street trees and architectural character.

It is important to provide variation in front yard massing, building types and architectural styles along any neighborhood street to provide diversity and allow homes to undulate along the streetscape.

Design elements shall also be included on the rear facades and sides of homes. Houses shall be arranged in a manner that creates a harmonious, varied appearance of building heights and setbacks.

Special design features such as covered front porches, window and door articulation, extended overhangs and building edge treatments are encouraged. General massing should vary noticeably among the different floor plans. Together with variable setbacks, massing variation will create desirable movement along the street scene.

1. The front of all two-story houses must have at least one plane break at the first and/or second story in order to avoid monolithic elevations. A plane break must be at least 2’.
2. At least one of the floor plans offered in each planning area must be a single-story plan or provide single story elements.
3. The careful placement of windows on homes set below the elevation of surrounding streets is critical to preserving privacy for residents. Primary windows should not face towards the street if a home is set below the elevation of an adjacent street, however, secondary windows may face the street if the window is set above 5’ higher than the interior floor, the window is made from translucent glazing, or window coverings are provided by the homebuilder.
4. Temporary canopies and porte-cocheres in front yards are prohibited.
5. Future expansion of homes may be permitted when the proposed expansion complies with all City building codes and City ordinances.
6. Second dwelling units may be permitted when the proposed second dwelling unit complies with all building codes and City ordinances.



## b) Roofs

Rows of homes along a hillside are perceived by their contrast against the skyline or background. The dominant impact is the shape of the building and roofline. The building mass shall be varied to minimize the visual impact of similar building silhouettes and similar ridge heights. This can be achieved by using a variety of front-to-rear, side-to-side, gables and hipped roofs, and/or by the introduction of a one-story element.

1. Roof pitches should vary according to architectural style. Primary roof pitches may be 4:12 or 5:12 (for solar panel efficiency). Secondary roof pitches can vary from primary roof pitches but only if such variation is consistent with the architectural style.
2. To the extent they are not inconsistent with an architectural style, hipped roofs are encouraged in order to accommodate solar panels and to cast shade over windows.
3. Simplified rooflines are encouraged in order to accommodate integrated solar panels. Provide large enough unbroken roof planes to be sufficient to meet the state code for “solar zones”.
4. Eave depths should vary according to architectural style and may range in depth from 12” to 24”.
5. Porches and balconies are encouraged to the extent they are consistent with the architectural style. The minimum porch depth shall be 5’.

## c) Garage Location and Design

Although not necessarily depicted on the architectural elevations (see Section IV.D.2, *Architectural Styles*), the builder(s) in ROQUET RANCH will pay particular attention to the design, placement, and orientation of the garages in all residential neighborhoods. Depending upon lot size, this shall be accomplished through a variety of methods, including:

1. Garage setback greater than the house front setback.
2. Garage door details should vary in a manner that is consistent with each architectural style.
3. Front-facing garages shall not be wider than 65% of the house width.

## d) Architectural Elements

Architectural styles for ROQUET RANCH should be chosen in part as an opportunity to introduce a variety of exterior accent materials (e.g. brick, stone, siding, pre-cast concrete, ceramic tile).

1. Color schemes should be simple, tasteful, and consistent with architectural styles.
2. Front door details should vary according to architectural style.
3. Feature window shapes should vary according to architectural style.
4. Chimneys, which may cast shadows over solar panels, are not required.



5. Shutters are not required; but to the extent they are used, shutter sizes should be proportional to the window and shutter styles should vary in a manner consistent with architectural styles.

e) **Mechanical Equipment**

Mechanical equipment such as air conditions, heaters, evaporative coolers, and other such devices shall not be mounted on any roof and must be located behind privacy walls or landscape.



## **E. COMMERCIAL DESIGN GUIDELINES**

### **1. SITE PLANNING CHARACTERISTICS**

The design and relationship between structures, public spaces, and the pedestrian environment plays an important role in creating an innovative neighborhood shopping center with a welcoming, positive atmosphere. The layout of the neighborhood shopping center not only influences the shopping, dining, and/or social experience of users of the center, but also how passersby on nearby roadways view the community. As such, the design of building sites within the neighborhood shopping center is an essential component of the ROQUET RANCH land use plan.

Buildings within the neighborhood shopping center should be oriented in a manner that is complementary to the community's overall layout (including streets) and architectural composition and compatible with nearby development. In addition, the shopping center should be designed in a manner that is considerate of its visibility from public viewing areas. The shopping center is visible to vehicles traveling on La Cadena Drive, which is highly beneficial to the businesses located within the shopping center; however, the public prominence of these structures as viewed from this roadway requires that special care be taken to ensure these buildings are visually appealing and sited in a manner that reduces the perceived mass of structures. Structures should be oriented toward La Cadena Drive. Alternatively, building facades should include articulation and detailing that creates visual interest when viewed from La Cadena Drive. Buildings shall be clustered together to create gathering places with site amenities, and to facilitate efficient vehicular and pedestrian access.

### **2. ARCHITECTURAL STYLE**

The architectural style of the neighborhood shopping center within Planning Area 11, the American Farmhouse Style, reinforces the community's theme and reflects the agricultural and railroad history of Colton. The design goal of ROQUET RANCH is to achieve a contemporary interpretation of an historical style, rather than exact recreations. Figure IV-7, *Conceptual Commercial Architecture*, shows a conceptual building elevation that utilizes the American Farmhouse Style on a commercial building. This style includes board and batten siding, standing seam metal roofs, barn door details, and a water tower or windmill accent structure.

### **3. ARCHITECTURAL DESIGN ELEMENTS**

#### **a) Building Materials and Colors**

A palette of warm materials and colors will provide character and a vibrant identity for the neighborhood shopping center. The natural or manufactured materials and colors used within the neighborhood shopping center shall be in harmony with the surrounding neighborhood character. Traditional building materials, including masonry; painted, textured, or sandblasted concrete; metal; and stucco, shall be used creatively to highlight the American Farmhouse architectural theme and create a sense of permanence. Use of natural materials and textures as architectural accents is strongly encouraged; however, high-quality and visually complementary manufactured materials also can be used.



Tenant - A

Tenant - B

Tenant - C

Outdoor Seating

Tenant - D

Tenant - E



Drive - Through Tenant

Source(s): Kevin L. Crook Architect Inc. (03-14-2016)



FIGURE IV-7  
CONCEPTUAL COMMERCIAL ARCHITECTURE



Primary building colors shall be consistent with the architectural theme and shall be predominantly strong earth-tones (such as golden-yellow or light yellow-brown) or lighter neutrals (such as ivory or taupe). Accent elements may be bolder in color, but shall remain within the strong-earth tone palette. Bright primary colors, garish use of color and arbitrary patterns or stripes that will clash with this color palette are not acceptable, except in signage logos. Varied shades of colors shall be utilized to break up facades and should ideally feature darker-toned colors and materials at the base. Exposed downspouts, service doors and mechanical screen colors shall be the same color as the adjacent wall. The color of all site elements and furnishings should be coordinated with the color of surrounding architecture.

**b) Roof Forms**

All roof material shall ensure continuity in texture, color and character to the architectural styles. Roof lines shall be articulated with shorter elements to reduce building mass. The design should create interesting building masses by varying rooflines and by maximizing offsets to roof planes where possible. Combining single-story elements with two-story elements is encouraged. Shed or gabled roofs shall be the primary roof form utilized within the neighborhood shopping center. As an alternative, flat roofs with parapet walls are acceptable but should also be used in combination with simple pitched gable, hip or shed roof forms. Mechanical equipment on roofs shall be screened from view using materials complementary to those used on the main structure.

**c) Building Form, Mass, and Scale**

Building form is the most basic architectural element that influences perception. Building forms shall utilize clean, simple geometric forms to complement the American Farmhouse architectural style, make efficient use of the shopping center site (through the clustering of commercial buildings and the logical siting of amenities), and promote balance. Furthermore, monolithic or unarticulated solid block forms are prohibited.

Another important element in creating a visually-appealing neighborhood shopping center is building mass and scale. The perceived scale of a building is directly associated with its relation to adjacent buildings and natural features. All building facades within the neighborhood shopping center should provide visually interesting articulation and architectural details by varying mass, form, textures and/or colors to avoid the monotonous appearance of long, box-like facades and minimize building mass and scale. Landscaping can also be used to create interest and soften building facades and create a pedestrian-oriented visual environment. Pedestrian and ground-level building entries should be recessed by architectural projections, roofs, or arcades in order to provide architectural and visual relief. In addition, lower building masses, signage, doors, light fixtures, and/or landscape planters should be provided adjacent to pedestrian entries and walkways in order to create human-scaled development.

**d) Windows and Doors**

Windows and doors shall be recessed from the front facade to emphasize the mass and integrity of the wall and to enhance the visual play of light and shadow. The patterns of openings should correspond with the overall rhythm of the building and be in line with arcade and trellis openings. Front doors and entrances to buildings shall be clearly defined and articulated by awnings, overhangs, and canopies and shall be easily



recognizable from pedestrian and vehicular vantage points. Other enhancements that are encouraged include: arched windows and doorways, decorative treatments, accent trim or tile at doorways, banded windows to emphasize the horizontal, glazing which follows roof pitch, canvas awnings with complementary accent colors, and metal accents. Silver or gold window or door frames, reflective glass or awnings, and unfinished (*e.g.*, unpainted) metal awnings are prohibited.

**e) Pedestrian Circulation**

Pedestrian movement should be accommodated through the neighborhood commercial center by interconnecting walkways, sidewalks, landscape amenities, and hardscape. Conflicts between pedestrian and vehicle circulation should be minimized through the utilization of pathways for direct pedestrian access from parking areas to business entries and throughout the neighborhood commercial center with internal pedestrian linkages. Pedestrian pathways may utilize decorative pavers and/or be separated from parking areas and drive aisles by a physical barrier (*e.g.*, curb, wheel stop, bollard) to differentiate pedestrian areas from vehicular areas and to maximize pedestrian safety.

**f) Vehicular Circulation/Parking**

Vehicle entries should be highlighted by a distinguishing characteristic, such as enhanced landscaping, monumentation, or textured paving. When planning the interior vehicular circulation and parking, a hierarchy should be developed to help with traffic flow. Adequate areas for maneuvering, loading, and emergency vehicle access shall be accommodated on site. Parking areas shall provide landscaping to soften the impact of paved areas and to provide shade (solar panels also may be utilized in parking areas for the provision of shade). Large parking lot areas should be divided into a series of smaller connected lots separated by additional landscaping. Parking lots should generally be placed away from the street, preferably behind buildings. Parking areas should be arranged to minimize conflicts with commercial loading activities.

**g) Signage**

Signage within the neighborhood shopping center shall harmoniously blend with the architectural theme. Major signage elements that are visible from Interstate 215 are encouraged to promote the businesses located in ROQUET RANCH to regional consumers. As shown in Figure IV-7, *Conceptual Commercial Architecture*, major elements that support the commercial architectural theme such as a water tank or windmill that serves as signage for the commercial Planning Area are encouraged. Painted signage, including “ghost” signage, is recommended for business identification aimed at pedestrians and vehicular traffic on the surrounding streets to complement the historic American Farmhouse architectural style and establish a sense of place. Artistic flexibility is allowed; however, signage shall maintain continuity and be of appropriate scale to the community as a whole.

Specifically, signs within the neighborhood shopping center shall conform to the following guidelines.

- (a) Sign types shall be limited to project identification, company and building identification, direction, and temporary “for sale and lease” signs.
- (b) Signs should be designed to be complementary with the building they identify.



- (c) Signs shall be compatible with the building in terms of color, material, and placement yet stand out in a way that will enable easy recognition of the sign.
- (d) Building and company identification signs shall be low to the ground or attached to building facades.
- (e) All ground-mounted signs shall be well integrated into site landscaping. The exposed backs and sides of signs shall be architecturally treated to blend with the exterior character of the buildings.
- (f) Flags and banners can add significant interest and color to pedestrian ways with a minimum investment. Flags and banners should be made of durable cloth material and should be integrated into architectural design of community in which they are located.

**h) Outdoor Lighting**

Outdoor lighting is an important architectural element that can be used to identify key focal areas, enhance the visual quality of development and increase security. While specific design of lighting fixtures is not prescribed and variations in treatments are allowed, light fixtures and standards shall complement the neighborhood shopping center's American Farmhouse architectural theme. All parking lot light fixtures shall be consistent in design. Walkways from parking areas to building entries shall be illuminated brighter than their surroundings. Similarly, building entries and signage should be illuminated brighter than the other portions of the building. Light bollards shall be provided to illuminate all sidewalks and pathways.

Tasteful and site appropriate building-mounted up-lighting is required to emphasize façade articulation and architectural details. However, building-mounted lights shall be solely for architectural purposes on the fronts and sides of buildings visible from the streets. They are not acceptable in these locations for general parking lot illumination. They are permissible for general illumination at the rear of the buildings or in truck courts if the light is directed downward and concentrated so "spill over" to other properties does not occur.

All outdoor lighting (including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking, loading, unloading, and similar areas) shall be focused, directed, and arranged to prevent glare and illumination on streets and adjoining property.

**i) Functional Elements**

Examples of functional elements include loading doors, service areas, ground or wall-mounted equipment, rooftop equipment, and trash enclosures. The design and placement of these elements should minimize their prominence when viewed from surrounding residential development, public roadways, pedestrian sidewalks, public parking lots, and other locations within the neighborhood shopping center, as well as from La Cadena Drive.



1. Loading Doors and Service Areas

Service vehicles shall have clear and convenient access onto and within the shopping center to minimize disruptions to vehicular and pedestrian circulation. Service and delivery/loading areas shall be separated from general parking areas and pedestrian circulation areas when practical (walkways, pathways, etc.). Loading doors, service areas and equipment areas should be oriented or screened so they are not easily visible from residential areas in Planning Area 9, Pellissier Road or from La Cadena Drive. Screening may be accomplished with landscaping, walls, fences, or other architectural treatments. For screening of loading and service areas to be effective, a minimum treatment height of six (6) feet is recommended.

2. Ground or Wall-Mounted Equipment

Examples of exterior ground-mounted equipment include, but are not limited to mechanical equipment, electrical equipment, emergency generators, cellular telephone facilities, and satellite dishes. Ground-mounted equipment shall be screened so as to not be visible from Planning Area 9, Pellissier Road or from La Cadena Drive. Screening may be accomplished with walls or landscape elements that are consistent with these guidelines. Screen walls shall be designed as an integral part of the architectural and landscape concept. Electrical equipment rooms shall be located within the building envelope. Pop-outs or shed-like additions are prohibited.

Wall-mounted items, such as roof ladders or electrical panels, should be located away from the street facade. They should be screened or incorporated into the architectural elements of the building so as not to be visually apparent from the street or other public areas within ROQUET RANCH.

3. Rooftop Equipment

Examples of rooftop equipment include mechanical equipment, electrical equipment, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, and mechanical ducts. All rooftop equipment shall be screened so as not to be visible from Planning Area 9, Pellissier Road or from La Cadena Drive. Rooftop screens shall be integrated into the architecture of the main building, and shall complement the overall architectural theme of the neighborhood shopping center. Wood rooftop screens are prohibited.

4. Trash Enclosures

Refuse collection areas shall be located away from residential uses to minimize nuisance to adjacent properties. In addition, refuse collection areas shall be located behind or to the side of buildings, away from the building's main entrance. All outdoor trash and garbage collection areas shall be enclosed or screened with a solid six (6) foot high wall with gates. The enclosure's design shall reflect the architectural style of adjacent buildings and use similar, high-quality materials. Landscaping or trellis work shall screen enclosures visible from a residential area, street or connecting walkway and shall be permanently maintained. Large freestanding enclosures or unscreened "cart corrals" are not encouraged but shall be allowed if they are constructed as a permanent structure and architecturally consistent with the shopping center's theme and include landscape treatment such as vines or planters.



**F. LANDSCAPE DESIGN GUIDELINES**

These *Landscape Design Guidelines* articulate the various landscape design components of ROQUET RANCH’S thematic identity. The community’s agriculture and railroad landscape theme complements the historical character and physical setting of Colton through the use of lush colorful, water-efficient plants and trees planted at focal points throughout the community. In addition, careful thought and attention has been given to integrating structural and aesthetic elements, such as monumentation, walls/fencing, lighting, etc., that reinforce the landscape theme and help create a balanced community that evokes the feel of early California agricultural and railroad industry communities.

As depicted on Figure IV-8, *Conceptual Master Landscape Plan*, the landscape concept components create a sense of community identity that links the residential, commercial retail, public/institution, and recreational land uses within the ROQUET RANCH community. Furthermore, the recommended plant palette and community elements and hardscape materials work in concert to reinforce and emphasize the community landscape theme at major community focal points and gathering places, such as the Primary Entry, Rocky Glen Park, The Lodge, neighborhood parks, and the neighborhood shopping center.

The landscape concept is implemented through major thematic community elements listed below and discussed in more detail on the following pages.

- Plant Palette
- Monumentation
- Streetscapes
- Recreational Amenities
- Walls and Fences
- Landscape Interfaces
- General Landscape Requirements

These *Landscape Design Guidelines*, when taken with the companion *Residential* and *Commercial Design Guidelines* provided herein, establish a community identity that acknowledges the history of the City in a contemporary vernacular, while being visually appealing, and sensitive to the environment.

Although a great deal of specific design information is provided in these *Landscape Design Guidelines*, there will at times be a need for interpretation of the intent of the guidelines in keeping with the spirit of the overall community theme. When interpreting these guidelines to meet certain parcel-specific or user-identity requirements, opportunities for creativity and visual interest are encouraged. However, it is critical that such opportunities be implemented in manners consistent with the core elements of the overall theme described in this Specific Plan in order to ensure a cohesive and unified community-wide landscape concept.

**1. PLANT PALETTE**

The Plant Palette for ROQUET RANCH was selected to complement and enhance the setting of the community, while ensuring the conservation of water resources. The Plant Palette complements the community’s rugged rural setting and accentuate the community’s architectural styles and design elements (hardscape, monumentation, walls and fences, etc.).



# Roquet Ranch

SPECIFIC PLAN NO. DAP-001-228



FIGURE IV-8

## CONCEPTUAL MASTER LANDSCAPE PLAN



To ensure the conservation of water resources and to alleviate long-term maintenance concerns, the Plant Palette for ROQUET RANCH is comprised of water-efficient species native to southern California or naturalized to the arid southern California climate.

Table IV-1, *Community Plant Palette*, provides a base plant palette for the ROQUET RANCH community's landscape design. Other similar plant materials may be substituted provided the selected plant materials are water-efficient and complement the ROQUET RANCH community theme. Plant selection for specific areas of the community shall have similar watering requirements so that irrigation systems can be designed to minimize water use and plant materials can thrive under optimal conditions.

## 2. MONUMENTATION

Entry monumentation provides an opportunity to create a distinctive entrance statement that establishes the character of the ROQUET RANCH community. ROQUET RANCH provides a hierarchy of entry monuments, the largest and most prominent at the entry to the community, distinctive signage for the neighborhood shopping center, and residential neighborhood monumentation, generally situated where local roads intersect with larger roads.

Monument signage should be compatible with the character of the community but flexible enough to respond to the individual contexts. Logos, type styles, and color schemes should be consistent throughout the area being identified. Monument signs shall vary in size and detail in a manner that reflects their relative importance within the signage hierarchy. The monumentation concepts complement and reinforce the general landscape and architectural theme of the community and to provide a prominent reminder of the quality and distinctiveness of ROQUET RANCH. The hierarchy of entry monumentation consists of Primary, Secondary, Commercial, and Neighborhood monuments. The location of entry monumentation is depicted on Figure IV-8, *Conceptual Master Landscape Plan*.

### a) Primary Entry Monumentation

Primary entry monumentation is provided at the intersection of Pellissier Road and Roquet Ranch Road. This monument is designed to strongly establish a sense of arrival to residents, guests, and passersby. As shown on Figure IV-9, *Primary Entry Monument – Plan View*, and Figure IV-10, *Primary Entry Monument – Elevation*, the primary entry monument consists of a small structure, reminiscent of a railroad depot with steep roof and covered waiting platform with benches surrounded by a citrus grove, shade trees and low stone wall. The depot is constructed using traditional board and batten siding, with a stone foundation. Community entry signs are located on the face of the building facing eastward, the end of the platform facing west and on the platform overhead facing north, so as to be visible to traffic entering the community along Pellissier Road. Landscape materials used at primary entry monument are comprised of colorful groundcovers and shrubs, with specimen trees as well as a citrus grove. Enhanced paving at the intersection combined with the structure and landscaping will make this a memorable entry feature. The depot and surrounding landscaping are illuminated by architecturally appropriate well lights. All architectural and hardscape elements are constructed of natural or nature-inspired materials with earth-toned colors.



**Table IV-1 Community Plant Palette**

| Plant Material                |        | Sub-palette            |                  |               |       |        |                     |
|-------------------------------|--------|------------------------|------------------|---------------|-------|--------|---------------------|
| Botanical Name                | Native | Common Name            | Backbone Streets | Local Streets | Parks | Basins | Manufactured Slopes |
| <b>TREES</b>                  |        |                        |                  |               |       |        |                     |
| Arbutus 'Marina'              |        | Marina Strawberry Tree |                  | ✓             | ✓     |        |                     |
| Chitalpa tashkentensis        |        | Chitalpa               |                  | ✓             | ✓     | ✓      | ✓                   |
| Citrus spp.                   |        | Citrus                 | ✓                | ✓             | ✓     |        | ✓                   |
| Cupressus sempervirens        |        | Italian cypress        | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Jacaranda mimosifolia         |        | Jacaranda              |                  |               | ✓     | ✓      | ✓                   |
| Lagerstroemia indica          |        | Natchez Crape Myrtle   | ✓                | ✓             | ✓     |        | ✓                   |
| Lagerstroemia indica          |        | Tuscarora Crape Myrtle | ✓                | ✓             | ✓     |        | ✓                   |
| Laurus nobilis 'saratoga'     |        | Bay Laurel             | ✓                | ✓             | ✓     |        |                     |
| Magnolia grandiflora          |        | Russet Magnolia        | ✓                |               | ✓     |        |                     |
| Melaleuca quinquenervia       |        | Broad-leaved Paperbark | ✓                |               | ✓     |        |                     |
| Olea europaea - fruitless     |        | Fruitless Olive        | ✓                |               | ✓     |        |                     |
| Pinus eldarica                |        | Afghan Pine            | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Pinus halepensis              |        | Aleppo Pine            | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Platanus acerifolia 'Yarwood' |        | London Plane           | ✓                | ✓             |       |        |                     |
| Platanus racemosa             |        | California Sycamore    | ✓                | ✓             | ✓     |        |                     |



**Table IV-1 Community Plant Palette**

| Plant Material                   |        | Sub-palette             |                  |               |       |        |                     |
|----------------------------------|--------|-------------------------|------------------|---------------|-------|--------|---------------------|
| Botanical Name                   | Native | Common Name             | Backbone Streets | Local Streets | Parks | Basins | Manufactured Slopes |
| Podocarpus gracilior             |        | Fern Pine               |                  | ✓             | ✓     |        | ✓                   |
| Quercus agrifolia                |        | Coast Live Oak          | ✓                |               | ✓     |        |                     |
| Quercus virginiana               |        | Southern Live Oak       | ✓                |               | ✓     |        |                     |
| Rhus lancea                      |        | African Sumac           |                  | ✓             | ✓     |        |                     |
| Tristania conferta (Lophostemon) |        | Brisbane box            |                  | ✓             | ✓     |        |                     |
| Ulmus parvifolia                 |        | Chinese elm             |                  | ✓             | ✓     | ✓      | ✓                   |
| Washingtonia hybrid (skinned)    |        |                         |                  | ✓             | ✓     | ✓      | ✓                   |
| <b>SHRUBS</b>                    |        |                         |                  |               |       |        |                     |
| Agave americana                  |        | American century plant  | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Agave desmettiana                |        | Variegated Smooth Agave | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Agave guiengola                  |        | Creme Brulee Agave      | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Agave marlothii                  |        |                         | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Aloe arborescens                 |        | Torch Aloe              | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Aloe striata                     |        | Coral Aloe              | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Aloe vera                        |        | Aloe vera               | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Alyogyne huegelii                |        | Blue hibiscus           | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Anigozanthos f.                  |        | Dwarf Yellow            | ✓                | ✓             | ✓     | ✓      | ✓                   |



**Table IV-1 Community Plant Palette**

| Plant Material                        |        | Sub-palette             |                  |               |       |        |                     |
|---------------------------------------|--------|-------------------------|------------------|---------------|-------|--------|---------------------|
| Botanical Name                        | Native | Common Name             | Backbone Streets | Local Streets | Parks | Basins | Manufactured Slopes |
| Arbutus unedo. 'Compacta'             |        | Compact Strawberry Tree | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Baccharis 'Starn P.P.#11240 Thompson' |        | Thompson Baccharis      | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Baccharis pilularis                   |        | Coyote Brush            | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Bougainvillea s. 'La Jolla'           |        | Bougainvillea           | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Briza media                           |        | Quaking grass           | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Buxus microphylla japonica            |        | Dwarf boxwood           | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Chamaerops humilis                    |        | Mediterranean Fan Palm  | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Cistus hybridus                       |        | White Rockrose          | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Cistus purpureus                      |        | Orchid Rockrose         | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Cistus salviifolius                   |        | Sage-leaved Rockrose    | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Cistus sunset                         |        | Magenta Rockrose        | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Dasyilirion wheeleri                  |        | Desert Spoon            | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Dietes bicolor                        |        | Fortnight lilly         | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Echium fastuosum                      |        | Pride of Madeira        | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Elaeagnus pungens                     |        | Thorny Olive            | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Elaeocarpus decipiens                 |        | Japanese blueberry      | ✓                | ✓             | ✓     | ✓      | ✓                   |



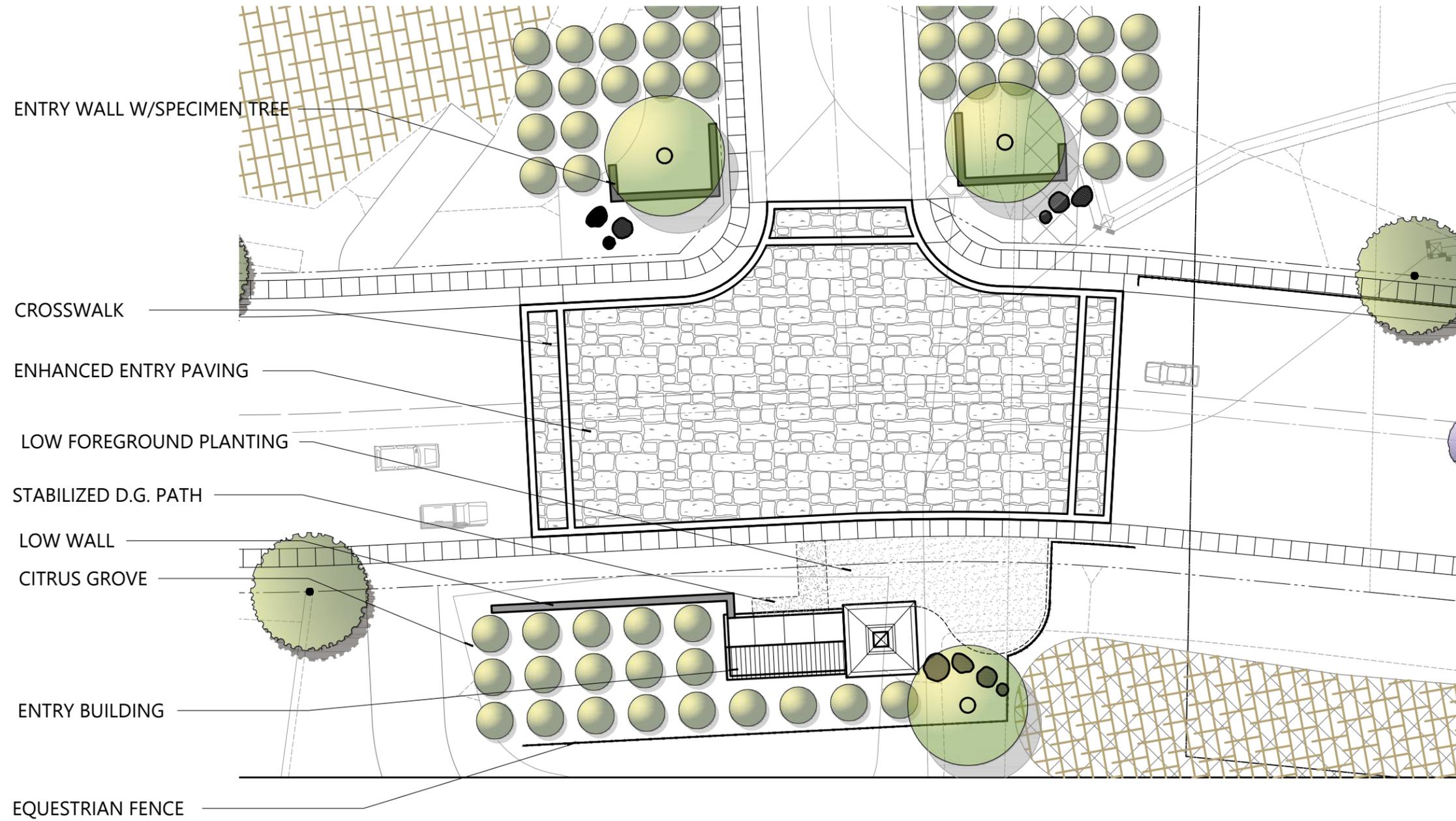
**Table IV-1 Community Plant Palette**

| Plant Material                  |        | Sub-palette            |                  |               |       |        |                     |
|---------------------------------|--------|------------------------|------------------|---------------|-------|--------|---------------------|
| Botanical Name                  | Native | Common Name            | Backbone Streets | Local Streets | Parks | Basins | Manufactured Slopes |
| Euonymous j. 'Microphylla'      |        | Boxleaf euonymous      | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Fieoja seccolliana              |        |                        | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Lavandula angustifolia          |        | English lavender       | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Lavandula stoechas              |        | Spanish Lavender       | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Lavatera assurgentiflora        |        | Island Mallow          | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Leucophyllum f. 'green cloud'   |        | Texas Ranger           | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Ligustrum japonicum 'Texanum'   |        | Waxleaf Privet         | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Muhlenbergia rigens             |        | Deer Grass             | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Myrtus communis 'compacta'      |        | Dwarf myrtle           | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Phormium t. 'Maori Queen'       |        | New Zealand Flax       | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Phormium t. 'Tom Thumb'         |        | New Zealand Flax       | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Phormium t. 'Yellow Wave'       |        | New Zealand Flax       | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Pittosporum 'Cream de Mint'     |        | Cream de Mint          | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Pittosporum tobira              |        | Japanese Pittosporum   | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Pittosporum torbira 'Variegata' |        | Mock Orange            | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Prunus 'Bright 'n Tight'        |        | Carolina Cherry Laurel | ✓                | ✓             | ✓     | ✓      | ✓                   |



**Table IV-1 Community Plant Palette**

| Plant Material                              |        | Sub-palette              |                  |               |       |        |                     |
|---------------------------------------------|--------|--------------------------|------------------|---------------|-------|--------|---------------------|
| Botanical Name                              | Native | Common Name              | Backbone Streets | Local Streets | Parks | Basins | Manufactured Slopes |
| Pyracantha                                  |        | Red Elf                  | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Rhaphiolepis i.                             |        | Majestic Beauty          | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Rosa 'Meidiland'                            |        | Red Meidiland            | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Rosmarinus officinalis                      |        | Rosemary                 | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Rosmarinus officinalis 'Lockwood de Forest' |        | Prostrate Rosemary       | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Salvia greggii 'Sierra Linda'               |        | Sierra Linda Autumn Sage | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Salvia greggii                              |        | Autumn Sage              | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Salvia leucantha                            |        | Mexican Bush Sage        | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Senecio vitalis                             |        | Blue Chalk Fingers       | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Westringia 'Wynnable Gem'                   |        | Wynnable Coast Rosemary  | ✓                | ✓             | ✓     | ✓      | ✓                   |
| Yucca gloriosa                              |        | Spanish-dagger           | ✓                | ✓             | ✓     | ✓      | ✓                   |



Source(s): SIA (02-02-2016)

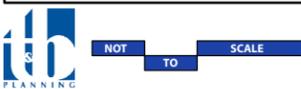
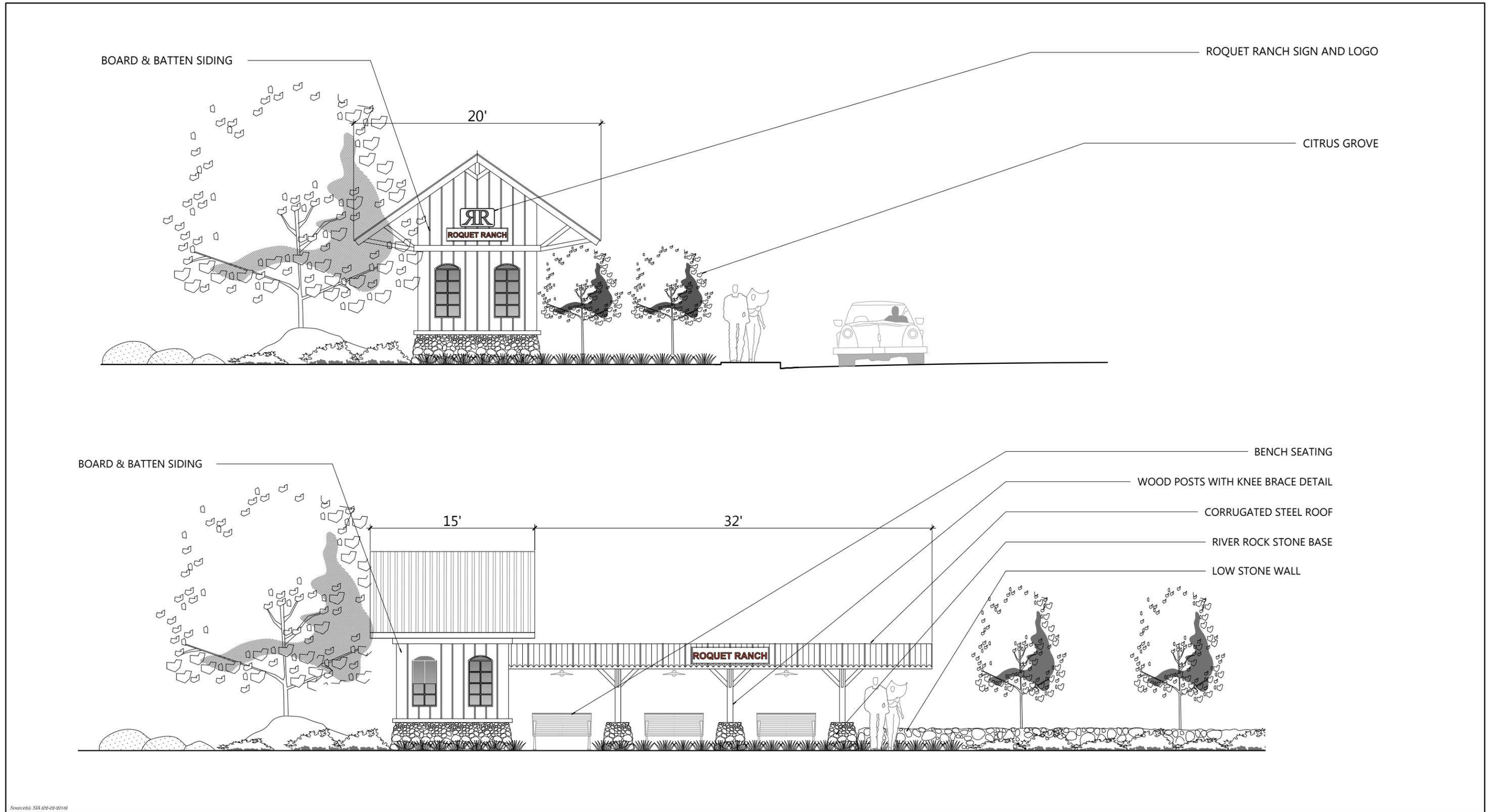


FIGURE IV-9  
PRIMARY ENTRY MONUMENT - PLAN VIEW



Source(s): SIA (02-09-2016)

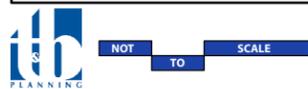


FIGURE IV-10

PRIMARY ENTRY MONUMENT - ELEVATION



**b) Secondary Entry Monumentation**

Secondary entry monuments are located on Pellissier Road to announce to travelers that they have reached a special place; on the north and south sides of Pellissier Road at the community’s western boundary, and on the north side of Pellissier Road, just west of La Cadena Drive. As shown on Figure IV-11, *Secondary Entry Monument – Plan View* and Figure IV-12, *Secondary Entry Monument – Elevation*, Secondary Entry Monuments include a low stone entry wall containing natural finish Corten steel letters, equestrian 2-rail fence in front of specimen and grove trees, accent boulders, and enhanced paving.

The foreground is planted with low foreground planting and groundcover. All architectural and hardscape elements should be constructed of natural or nature-inspired materials with earth-toned colors.

**c) Neighborhood Entry Monumentation**

Neighborhood entry monuments are located on Roquet Ranch Road and Street “A” to welcome residents to the residential neighborhoods in Planning Areas 5 and 7, and the School Site in Planning Area 12. As shown on Figure IV-13, *Neighborhood Entry Monument*, Neighborhood Entry Monuments include a low stone entry wall in front of specimen and grove trees, accent boulders and low foreground planting.

All architectural and hardscape elements should be constructed of natural or nature-inspired materials with earth-toned colors.

**d) Commercial Monumentation**

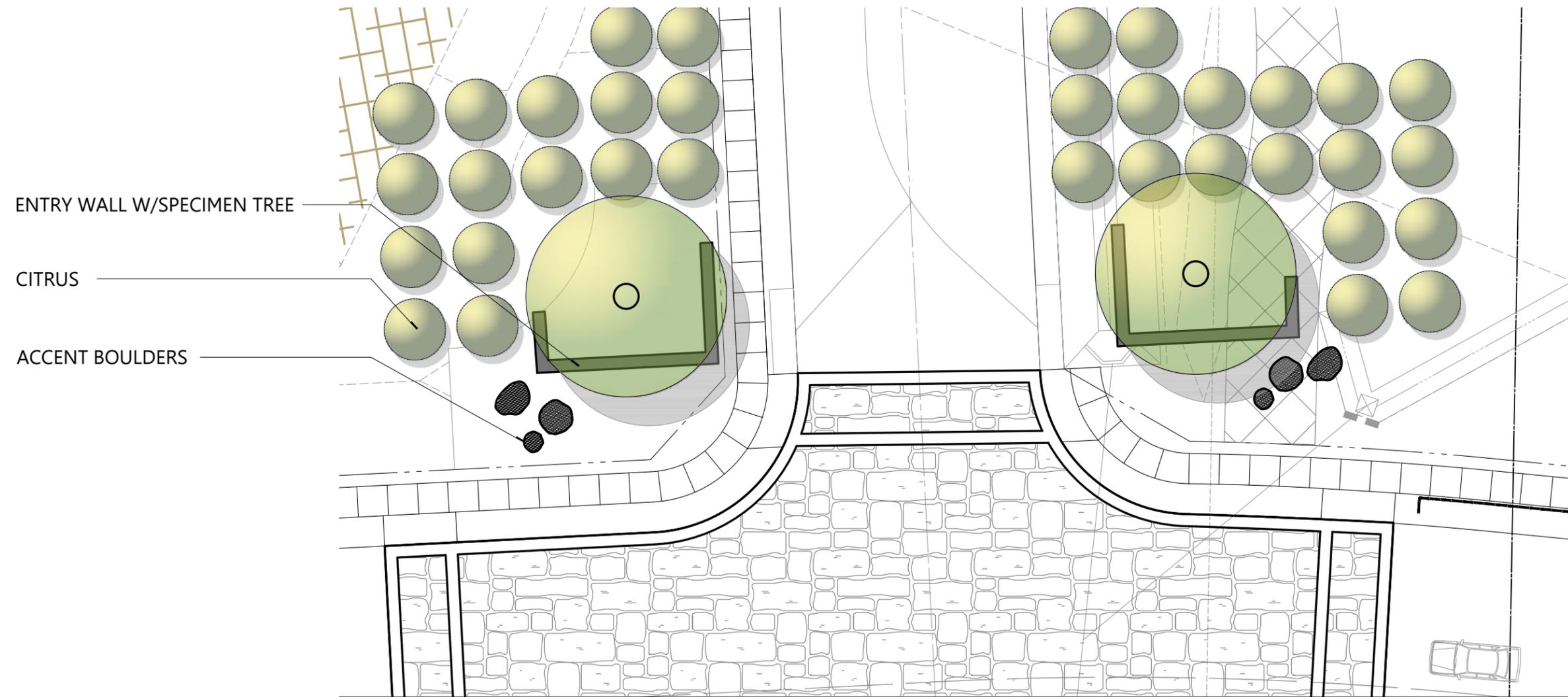
Commercial Monumentation is located on Pellissier Road and La Cadena Drive to welcome residents and provide attraction to the Neighborhood Commercial area in Planning Area 11. As shown on Figure IV-14, *Commercial Monumentation*, Commercial Monumentation includes a rounded battered stone entry wall that displays tenant signage and a hammered steel ROQUET RANCH logo, boulders in the foreground of the entry wall, and stainless steel cable railings above the entry wall tie in the commercial landscaping with the overall community theme.

The foreground is planted with low foreground planting and groundcover. All architectural and hardscape elements should be constructed of natural or nature-inspired materials with earth-toned colors.

Additionally, a faux water tower with a maximum height of 45 feet is permitted as part of the commercial area’s signage. This faux water tower may include the name of the commercial shopping center as well as tenant signage, and is intended to be visible from Interstate 215.

**3. STREETSCAPE LANDSCAPING**

Roadway streetscapes within ROQUET RANCH are critical in enhancing the circulation hierarchy, creating a sense of place, and maintaining a high-quality community theme. The hierarchy of streets is visually reinforced by each roadway’s parkway and landscaping. Larger streets contain larger parkways and are more extensively landscaped; in contrast, local roads are planned with slightly narrower parkways and less prominent landscaping. Streetscapes throughout the community should be planted with a combination



Source(s): SIA (02-02-2016)

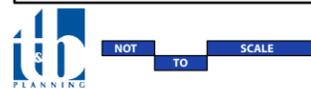
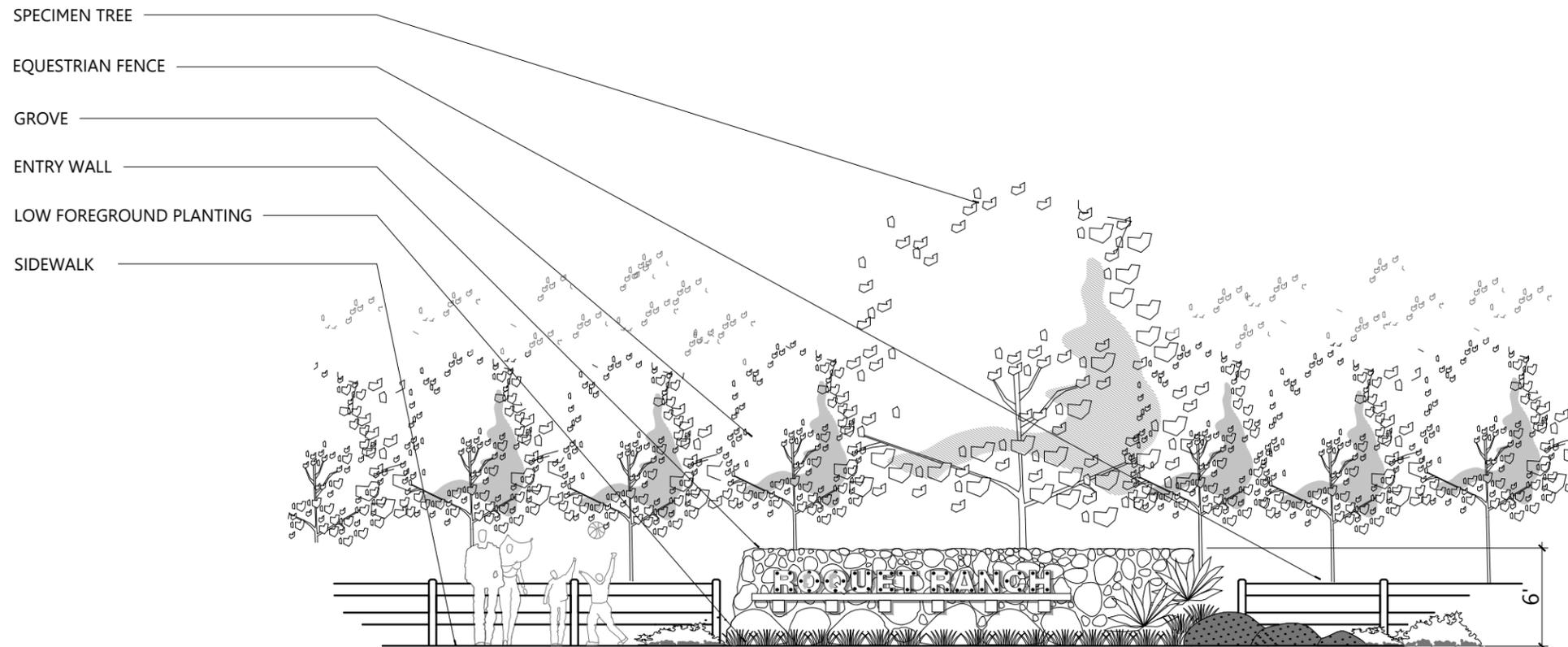
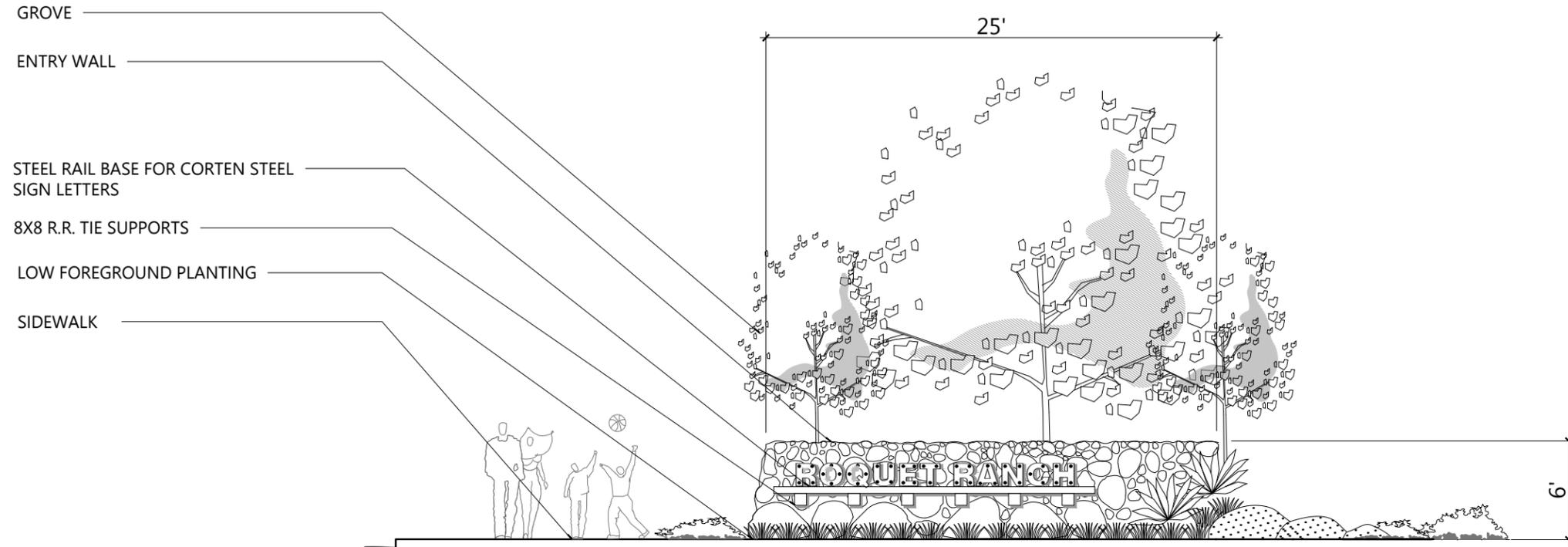


FIGURE IV-11  
SECONDARY ENTRY MONUMENT - PLAN VIEW

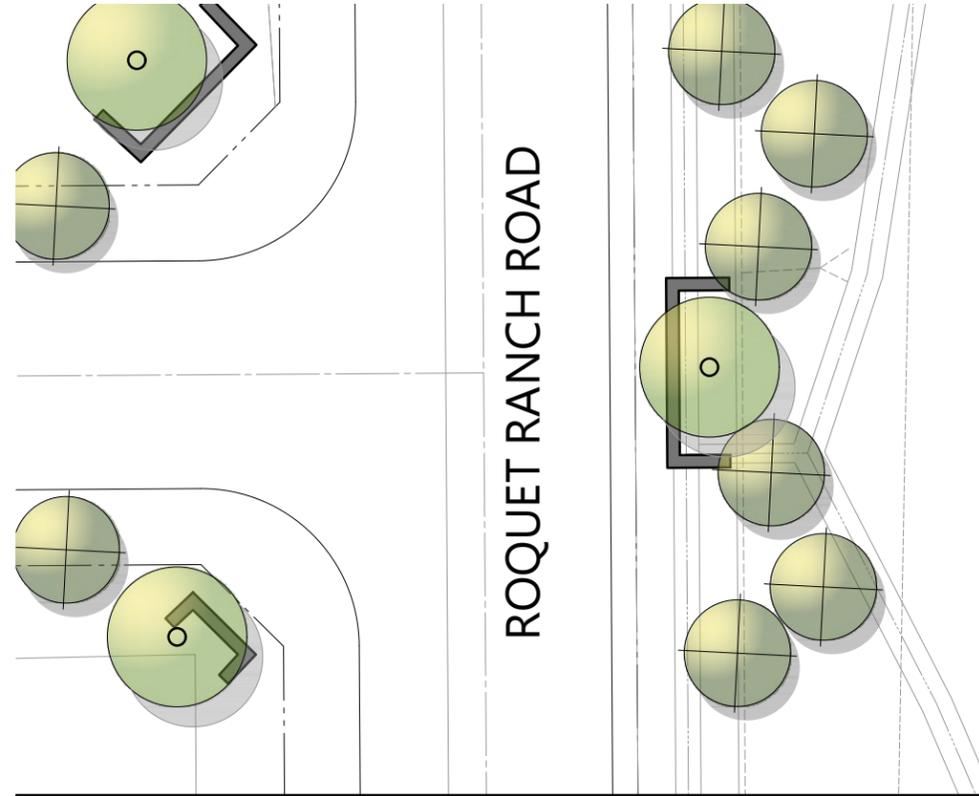


Source(s): SIA (09-09-2016)

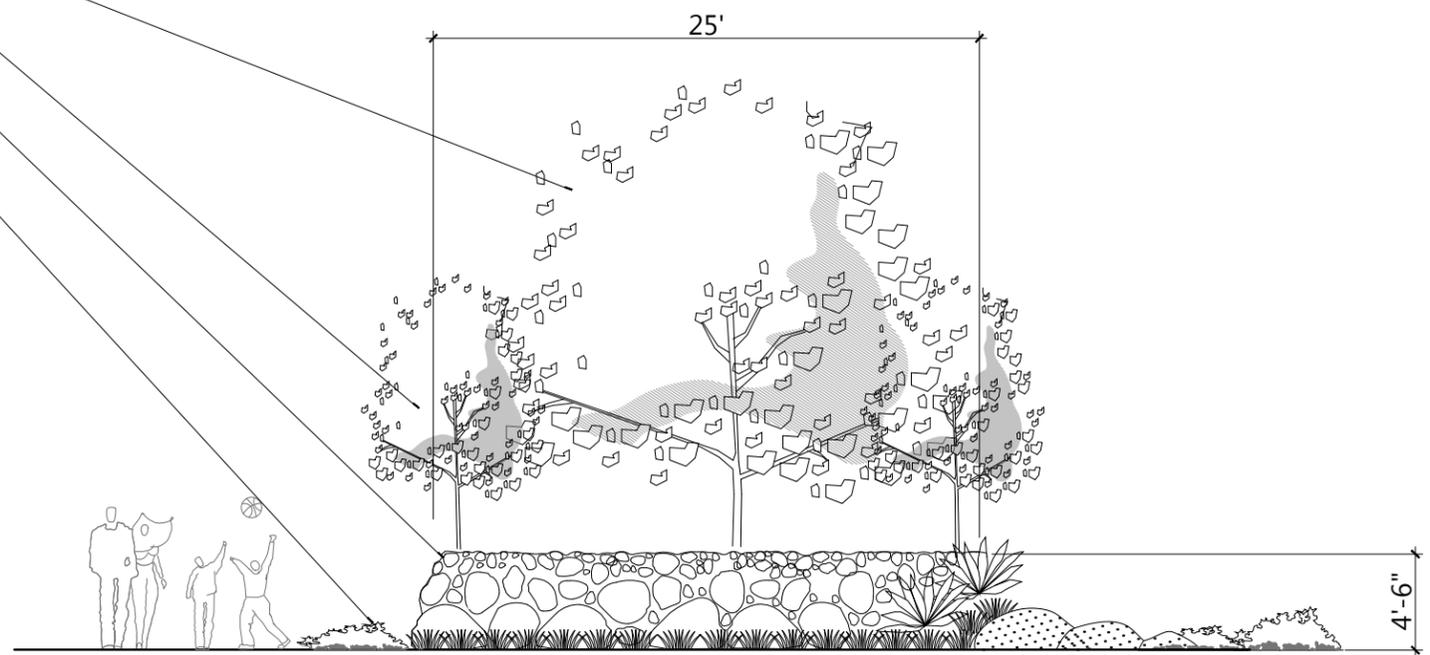


FIGURE IV-12

SECONDARY ENTRY MONUMENT - ELEVATION



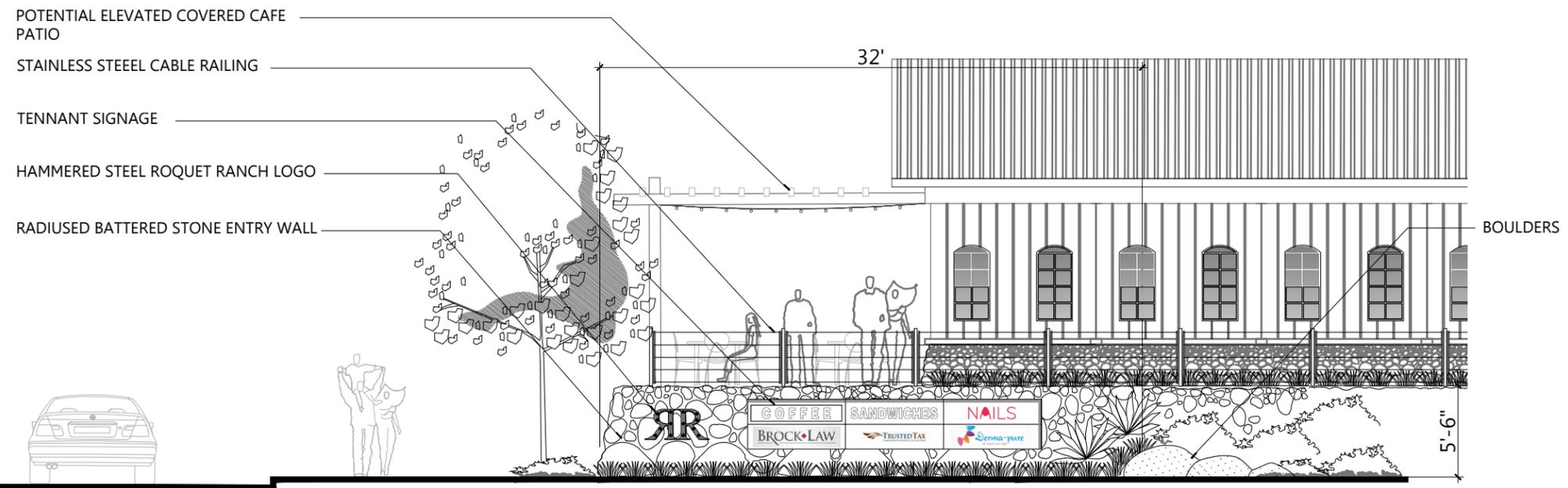
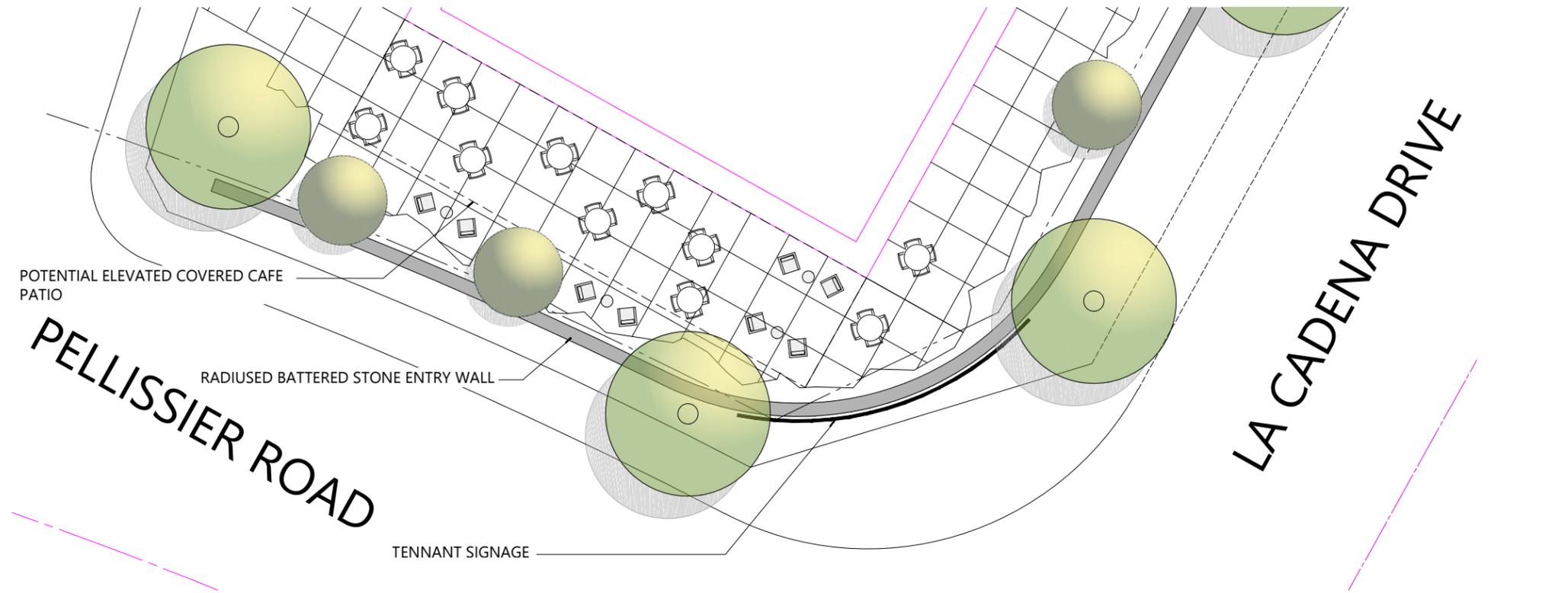
- SPECIMEN TREE
- GROVE
- ENTRY WALL
- LOW FOREGROUND PLANTING



Source(s): SIA (09-09-2016)



FIGURE IV-13  
NEIGHBORHOOD ENTRY MONUMENT



Source(s): SIA (04-11-2016)

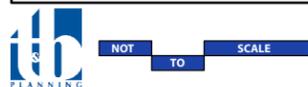


FIGURE IV-14  
COMMERCIAL MONUMENTATION



of street trees, shrubs, and large masses of groundcovers. The landscaping plant palette for streetscapes links the roadways to the rest of the community by providing continuity throughout the entire community. Varied streetscapes shall be provided to create a visually pleasing experience at the pedestrian and vehicular level. In addition, streetscapes serve functional purposes, including screening undesirable views from public view.

A hierarchy of streetscapes is provided and distinctive landscape treatments are planned for each roadway. Landscape treatments include elements such as sidewalks, trails, and parkway trees to enhance the roadways. Landscaping should consist of drought-tolerant plants, colorful shrubs, and street trees. In all instances, a line-of-sight for entering/exiting vehicles shall be maintained at street intersections within the community.

Streetscapes are provided as follows:

1. Pellissier Road Streetscape (88' ROW)

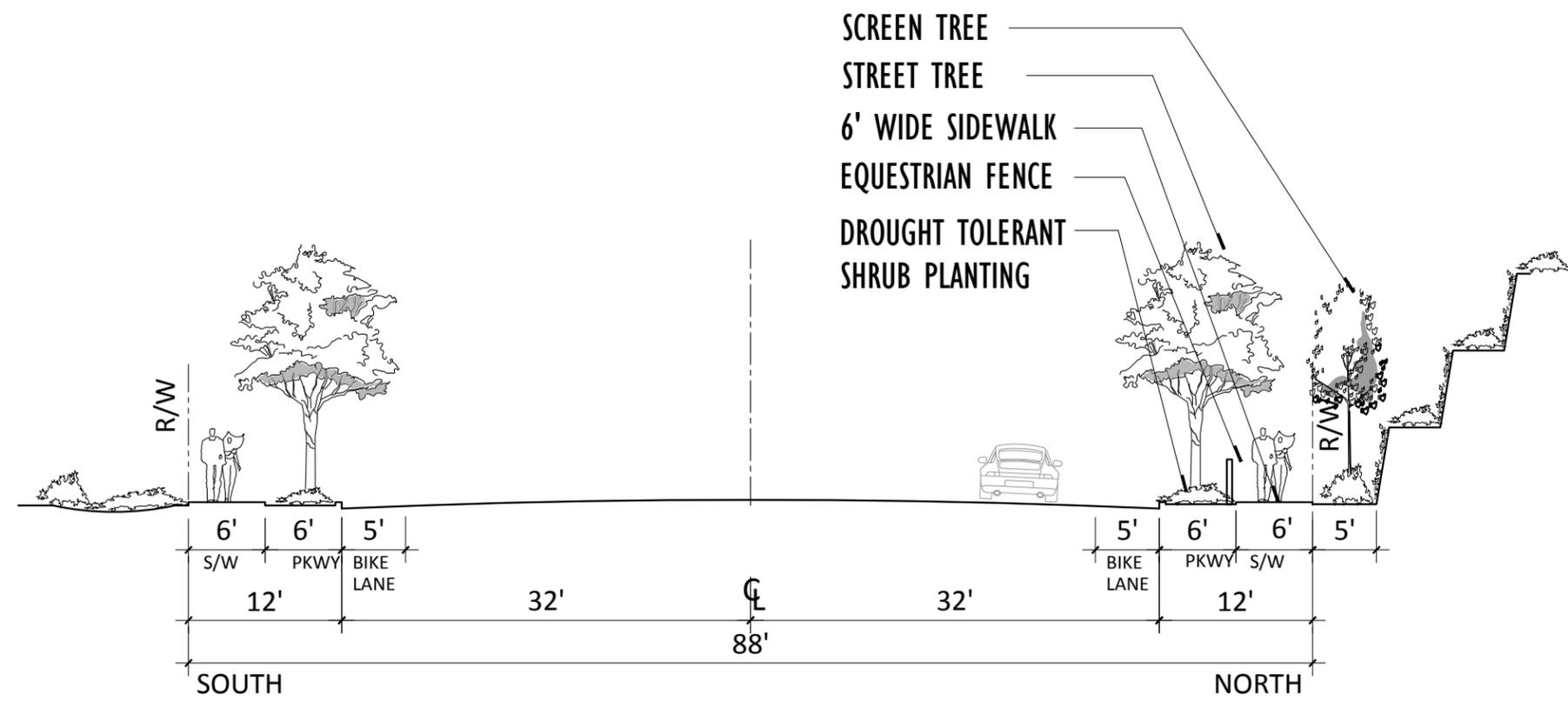
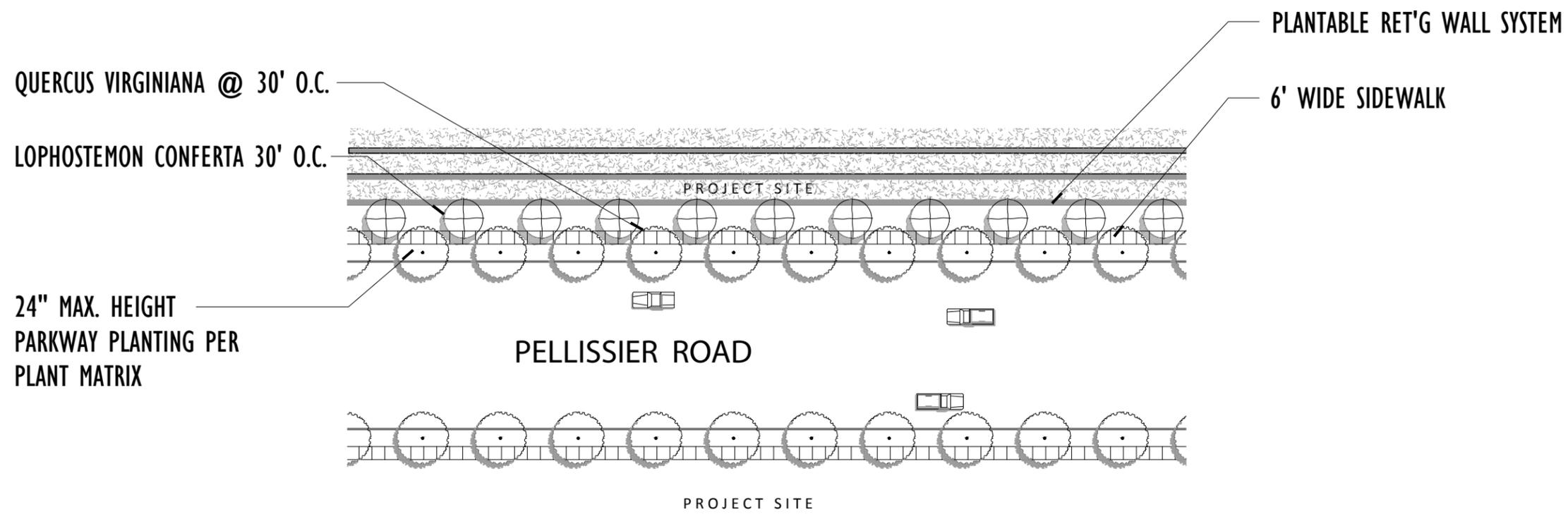
Located in the southern portion of the community, Pellissier Road provides access to residential, commercial, and recreational land uses within the ROQUET RANCH community. The overall right-of-way width for Pellissier Road is 88-feet, comprised of 27-feet of paving in each direction, which accommodates two 11-foot travel lanes and a 5-foot bike lane. To reflect the importance of Pellissier Road, this roadway has been designed to provide a 10-foot landscaped median in the center of the roadway, and 6-foot-wide parkways, 6-foot wide, curb-separated sidewalks on both sides of the street. In addition, a 5-foot wide area for screen trees on the north side of Pellissier Road is provided outside of the right-of-way. As shown on Figure IV-15, *Pellissier Road Streetscape*, the parkways for Pellissier Road shall include street trees with drought tolerant shrub planting with the parkways. As shown on Figure IV-16, *Pellissier Road Retaining Wall*, a section of Pellissier Road in front of Planning Area 20A includes a retaining wall with 12-foot high terraces, planted with cascading shrub and clinging vines. This design creates a dramatic entry roadway and provides an aesthetically pleasing and pedestrian-friendly experience.

2. Orange Street Streetscape (88' ROW)

Located in the southwestern portion of the community, Orange Street provides secondary access to the ROQUET RANCH community. As depicted on Figure IV-17, *Orange Street Streetscape*, Orange Street is located within an 88-foot wide right-of-way, comprised of 32-feet of paving in each direction, which accommodates two travel lanes and a 5-foot bike lane. Orange Street includes 6-foot landscape parkways and 6-foot, curb-separated sidewalks on both sides of the roadway.

3. Roquet Ranch Road Streetscape (64' ROW)

Roquet Ranch Road provides access to Rocky Glen Park, The Lodge, and the residential neighborhoods in the northern portions of the ROQUET RANCH community. Roquet Ranch Road utilizes several of the design elements found in the Pellissier Road streetscape in order to maintain continuity with the community's overall streetscape theme and provide an aesthetically pleasing, pedestrian-friendly experience.



Source(s): SIA (06-16-2016)

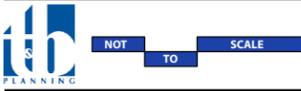
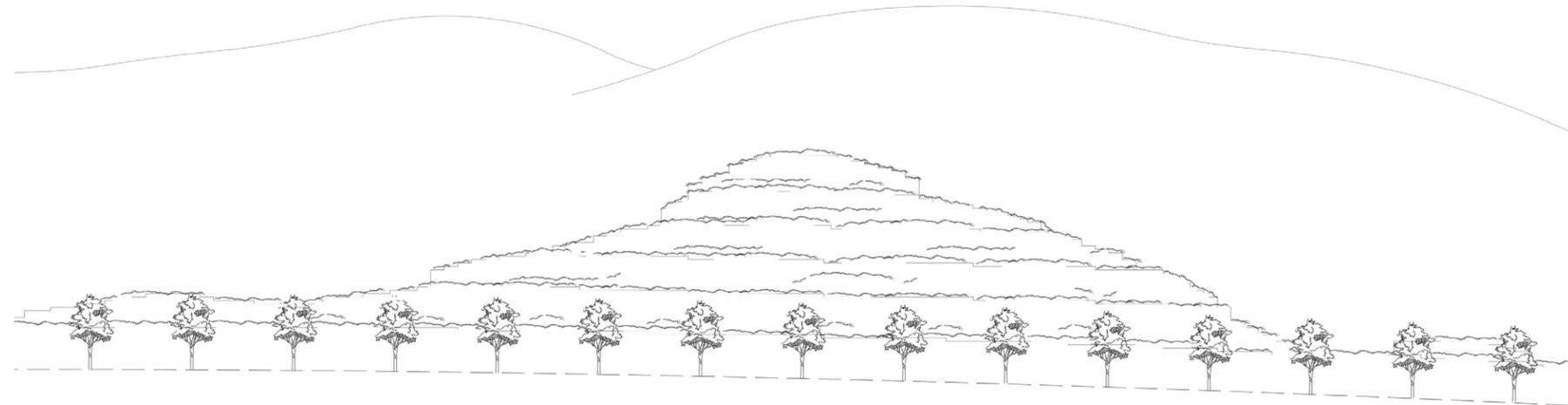
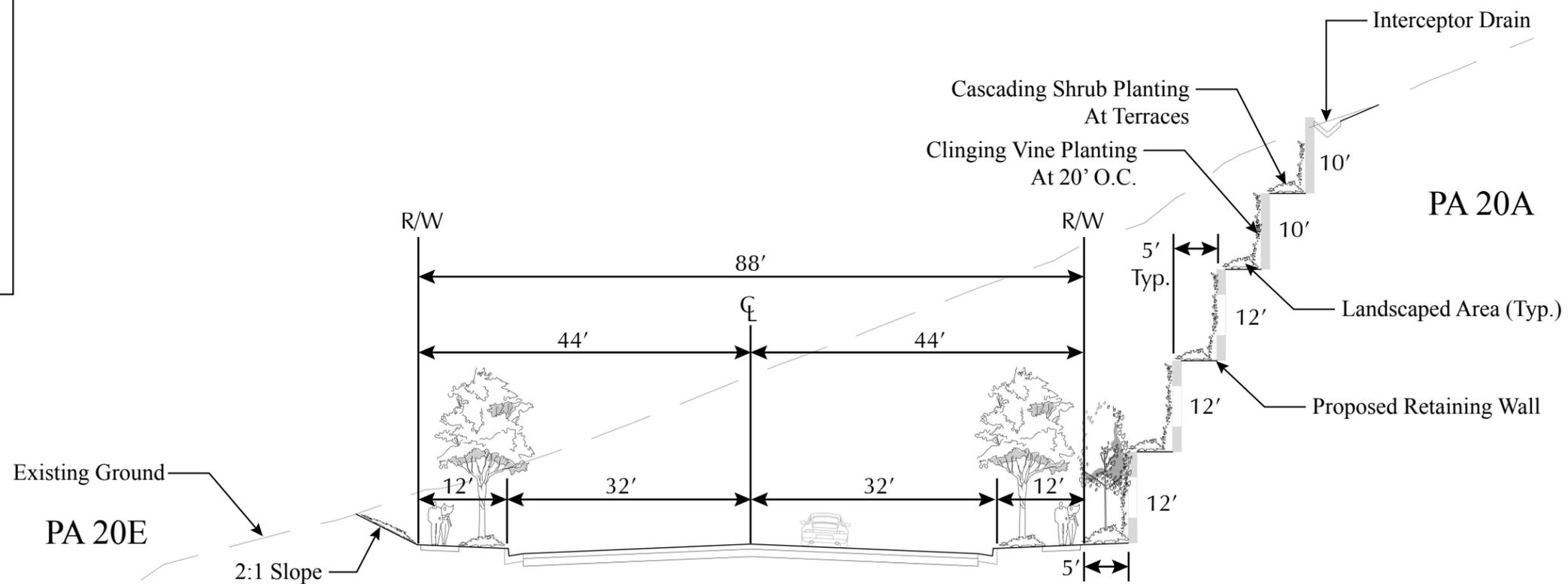
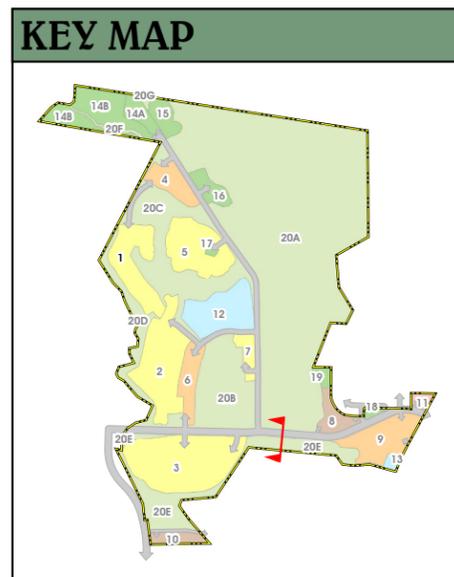


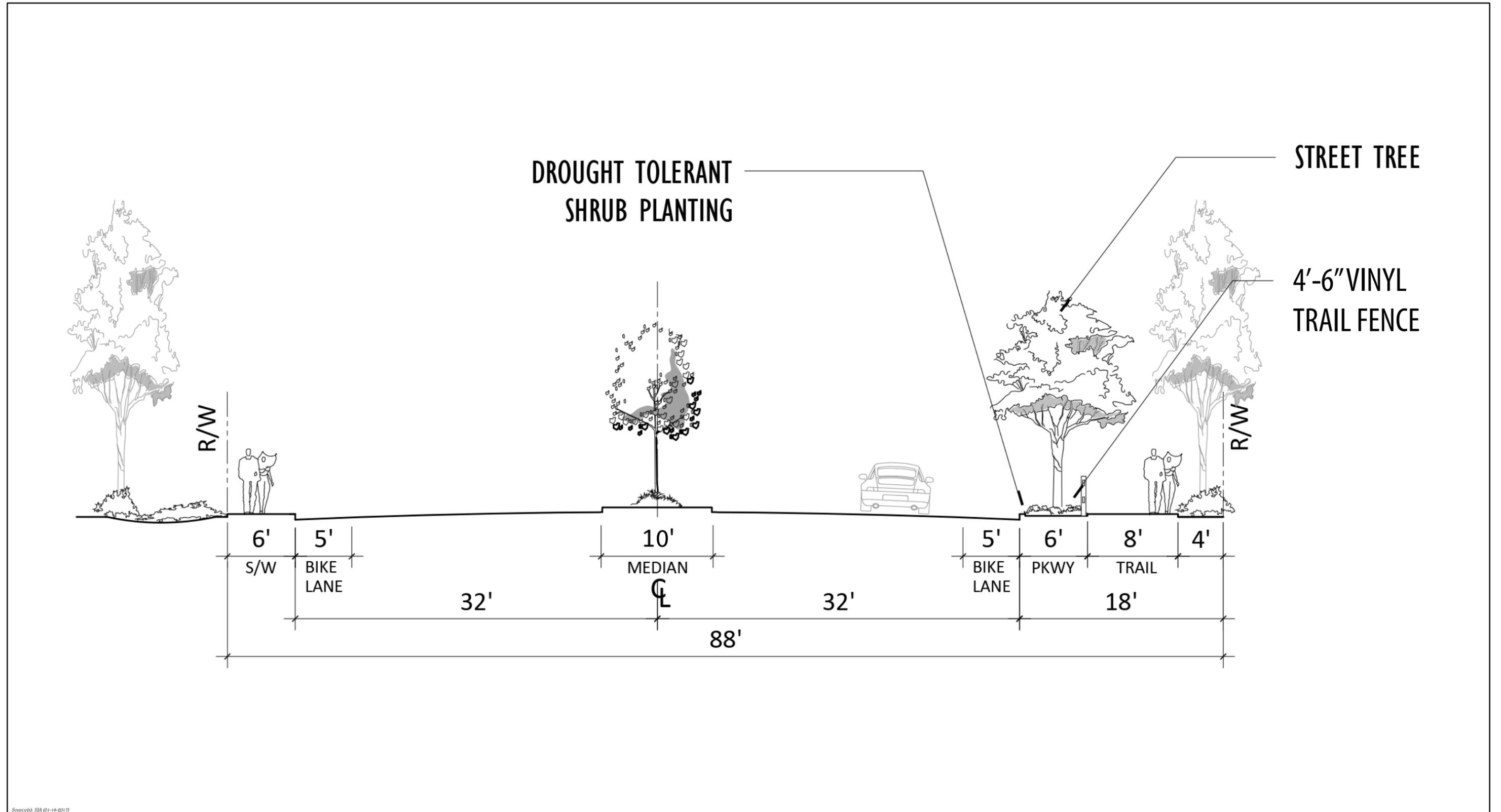
FIGURE IV-15 PELLISSIER ROAD STREETSCAPE



**PELLISSIER ROAD RETAINING WALL ELEVATION**



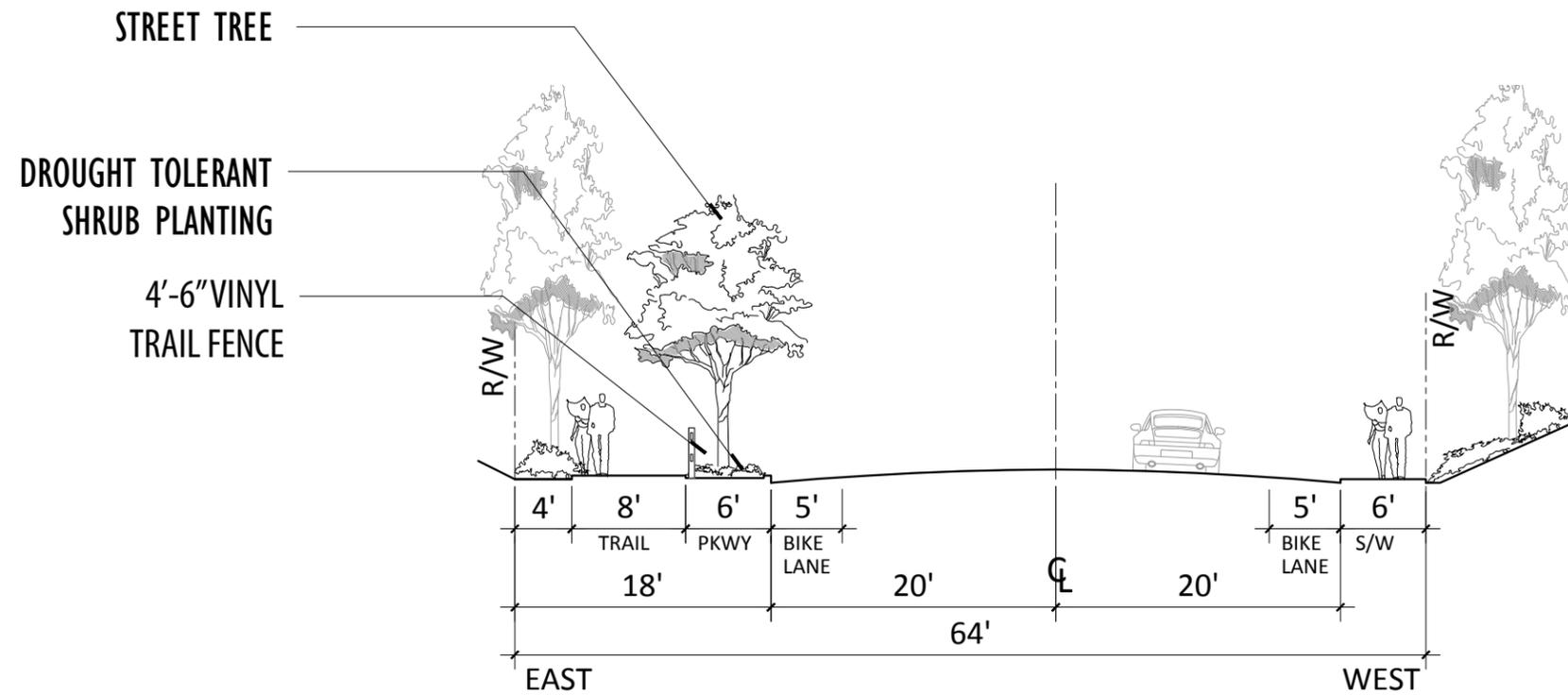
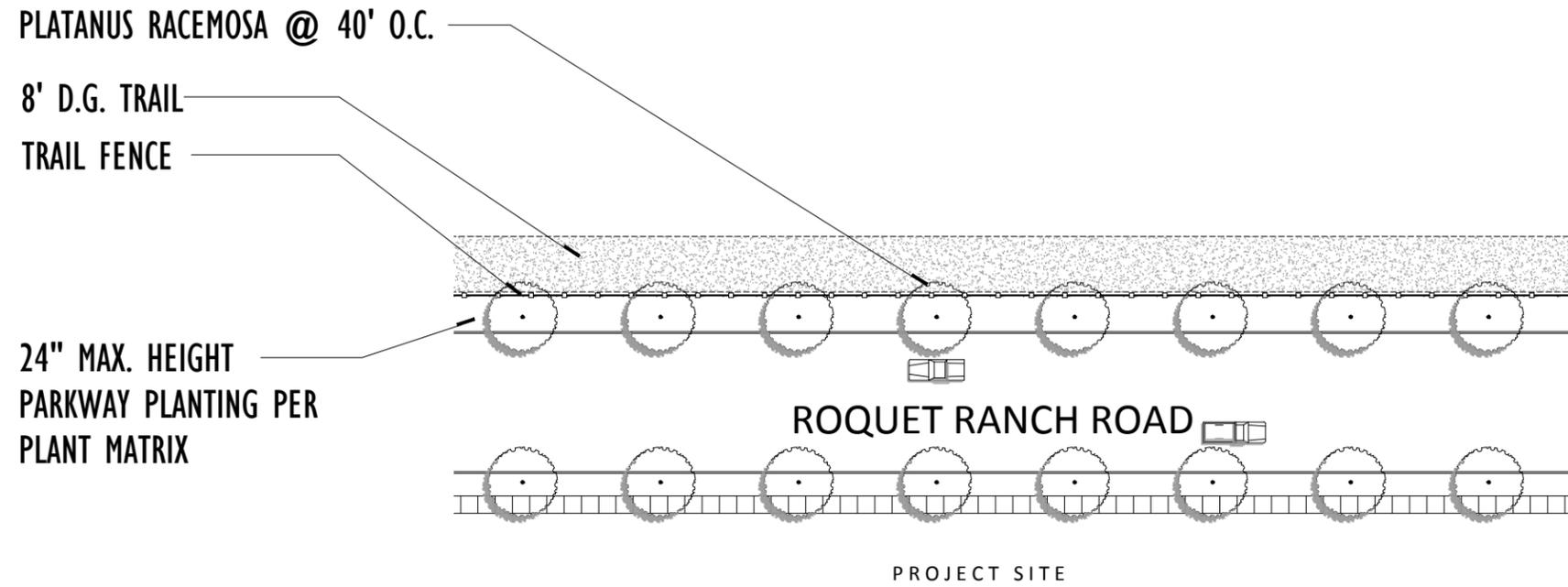
**PELLISSIER ROAD RETAINING WALL SECTION**



Source: SIA (01-16-2017)



FIGURE IV-17  
ORANGE STREET STREETScape



Source(s): SIA (02-03-2016)



FIGURE IV-18

ROQUET RANCH ROAD STREETSCAPE



As depicted on Figure IV-18, *Roquet Ranch Road Streetscape*, Roquet Ranch Road consists of a 64-foot-wide right-of-way with 20 feet of paving in each direction, which accommodates a single travel lane and 5-foot bike lane. Roquet Ranch Road includes 6-foot landscape parkways and 6-foot, curb-separated sidewalks on both sides of the roadway. In addition, the east of the right-of-way contains an 8-foot trail located within the Southern California Edison easement which provides access to the open space uses in the community.

#### 4. Local Street Streetscape (60' ROW)

As depicted on Figure IV-19, *Local Street Streetscape*, local roads (which may be public or private) within ROQUET RANCH feature a 60-foot wide right-of-way comprised of 36 feet of paving which accommodates a 10-foot travel lane and 8-foot parking lane in each direction. Each side of the right-of-way includes a 6-foot, curb-adjacent parkway, planted with street trees and drought tolerant shrubs, and a 6-foot wide, curb-separated sidewalk.

#### 4. RECREATIONAL AMENITIES

The ROQUET RANCH community includes a thoughtfully planned system of parks and trails to provide residents with convenient access to a variety of outdoor recreation (both passive and active) and social activities. The location of recreational facilities within the ROQUET RANCH community is depicted on Figure IV-8, and conceptual plans for individual recreational facilities are provided on the following pages.

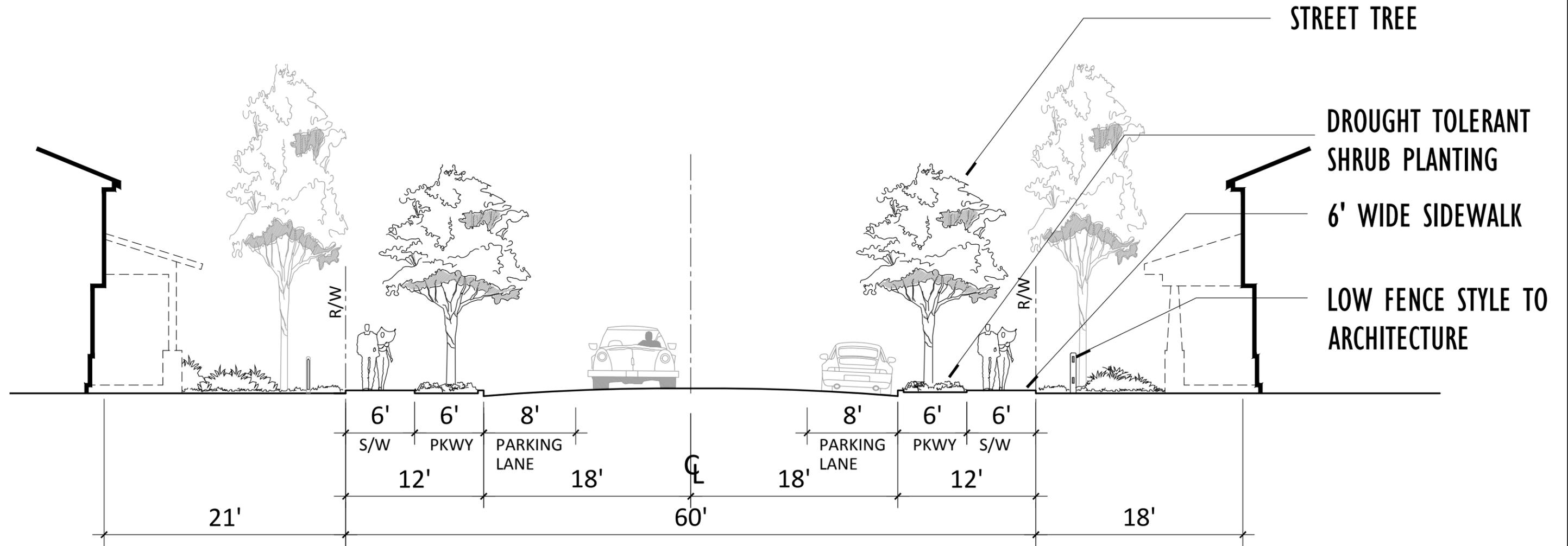
##### a) Rocky Glen Park and The Lodge

The 11.1-acre public Rocky Glen Park in Planning Areas 14B is owned by the City of Colton and maintained through a CSA, CFD, or other financing entity and provides a public recreation amenity for the residents of ROQUET RANCH and the broader Colton community. As shown in Figure IV-20, *Conceptual Rocky Glen Park & The Lodge Plan*, Rocky Glen Park provides a range of amenities including sports fields, a dog park, a tot lot, shaded pavilions, barbeque facilities with picnic tables and seating, parking, and restroom facilities. A pedestrian bridge spans the natural stream bed and leads to the dog park and passive open space area.

Situated next to Rocky Glen Park, The Lodge within Planning Area 14A is a private, HOA owned and maintained recreation facility for the exclusive use of ROQUET RANCH residents. The Lodge provides a range of amenities including a junior Olympic size swimming pool, water play feature, barbeque facilities, and shaded pavilions. The architecture of The Lodge building incorporates elements that reflect the overall architectural character of the ROQUET RANCH community. Sample architecture for the community recreation building is illustrated on Figure IV-21, *Conceptual Lodge Architecture*.

##### b) Hillcrest Park

Hillcrest Park is a 3.1-acre Trailhead Park owned and maintained by the City of Colton (excluding the area underlying the SCE Easement) just east of Roquet Ranch Road in Planning Area 16 and provides convenient access for the residents of ROQUET RANCH and the broader Colton community to the existing informal trails in the Open Space hillside within Planning Area 20A and throughout the La Loma Hills. The conceptual plan for this park is depicted on Figure IV-22, *Conceptual Hillcrest Park Plan – PA 16*. Hillcrest Park includes a native plant demonstration garden, a turf play area, connections to recreational trails, and



Source(s): SIA (02-03-2016)



FIGURE IV-19  
LOCAL STREET STREETScape



Source(s): K&A Engineering, Inc. (04-11-2016)



Source: K&A Engineering, Inc. (04-11-2016)

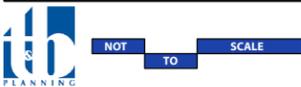
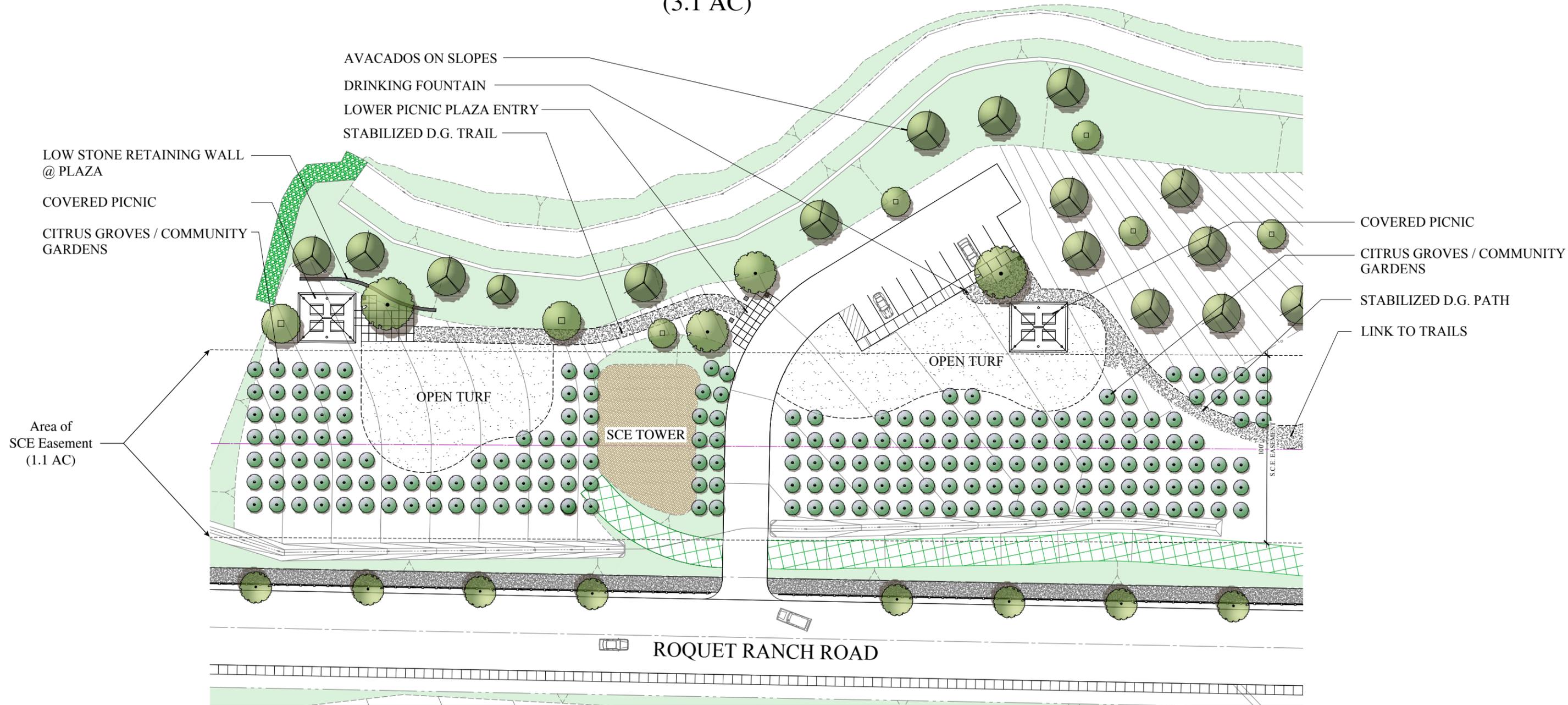


FIGURE IV-21  
CONCEPTUAL LODGE ARCHITECTURE

PA 16  
 (3.1 AC)



Note: Citrus Groves and Community Garden will require approval from SCE.



covered picnic tables. Avocado and citrus trees are planted on the manufactured slopes within Planning Area 16, and a citrus grove shall be planted in the Southern California Edison easement that is located on the western portion of Planning Area 16.

### c) Neighborhood Parks

Three Neighborhood Parks owned and maintained by the HOA are located throughout the ROQUET RANCH community to provide neighborhood-level recreational amenities. These Neighborhood Parks range in size from 0.4-acres to 1.2 acres and provide opportunities for active and passive recreation. The Conceptual Park Plans for each Neighborhood Park are described and illustrated on the following pages.

- **Planning Area 17:** The public Neighborhood Park in Planning Area 17 is located in the western portion of the community, west of Roquet Ranch Road. While owned and maintained by the HOA, the 0.4-acre Neighborhood Park in Planning Area 17 provides convenient recreation opportunities for residents within ROQUET RANCH and the residents of the surrounding neighborhoods. A concept plan for the Neighborhood Park in Planning Area 17 is shown on Figure IV-23, *Conceptual Neighborhood Park Plan – PA 17*. This Neighborhood Park includes an open lawn play area, tot-lot, shaded picnic/game table area, and succulent garden. Citrus groves shall be planted throughout this neighborhood park to reinforce the community's landscape theme.
- **Planning Area 18:** The public Neighborhood Park in Planning Area 18 is located in the southeastern portion of the community, north of Pellissier Road. While owned and maintained by the HOA, the Neighborhood Park within Planning Area 18 provides convenient recreational opportunities for residents within ROQUET RANCH and the residents of the surrounding neighborhoods. A concept plan for the 0.7-acre Neighborhood Park in Planning Area 18 is shown on Figure IV-24, *Conceptual Neighborhood Park Plan – PA 18*. This Neighborhood Park includes an open lawn play area, and shaded pavilion with barbeque and picnic area.
- **Planning Area 19:** The private Neighborhood Park, owned and maintained by the HOA, in Planning Area 19 is located in the southeastern portion of the community and provides convenient, gated and exclusive recreational opportunities only for residents in Planning Area 8. The design of Planning Area 19 as a passive park allowed for the preservation of an existing grove of citrus trees to be the focal point of the park. A concept plan for the 1.2-acre Neighborhood Park in Planning Area 19 is shown on Figure IV-25, *Conceptual Neighborhood Park Plan – PA 19*. This Neighborhood Park shall include a walking path through citrus groves, an open lawn area, and shade pavilion.

## 5. WALLS AND FENCES

Walls and fences for the ROQUET RANCH community are predominantly located around the perimeter boundaries of each residential planning area that interfaces with roads, parks, drainage/detention areas, or off-site land uses, as illustrated on Figure IV-26, *Wall and Fence Plan*. Landscaping and/or berms shall be used to separate land uses and neighborhoods within the community, where possible, in order to create a sense of openness. Where walls and fencing are necessary, they shall be designed to create a sense of community space, increase privacy and security, provide noise attenuation, and act as a buffer between



### PA 17 (0.4 AC)

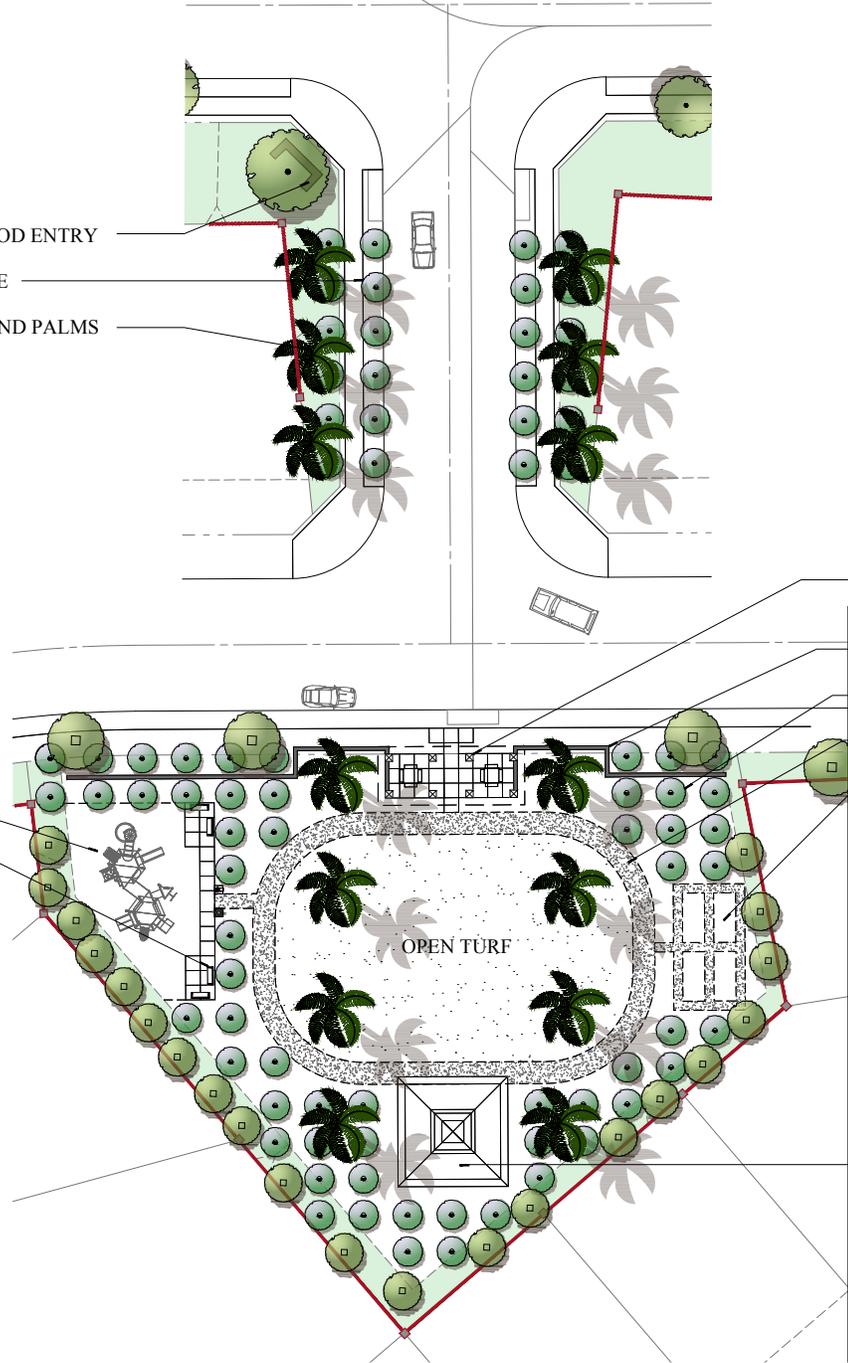
ROQUET RANCH ROAD

NEIGHBORHOOD ENTRY  
 CITRUS GROVE  
 CANARY ISLAND PALMS

SHADED ENTRY STRUCTURE W/  
 CAFE GAME TABLES  
 LOW STONE WALL  
 CITRUS GROVES  
 STABILIZED D.G. PATH  
 SUCCULENT GARDEN

TOT LOT  
 BENCHES

GAZEBO W/PICNIC TABLES



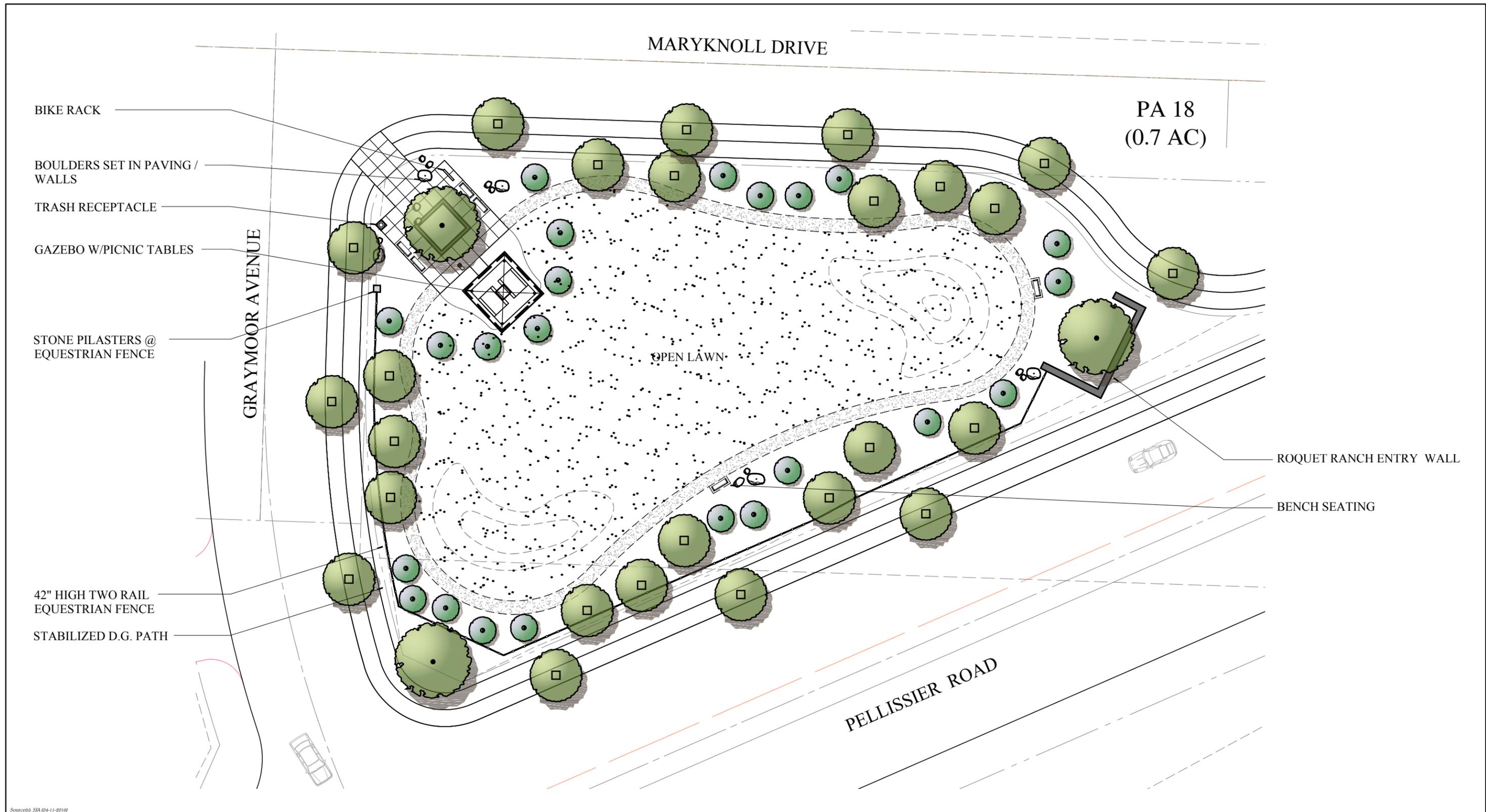
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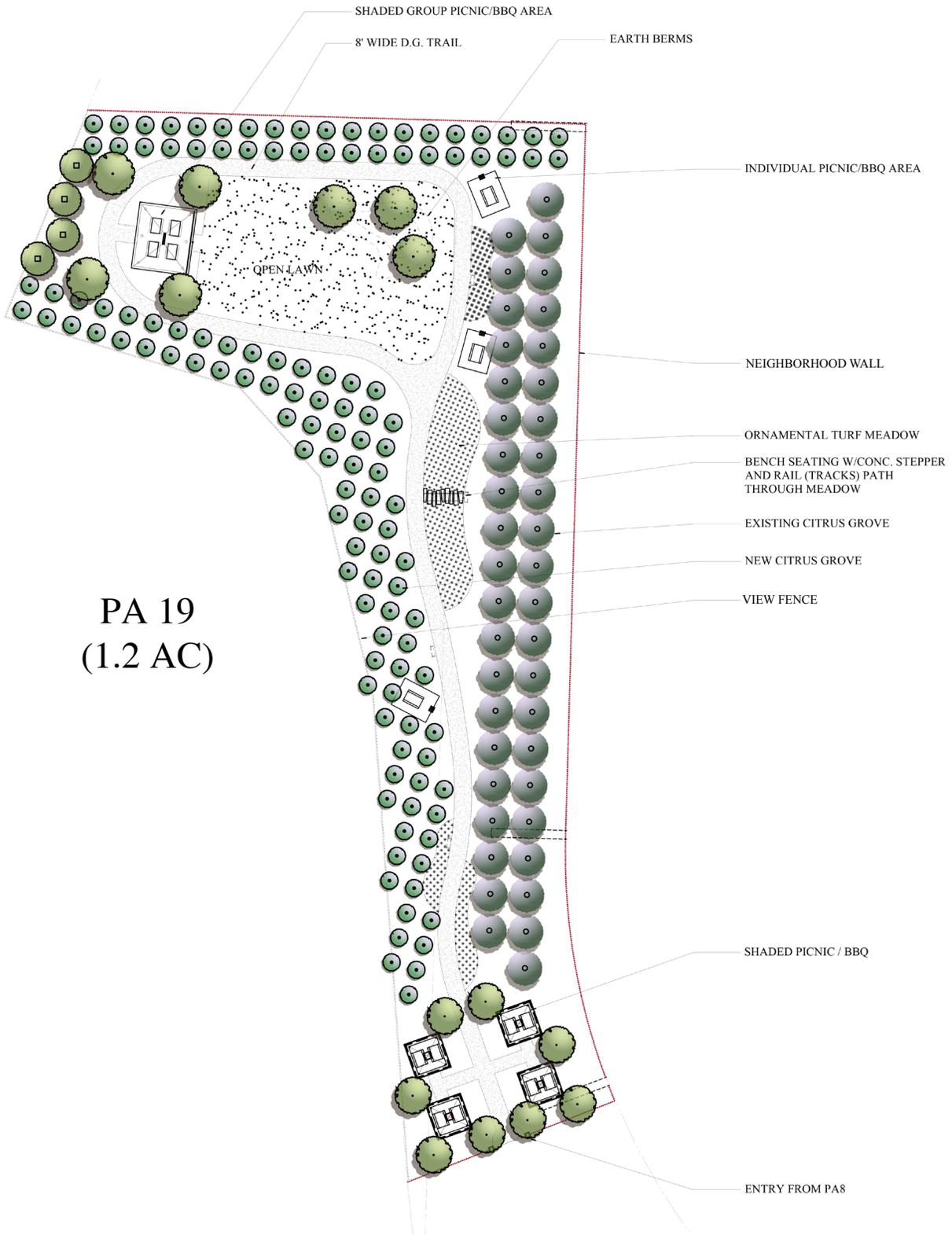
### FIGURE IV-23 CONCEPTUAL NEIGHBORHOOD PARK PLAN - PA 17



Source(s): SIA (04-11-2016)



**FIGURE IV-24**  
**CONCEPTUAL NEIGHBORHOOD PARK PLAN - PA 18**



Source(s): SJA (04-11-2016)



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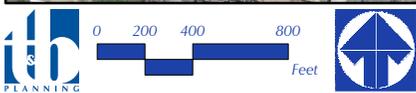
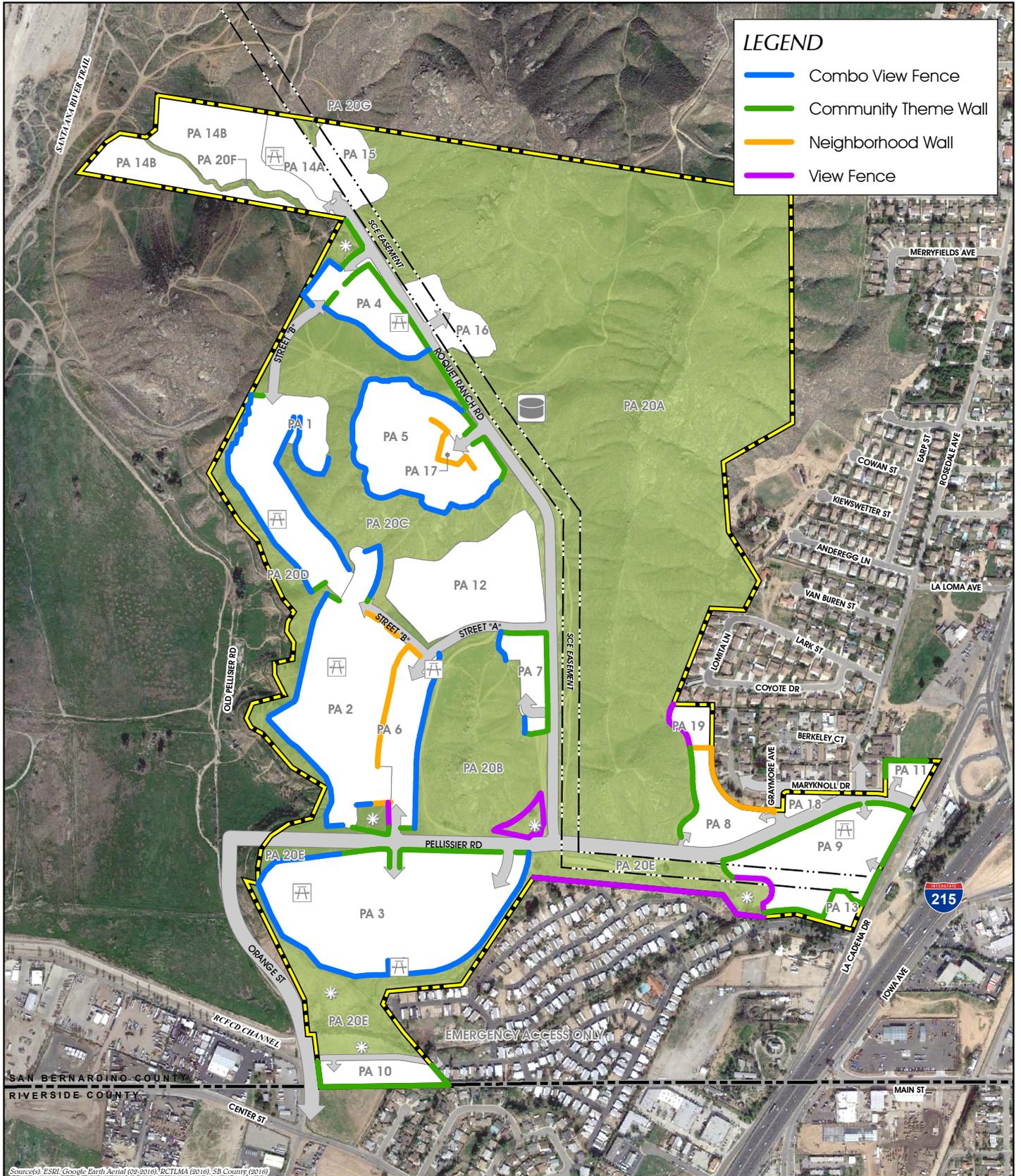
FIGURE IV-25  
CONCEPTUAL NEIGHBORHOOD PARK PLAN - PA 19



# Roquet Ranch

SPECIFIC PLAN NO. DAP-001-228

DESIGN GUIDELINES **IV**



**FIGURE IV-26**  
**WALL AND FENCE PLAN**

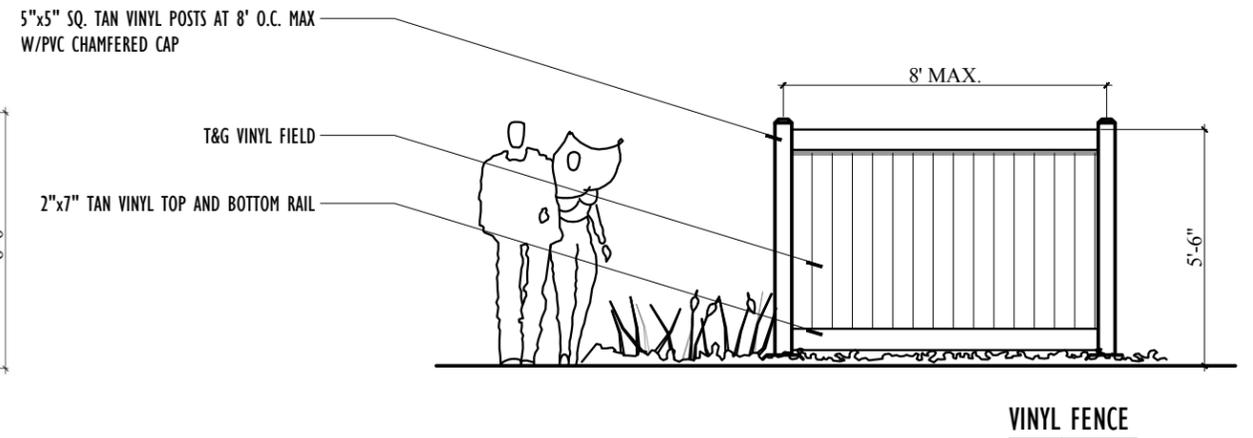
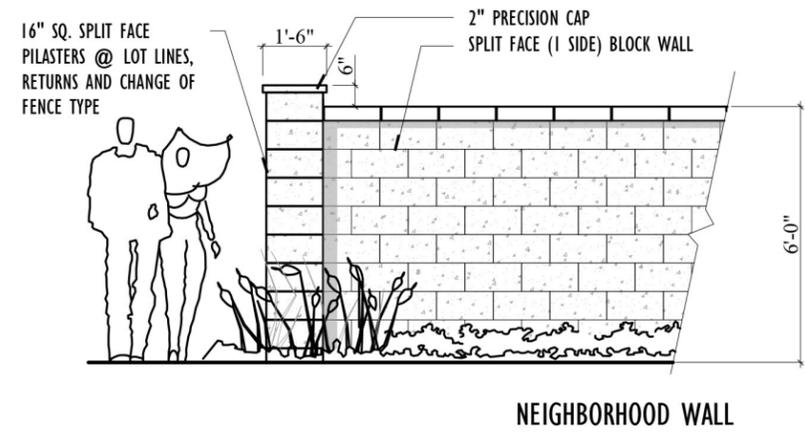
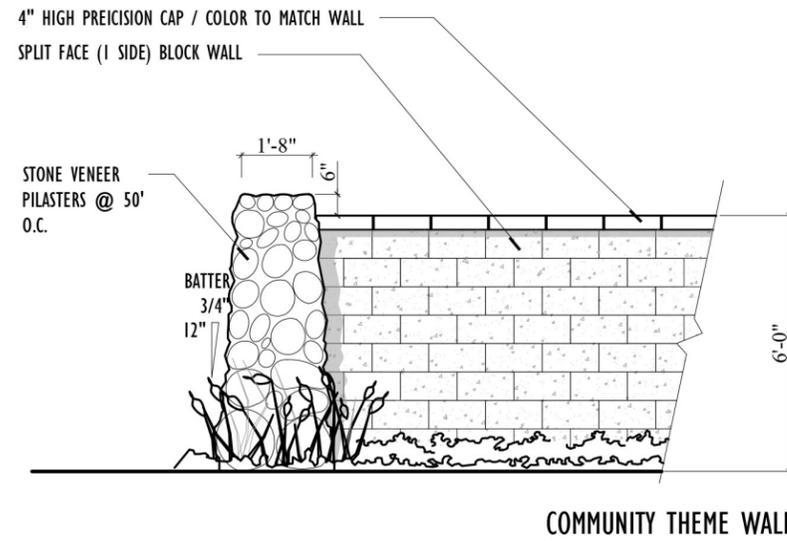
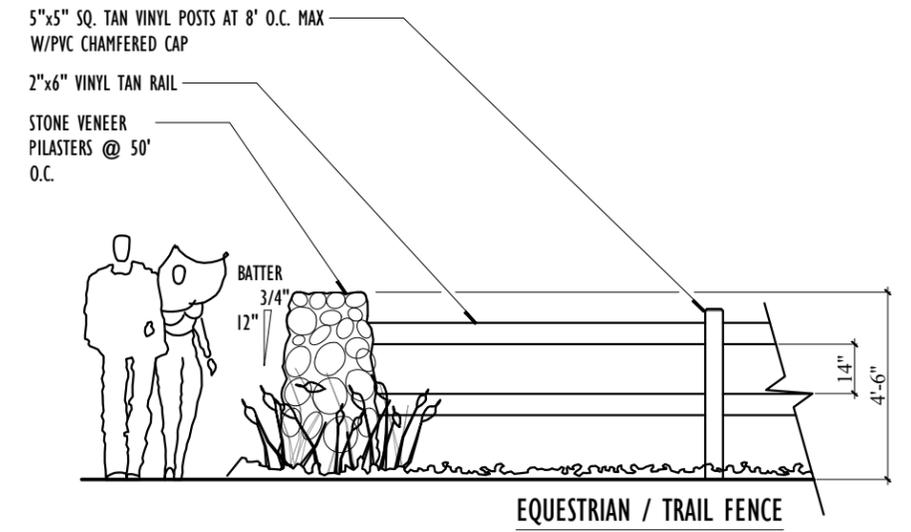
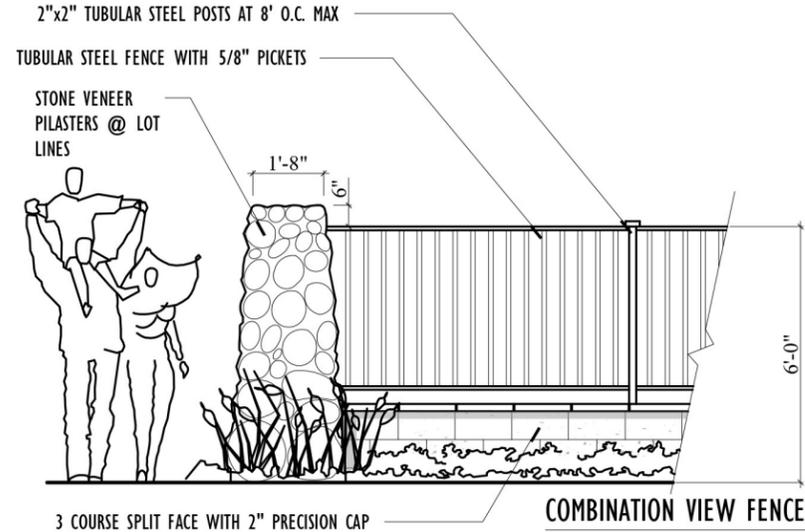
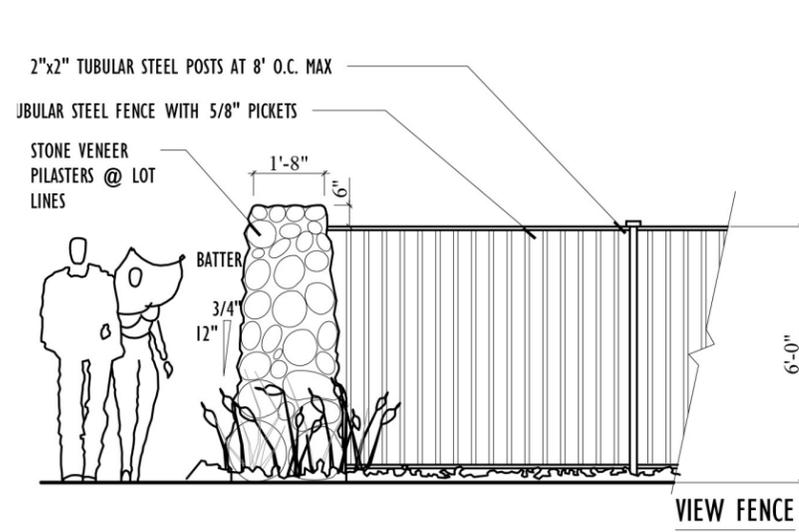


neighborhoods or different land uses. The walls and fencing within the ROQUET RANCH community are major visual elements and have been carefully designed to complement the overall theme. A strong cohesive appearance is achieved through the use of “community walls” and general overall wall guidelines. The walls and fencing will be easy to maintain and provide a durable, long-term edge. Community walls and fences shall be designed as an integral component and extension of the building design and surrounding landscape. Periphery walls can be integrated into the adjacent structure and extended into the landscape to help integrate the building into its environment. Gates should be complementary in style and color to its fence or wall. Similarly, walls and fences shall be constructed of materials, colors, and textures that are similar and harmonious with the architecture. Variety in materials, design and height is encouraged.

Walls and fences that are not visible from publically accessible areas (i.e. rear and side yard fences between private lots) may be constructed from other materials and styles not identified within this Specific Plan.

The four (4) types of walls and fencing used within the ROQUET RANCH community are described below and conceptually depicted on Figure IV-27, *Wall and Fence Details*.

- **Community Theme Wall:** This Specific Plan provides for theme walls along the eastern and southern boundary of the community in Planning Areas 3 through 9, and 11. These split face block walls are six (6) feet tall with a four (4)-inch high precision cap. The theme wall should be earth-toned in order to complement the community’s landscape theme. Stone veneer pilasters provided at lot lines or a maximum of 100-foot intervals. Theme walls create a sense of community space, increase privacy and security, and screen neighborhoods from open space areas and off-site land uses.
- **Neighborhood Wall:** Neighborhood walls are located in Planning Areas 2, 5, and 6 provide these residential areas with privacy from Neighborhood Parks, Local Streets, and other residential areas. Neighborhood walls shall be composed of split face block walls, preferably with an earth-toned finish, and a two (2)-inch precision cap. The maximum height of the neighborhood wall would be six (6) feet and stone-clad pilasters with a two (2)-inch cap are provided at lot lines. Standard 16” pilasters would be installed at lot lines.
- **Combination View Fences:** Combination view fences have a maximum height of six (6) feet and feature a low wall base, tubular steel fencing top, and stone clad pilasters at lot lines or a maximum of 100-foot intervals. The low wall, split face base with 2” in precision caps help keep weeds from invading private landscaped areas. The finish of the low wall base and tubular steel fencing should complement the community’s architectural and landscape design. Combination view fences preserve scenic views, but offer a higher degree of privacy than view fences. Combination view fences should be constructed in between the residential Planning Areas 1 through 7 and the adjacent open space areas and basins.
- **View Fences:** View fences are generally located at the perimeter of recreation facilities and open space Planning areas, including Rocky Glen Park, The Lodge, Pocket Parks, the Neighborhood Park in Planning Area 19, and the RV Parking area. These fences preserve scenic views while



Source(s): SIA (04-11-2016)

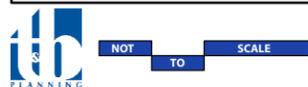


FIGURE IV-27  
WALL AND FENCE DETAILS



maintaining security. View fences have a maximum height of six (6) feet and are constructed of tubular steel with 5/8" pickets. The color finish of the tubular steel fence should complement the community's design theme. Stone veneer pilasters would be installed at lot lines.

- **Vinyl Fences:** Vinyl fences are generally located between residential lots to provide residents with privacy. Vinyl fences have a maximum height of six (6) feet, a tongue and groove vinyl field, 5" x 5" square tan vinyl posts with a maximum height of eight (8) feet, PVC chamfered caps, and 2" x 7" tan vinyl top and bottom railings.

## 6. LANDSCAPE INTERFACES

Within ROQUET RANCH, transitions between land uses are necessary to separate the variety of on-site and off-site land uses. The general location of each of these landscape interfaces is depicted on Figure IV-8, *Conceptual Master Landscape Plan*.

### a) Residential to Open Space

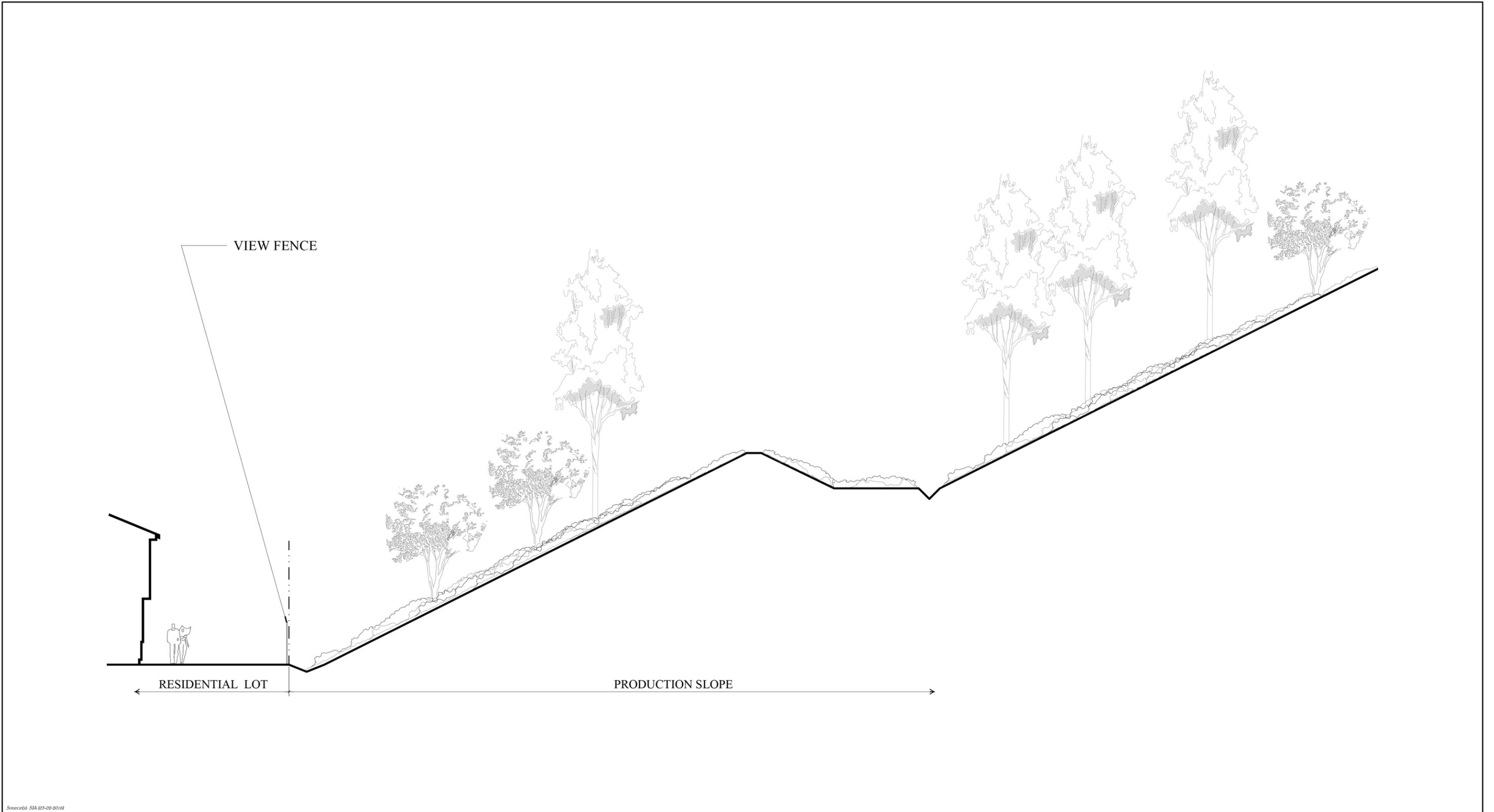
Figure IV-28, *Typical Residential to Open Space Interface*, illustrates the interface between residential land uses and the open space in Planning Areas 20A-20G. In this condition, a View Fence separates residents from the natural open space while preserving views. Manufactured slopes within the Open Space Planning Areas shall be irrigated and landscaped with Manufactured Slope trees and groundcover in accordance with Table IV-1, *Community Plant Palette*.

### b) Residential to Neighborhood Park

Figure IV-29, *Typical Residential to Neighborhood Park Interface*, illustrates the interface condition where residential land uses are directly adjacent to any of the neighborhood parks. As shown in Figure IV-29, residential lots are separated from the neighborhood park sites by Neighborhood Walls to protect the privacy of community residents. A 5-foot wide landscaped slope serves as a transition between the residential and recreation land uses. The landscaped slope is planted with Park/Recreation trees and groundcover in accordance with Table IV-1, *Community Plant Palette*, to visually buffer residential areas from the neighborhood parks. The landscape treatments also serve to soften the appearance of residential areas from the neighborhood parks.

### c) Residential to Off-Site Residential

Figure IV-30, *Typical Residential to Off-Site Residential Interface*, illustrates the interface condition where residential land uses are directly adjacent to existing off-site residential land uses. As shown on Figure IV-30, residential lots are separated from the off-site residential uses by Neighborhood Walls to protect the privacy of existing residents. A minimum 6-foot landscape buffer planted with Local Street landscaping in accordance with Table IV-1, *Community Plant Palette*, is provided on the ROQUET RANCH side of the Neighborhood Wall. A minimum 24-foot drive aisle provides additional buffers from the existing residential uses to the homes within ROQUET RANCH.



Source: SIA (03-09-2016)

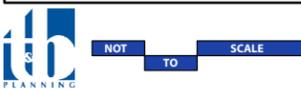
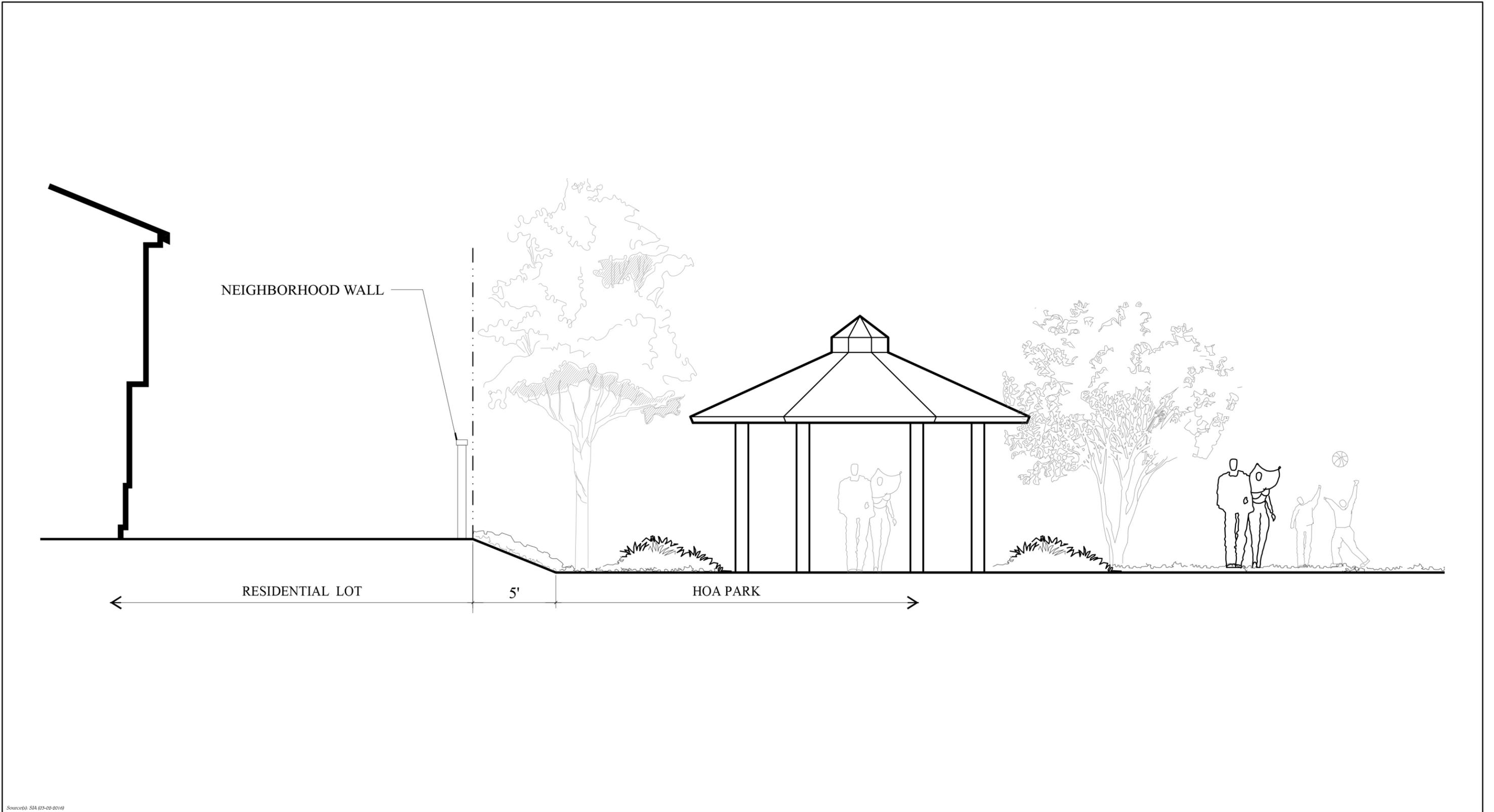


FIGURE IV-28  
TYPICAL RESIDENTIAL TO OPEN SPACE INTERFACE



Source(s): SIA (03-09-2016)

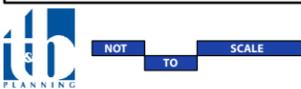
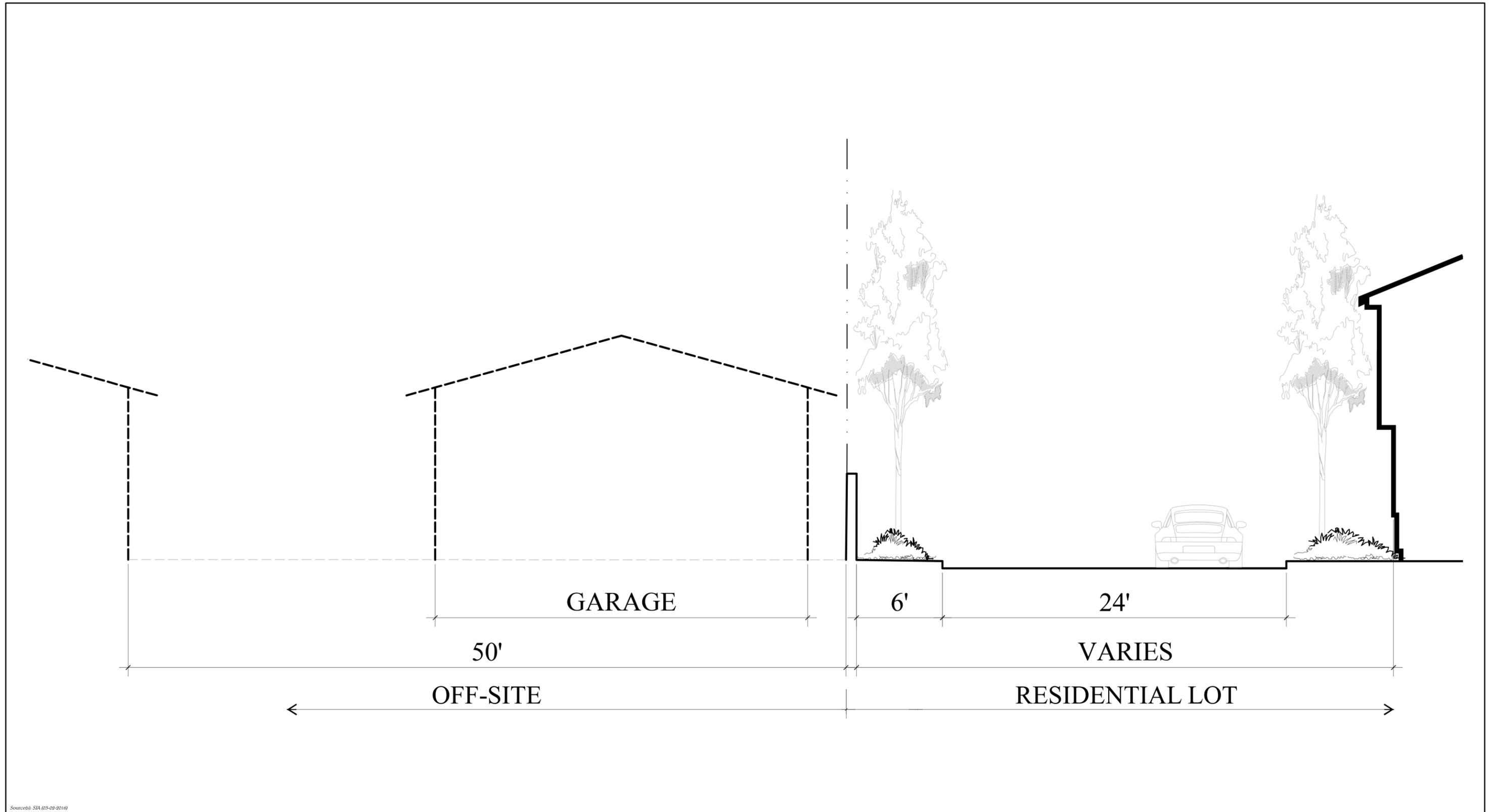


FIGURE IV-29  
TYPICAL RESIDENTIAL TO NEIGHBORHOOD PARK INTERFACE



Source(s): SIA (03-09-2016)



FIGURE IV-30  
TYPICAL RESIDENTIAL TO OFF-SITE RESIDENTIAL INTERFACE



**d) Water Tank to Open Space**

Figure IV-31, *Water Tank to Open Space Interface*, illustrates the interface between the Water Tank located east of Roquet Ranch Road, the SCE Easement, an 8-foot wide trail, and the open space in Planning Area 20A. The transition slope separates residential lots from Roquet Ranch Road with its 5-foot wide curb-adjacent sidewalks, followed by an 8-foot wide trail, and 16-foot wide concrete storm channel. Existing slopes and natural plants are located within the 100-foot wide Southern California Edison easement between Roquet Ranch Road and the water tank site. Manufactured slopes around the water tank site. Manufactured slopes around the water tank site are planted with Manufactured Slope trees and groundcover in accordance with Table IV-1, *Community Plant Palette*.

**e) Rocky Glen Park to Off-Site Open Space**

Figure IV-32, *Neighborhood Park to Off-Site Open Space Interface*, illustrates the interface between the Rocky Glen Park located in Planning Areas 14 and the off-site open space. Rocky Glen Park is surrounded by a View Fence to keep residents out of the open space surrounding the park while preserving the views from the park. The park is planted with Park/Recreation trees and groundcover in accordance with Table IV-1, *Community Plant Palette*.

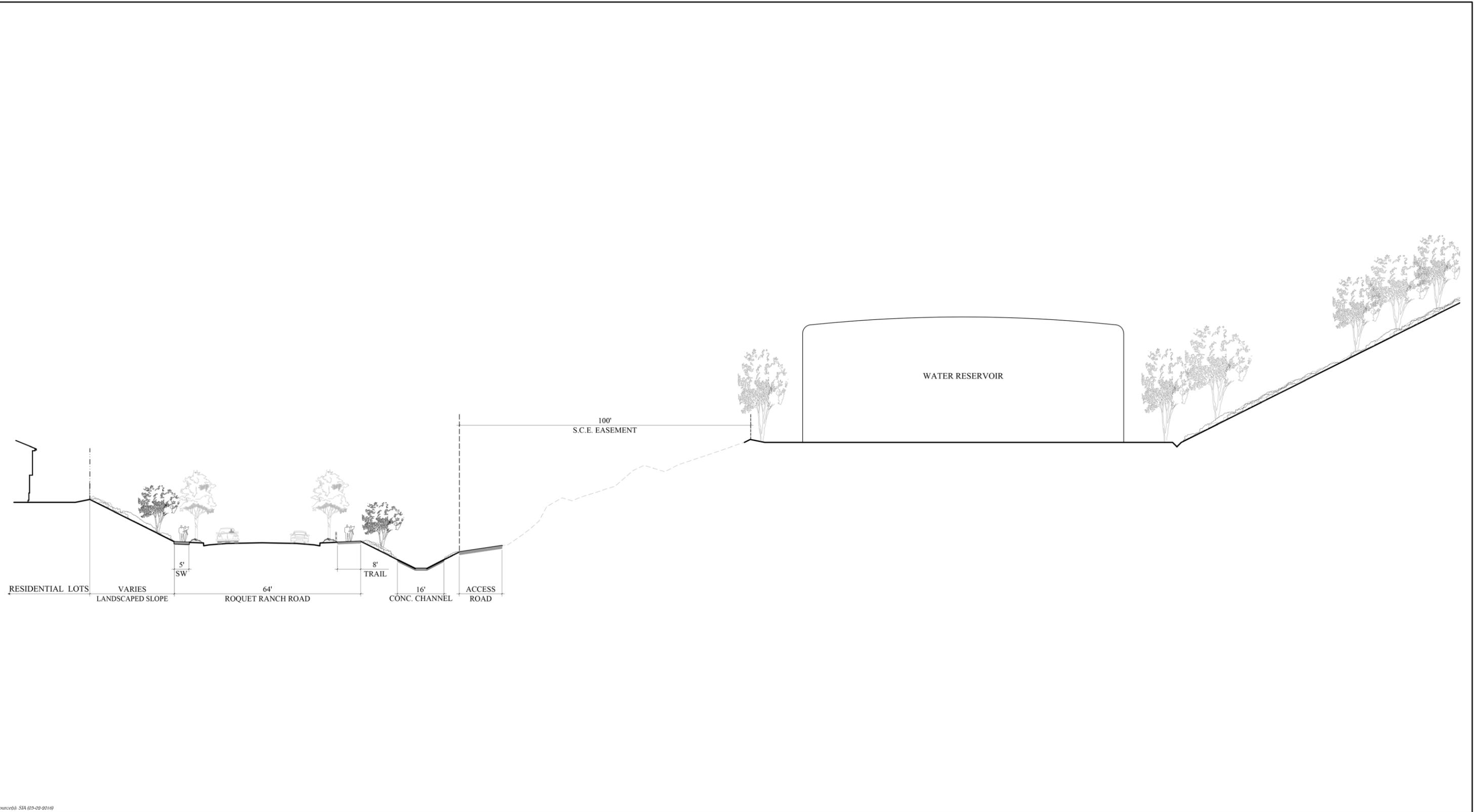
**7. LANDSCAPE MAINTENANCE**

**(a) Master Homeowners Association**

All common areas identified in the Specific Plan shall be owned and maintained by a permanent master maintenance organization, such as the HOA. Unless otherwise arranged, the HOA shall assume ownership and maintenance responsibility for all common recreation, open space, private roads, Neighborhood Parks within Planning Areas 17, 18, and 19, pocket parks, private recreational facilities (The Lodge within Planning Area 14A), and landscape areas, including roadsides, as well as fuel modification zones and associated maintenance roads.

**(b) Residential Neighborhood Associations (RNA) and Private Complexes**

In certain residential areas of the project, Residential Neighborhood Associations shall assume maintenance responsibility for common areas and facilities that benefit only residents in those neighborhoods. Private recreational areas, common open areas, signage and private roads are types of facilities that may come under the responsibility of a neighborhood association or the management entity associated with a multi-family development.



Source: SIA (03-09-2016)

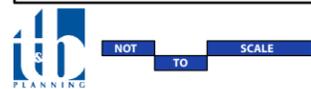


FIGURE IV-31

WATER TANK TO OPEN SPACE INTERFACE



Source: SIA (03-09-2016)

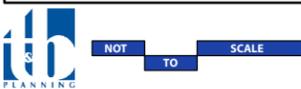


FIGURE IV-32  
NEIGHBORHOOD PARK TO OFF-SITE OPEN SPACE INTERFACE



## **V. SPECIFIC PLAN ADMINISTRATION**

### **A. APPROVAL OF THE SPECIFIC PLAN**

The ROQUET RANCH Specific Plan will be adopted by Ordinance in accordance with the City of Colton Municipal Code Section 18.34.020, and functions as both a regulatory document and land use policy plan. The development regulations have been structured to augment and expand the City of Colton Municipal Code, providing specific standards for ROQUET RANCH.

### **B. DESIGN GUIDELINES AND STANDARDS**

The ROQUET RANCH Specific Plan Development Standards and Design Guidelines are adopted in Sections III and IV. The Development Standards provide structured requirements for the hillside development land use pattern and are structured to augment, expand on and in some cases replace the City of Colton's Municipal Code. The Design Guidelines are comprised of elements that define design concepts, physical character, and visual theme of the ROQUET RANCH community. The principal components of Chapter IV consist of Residential, Commercial, and Landscaping Design Guidelines, designed to assist in identifying the desired design composition for ROQUET RANCH.

The Design Guidelines and Standards are consistent with the City's General Plan. Each approval shall be reviewed with keeping this in mind and making recommended findings for approval of projects within the ROQUET RANCH boundaries. A project that is consistent with the Design Guidelines and Development Standards is likely to be well-received and expedited through the design review process.

### **C. AMENDING THE SPECIFIC PLAN**

Amendments may be requested at any time pursuant to Section 65453(a) of the Government Code. If the Development Services Director or his / her designee deems the Amendment major, it will be processed in the same manner as the original Specific Plan. Minor Specific Plan Modifications are processed in accordance with Section G, *Minor Specific Plan Modifications*.

Depending upon the nature of the proposed Specific Plan Amendment, a supplemental environmental analysis may be required, pursuant to the California Environmental Quality Act (CEQA), Section 15162. If required, it is the applicant's responsibility to provide an analysis of the impacts of the amendment relative to the original EIR.

If an implementing project is found not to be consistent with this Specific Plan document, an Amendment may be proposed to modify the Specific Plan document to allow the proposed implementing project. Specific Plan Amendments may change any or all portions of the Specific Plan document.

### **D. FINDINGS FOR APPROVAL OF SPECIFIC PLAN AMENDMENTS**

In considering approval or disapproval of Specific Plan Amendments, the City Council shall find that the proposed Amendment is in compliance with the following:

- (1) The proposed Amendment is consistent with the General Plan and its Elements in effect at the time of submission;
- (2) The proposed Amendment does not result in an incompatibility with surrounding land uses with respect to use, development standards, density, or issues of health, public safety, or general welfare;



- (3) The proposed Amendment is consistent with the overall design character and general community structure of the Specific Plan; and,
- (4) The proposed Amendment, with appropriate mitigation measures, is not likely to increase environmental impacts beyond those identified and mitigated in the EIR, or substantially and avoidably injure significant wildlife, or their habitat.

**E. CITY OF RIVERSIDE ORANGE STREET CONNECTION**

Orange Street is a secondary access point into the ROQUET RANCH community. The location of Orange Street between Center Street and Pellissier Road is planned within the property owned by the City of Riverside, located in the City of Colton corporate boundary. All subdivision approvals are contingent upon obtaining approval of a secondary access point to the south through Orange Street as proposed or west through an alternative street of the project site. An alternative street will need to be reviewed as an amendment to the specific plan under subsection C., D., and/or E. of this Section of the ROQUET RANCH Specific Plan.

**F. PLAN CONSISTENCY**

Following approval of a site plan, tract map, or other application for development, (collectively referred to as the Plan) if any changes are proposed regarding the location or alteration of any use, boundary, structures or other substantive change shown on an approved Plan, a revised Plan shall be submitted to the Development Services Director or his/her designee, for approval. If the Development Services Director or his/her designee determines that the proposed revision is in substantial conformance and complies with the provisions of the Roquet Ranch Specific Plan document and the general intent of the approved Plan, the revised Plan may be approved as a Minor Modification without resubmittal to the approval process described in the above Section. Such decision shall be posted on the City bulletin board and be final unless appealed to the City Council within ten (10) days from the date of such posting.

**G. MINOR SPECIFIC PLAN MODIFICATIONS**

Minor Modifications to the ROQUET RANCH Specific Plan may be approved administratively by the Development Services Director, provided that the Development Services Director determines that a Specific Plan Amendment is not required. Minor Modifications are limited to changes in wording or correction of typos that do not change the meaning of the document.

The City of Colton may approve development application containing minor modifications to the standards of the ROQUET RANCH Specific Plan in the manner provided by the Colton Municipal Code if:

- (1) The proposed modification does not result in an increase in the number of permitted dwelling units, an increase in intensity of development, or in a reduction in permitted lot sizes;
- (2) The proposed modification will not result in grading or other land form modifications that are not allowed otherwise;
- (3) The proposed modification is essential in achieving the overall goals and objectives of the Specific Plan;
- (4) The project alternatives have been considered and that the proposed project with modifications represents the best of all reasonable alternatives considered; and,



(5) Approval of the project with modifications to standards will not conflict with the implementation of the Specific Plan on the subject property or other properties subject to the same Specific Plan standards.

## **H. MINIMUM AND MAXIMUM RESIDENTIAL DENSITY RANGES**

The Specific Plan area shall be developed with a maximum of 1,050 dwelling units on 336.2 acres, as illustrated in Figure II-1, *Specific Plan Land Use Plan*. Each residential planning area is assigned a “Density Range” and a “Target Dwelling Unit” total in Table II-1, *Land Use Summary*. The “Density Range” is a range of the minimum and maximum number of dwelling units per acre permitted for the Planning Area’s land use designation, as defined by the City of Colton General Plan. The “Target Dwelling Unit” total is the number of dwelling per Planning Area as proposed by this Specific Plan and as described in Table II-1, *Land Use Summary*.

The proposed number of dwelling units contained in an implementing subdivision application may be more or less than the “Target Dwelling Units” specified in any Planning Area without necessitating the preparation of a Specific Plan Amendment or Substantial Conformance provided that:

- (a) The proposed dwelling unit density within each Planning Area within the implementing subdivision is consistent with the approved Density Range of each of the affected Planning Areas;
- (b) The maximum number of dwelling units for the entire Specific Plan is not exceeded; and,
- (c) The proposed unit density is consistent with the Housing Element in meeting the minimum density and area requirements to “create opportunities for development of higher-density house.”

## **I. PROJECT APPROVALS**

All development projects within the ROQUET RANCH Specific Plan shall be approved via Architectural and Site Plan Review, Subdivision Map or Conditional Use Permit in accordance with Title 18 (Zoning Code) of the Colton Municipal Code and City Policy pertaining to application and submission requirements/fees. This includes but not limited to the following:

- ◆ Architectural and Site Plan Review (Administrative and Planning Commission Review, as applicable);
- ◆ Conditional Use Permits (Related to uses, as applicable);
- ◆ Division of Land (Pursuant to Title 16 of the Municipal Code);
- ◆ The ROQUET RANCH Plan includes review of Tentative Tract Map No. 19983 which sets out the Division of Land for the entire project including alternative plans for Planning Areas 12 and 13, which are slated for a school site and fire station site, respectively. Changes to these sites shall comply with appropriate City approval as discussed within this Section of the ROQUET RANCH Specific Plan;
- ◆ Each project in the approved planning areas 1-20G will require Administrative Architectural and Site Plan Review, subject to review and approval by the Development Services Director. However, if the project requests a modification (except for a Minor Deviation) from the Development Standards contained in the Specific Plan or is not consistent with the Specific Plan Design Guidelines, the Planning Commission shall review the Architectural and Site Plan



Review. A Variance to Development Standards may be required depending on the deviation of standard, subject to making findings for approval.

- ◆ All subdivision maps shall be prepared in accordance with the City of Colton Municipal Code Title 16 – Division of Land.
- ◆ Park, open space, and trail plans shall be submitted and approved concurrently with tentative tract map applications.
- ◆ Planning Permits (e.g., site plans, Conditional Use Permits) shall be processed in accordance with the City of Colton Municipal Code Section 18.58.

## **J. FINDINGS FOR IMPLEMENTING PROJECTS**

The ROQUET RANCH Specific Plan will be implemented through the processing of tract maps, parcel maps, and/or site plans. Implementing projects will be submitted to the Development Services Department for review and processing of all projects. The Development Services Department shall review all plans for consistency with the ROQUET RANCH Specific Plan document. Development plans shall be reviewed in accordance with the City of Colton’s Municipal Code:

The findings below apply to all land use applications and are in addition to the findings required by the City Zoning Ordinance for approval of respective development applications (tract maps, architectural and site plan approvals, conditional use permits, etc.). The findings are intended to ensure that the relationship of the proposed development layout, uses and building designs with respect to existing and future adjacent development are considered in the overall design of every land use application.

It is incumbent upon the applicant to supply the necessary materials, text and appropriate graphics to allow the City to make the required findings. The City may establish specifications for these submission requirements that augment standard City submittal requirements.

- (1) The project complies with all provisions of the ROQUET RANCH Specific Plan.
- (2) Areas intended for public use, such as public parks, recreational facilities and open space, are coordinated among neighborhoods and that the streetscape, landscape, hardscape and public amenities are mutually compatible.
- (3) The development proposal complies with the applicable design guidelines of ROQUET RANCH, any applicable subsequent design guidelines and is compatible with surrounding areas, including, but not limited to building design and placement, colors, materials, height, and massing.
- (4) Consideration and application of public safety and security are incorporated into the project design.
- (5) Physical, hillside, and environmental sustainability and conservation of resources are adequately addressed.

**Attachment 6**  
**(Environmental Impact Report – CD Copy)**



## F.0 FINAL ENVIRONMENTAL IMPACT REPORT

### F.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code §21000 *et seq.*) and CEQA Guidelines (Title 14, California Code of Regulations, §15000 *et seq.*).

According to CEQA Guidelines §15132, the FEIR shall consist of:

- a. The Draft EIR (DEIR) or a revision of the draft;
- b. Comments and recommendations received on the DEIR either verbatim or in summary;
- c. A list of persons, organizations, and public agencies commenting on the DEIR;
- d. The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- e. Any other information added by the Lead Agency.

In accordance with the above-listed requirements, this FEIR for the proposed Roquet Ranch project (hereafter, the “Project”) and associated discretionary and administrative actions consists of the following:

1. Comment letters and responses to public comment; and
2. The circulated Roquet Ranch DEIR and Technical Appendices, SCH No. 2016061056 with additions shown as underline text and deletions shown as stricken text in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.

This FEIR document was prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the CEQA Lead Agency (City of Colton).

### F.2 RESPONSES TO COMMENTS

#### CEQA REQUIREMENTS

CEQA Guidelines §15204(a) outlines parameters for submitting comments, and notes that the focus of review and comment of DEIRs should be:

*...on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the*



*project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible... CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or suggested by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.*

CEQA Guidelines §15204(c) further advises that, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section §15064, an effect shall not be considered significant in the absence of substantial evidence.” CEQA Guidelines §15204(d) also notes that “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” CEQA Guidelines §15204(e) states that “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

Pursuant to CEQA Guidelines §15088(b), copies of the written responses shall be provided to commenting public agencies at least ten (10) days prior to certifying the FEIR. The responses shall be provided along with an electronic copy of this FEIR, as permitted by CEQA, and shall conform to the legal standards established for response to comments on DEIRs.

## **RESPONSES TO DEIR COMMENTS**

CEQA Guidelines §15088 require the Lead Agency to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and to provide written responses to any substantive comments received. This Section provides all comments received on the DEIR, the City’s response to each comment, and a summary of revisions made to the DEIR as part of the FEIR in response to the various comment letters and to correct any errors.

Comment letters were received during the DEIR public review period which began on August 7, 2017 and closed on September 21, 2017. Seventeen (17) comment letters were received by the City of Colton regarding the DEIR for the proposed Project. A list of agencies, organizations, and persons that submitted comments regarding the DEIR is presented in Table F-1, *Organizations, Persons, & Public Agencies that Commented on the DEIR*. A copy of each comment letter and a response to each environmental issue raised in those letters is provided on the following pages. No comments submitted to the City of Colton on the DEIR have produced substantial new information requiring recirculation or additional environmental review under State CEQA Guidelines §15088.5.



**Table F-1 Organizations, Persons, & Public Agencies that Commented on the DEIR**

| COMMENT LETTER | COMMENTING ORGANIZATION, PERSON, OR PUBLIC AGENCY                                                                                | DATE      |
|----------------|----------------------------------------------------------------------------------------------------------------------------------|-----------|
| A              | California Department of Toxic Substances Control (DTSC)                                                                         | 9/13/2017 |
| B              | California Department of Transportation (Caltrans) District 8                                                                    | 9/14/2017 |
| C              | California Native American Heritage Commission (NAHC)                                                                            | 9/5/2017  |
| D              | California Office of Planning and Research (OPR)                                                                                 | 9/21/2017 |
| E              | South Coast Air Quality Management District (SCAQMD)                                                                             | 9/20/2017 |
| F              | County of San Bernardino Public Works                                                                                            | 9/21/2017 |
| G              | City of Grand Terrace Planning and Development Services Department                                                               | 9/21/2017 |
| H              | City of Riverside                                                                                                                | 9/21/2017 |
| I              | Anonymous Commenter                                                                                                              | 8/16/2017 |
| J              | Golden State Environmental & Social Justice Alliance                                                                             | 9/10/2017 |
| K              | Mobile Community Management Co. (Cadena Creek Mobile Home Park)                                                                  | 9/21/2017 |
| L              | Northside Improvement Association / Spanish Town Heritage Foundation / Springbrook Heritage Alliance                             | 9/21/2017 |
| M              | Northside Improvement Association / Spanish Town Heritage Foundation / Springbrook Heritage Alliance / OSTA – Agua Mansa Chapter | 9/21/2017 |
| N              | Old Spanish Trail Association                                                                                                    | 9/21/2017 |
| O              | Old Spanish Trail Association, Agua Mansa Chapter                                                                                | 9/21/2017 |
| P              | Old Spanish Trail Association, National Chapter                                                                                  | 9/21/2017 |
| Q              | Riverside Historical Society                                                                                                     | 9/14/2017 |
| R              | San Manuel Band of Mission Indians                                                                                               | 9/21/2017 |
| S              | Spanish Town Heritage Foundation                                                                                                 | 9/20/2017 |



LETTER A (Page 1 of 3)



Matthew Rodriguez  
Secretary for  
Environmental Protection



Department of Toxic Substances Control

Barbara A. Lee, Director  
5796 Corporate Avenue  
Cypress, California 90630



Edmund G. Brown Jr.  
Governor



September 13, 2017

Mr. Mario Suarez, AICP  
Senior Planner  
Planning Division  
City of Colton  
650 North La Cadena Drive  
Colton, California 92324  
[msuarez@ci.colton.ca.us](mailto:msuarez@ci.colton.ca.us)

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR ROQUET RANCH  
SPECIFIC PLAN PROJECT (SCH# 2016061056)

Dear Mr. Suarez:

The Department of Toxic Substances Control (DTSC) has reviewed the subject EIR. The following project description is stated in the EIR: "The proposed Project consists of applications for General Plan Amendment, Specific Plan, Change of Zone, and a Phased Tentative Tract Map No. 19983. Approval of these applications would allow for development of the Project site with up to 450 Low Density single-family detached residential units on 60.2 acres; 293 Medium Density residential units on 19.2 acres; 131 High-Density residential townhome units on 6.0 acres; 1.2 acres of Neighborhood Commercial use; a 10.3-acre school site; a 0.8-acre fire station site; a 3.0-acre RV Parking Area; 19.3 acres of recreational open space; 199.7 acres of open space as resource preservation; and 16.5 acres of roadways."



Based on the review of the submitted document DTSC has the following comments:

1. The EIR should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances. In addition, the EIR states that 10.3 acres of the project site will be used for a school. If state funding is anticipated, then DTSC review/approval is required pursuant to California Education Code. For school projects that do not require state funding, DTSC recommends environmental review under the DTSC school program oversight to ensure the school is safe for students and staff.

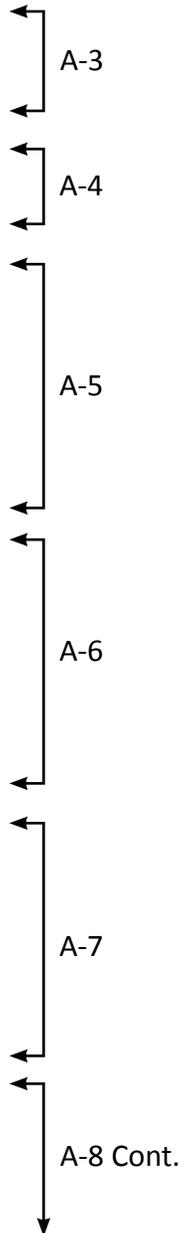
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**LETTER A (Page 2 of 3)**

Mr. Mario Suarez  
 September 13, 2017  
 Page 2

2. If there are any recognized environmental conditions in the project area, then proper investigation, sampling and remedial actions overseen by the appropriate regulatory agencies should be conducted prior to the new development or any construction.
3. If the project plans include discharging wastewater to a storm drain, you may be required to obtain an NPDES permit from the overseeing Regional Water Quality Control Board (RWQCB).
4. The EIR states, "The existing Roquet Paving facility contains structures and other improvements that were constructed in the 1970s. Due to the age of these structures, there is a potential that asbestos containing materials (ACMs) are present in the buildings. If planned activities include building modifications/ demolitions, lead-based paints or products, mercury, and asbestos containing materials (ACMs) should be addressed in accordance with all applicable and relevant laws and regulations. In addition, evaluate whether polychlorinated biphenyls (PCBs) containing materials is present in onsite buildings and address as necessary to protect human health and the environment.
5. The EIR further states, "According to the Phase I ESA prepared for the Project site, portions of the site were historically used for agricultural purposes. Due to the timeframe of historical agricultural activities at the Project site (ceased prior to 1946), it is not likely that the soil at the site is impacted with organochlorine pesticides; as such, the Phase I ESA does not recommend conducting any soil sampling activities to evaluate the pesticide content of on-site soils." Though organochlorine pesticides may not be a concern, arsenic from arsenic based pesticides, used in the early 1900s, may be present in onsite soil. DTSC recommends investigation and mitigation if necessary to address potential arsenic impact.
6. The EIR states, "There is a potential that soil contamination could be present within or near the location of the four UST sites, which, absent mitigation, could result in potentially significant impacts during construction and operation of the Project site with respect to transport, use, or disposal of hazardous materials." DTSC is unable to evaluate whether vapor sampling and/or potential vapor intrusion risk was adequately addressed due to lack of relevant detailed information in the EIR. DTSC recommends soil gas sampling and vapor intrusion risk evaluation on sites with releases of volatile organic compounds (VOCs).
7. The EIR states that several areas of the site may have contaminated with hazardous substances/wastes. If soil contamination is suspected or observed in the project area, then excavated soil from the suspected area should be sampled prior to export/disposal. If the soil is contamination is suspected, it should be disposed of properly in accordance with all applicable and relevant laws and





LETTER A (Page 3 of 3)

Mr. Mario Suarez  
September 13, 2017  
Page 3

regulations. In addition, if the project proposes to import soil to backfill the excavated areas, proper evaluation and/or sampling should be conducted to make sure that the imported soil is free of contamination.

- 8. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

If you have any questions regarding this letter, please contact me at (714) 484-5380 or email at [Johnson.Abraham@dtsc.ca.gov](mailto:Johnson.Abraham@dtsc.ca.gov).

Sincerely,

Johnson P. Abraham  
Project Manager  
Brownfields Restoration and School Evaluation Branch  
Brownfields and Environmental Restoration Program - Cypress

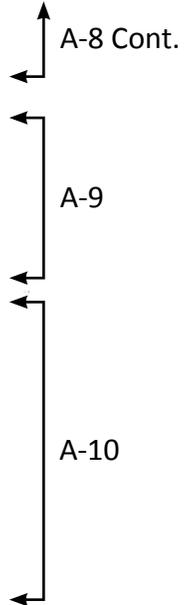
kl/sh/ja

cc: Governor's Office of Planning and Research (via e-mail)  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[State.clearinghouse@opr.ca.gov](mailto:State.clearinghouse@opr.ca.gov)

Mr. Dave Kereazis (via e-mail)  
Office of Planning & Environmental Analysis  
Department of Toxic Substances Control  
[Dave.Kereazis@dtsc.ca.gov](mailto:Dave.Kereazis@dtsc.ca.gov)

Mr. Shahir Haddad, Chief (via e-mail)  
Schools Evaluation and Brownfields Cleanup  
Brownfields and Environmental Restoration Program - Cypress  
[Shahir.Haddad@dtsc.ca.gov](mailto:Shahir.Haddad@dtsc.ca.gov)

CEQA# 2016061056





### **DTSC – Comment Letter A**

#### **A-1:**

The commenter accurately summarizes the proposed Project. The City acknowledges the DTSC for their review and issuance of comments on the DEIR, and has provided responses to each of the agency's comments below.

#### **A-2:**

The information and analysis presented in DEIR Subsection 4.7, *Hazards and Hazardous Materials*, is based in part on a technical study that was prepared for the Roquet Ranch Project by Leighton and Associates, Inc. (hereafter, "LAI"), titled "Phase I Environmental Site Assessment, Roquet Ranch, Northwest and Southeast of 2699 Maryknoll Drive, APNs 1167-021-05, 1167-011-02 and Portions of 1167-011-01 and 1167-021-01, City of Colton, San Bernardino County, California" (dated January 22, 2015) and available as *Technical Appendix H* to the DEIR. The site-specific Phase I Environmental Site Assessment (ESA) conducted in accordance with the American Society for Testing and Materials (ASTM) E-1527-13 standard for conducting Environmental Site Assessments, and included a review of historical documents (aerial photographs, USGS topographic maps, and Sanborn Fire Insurance maps), previous environmental reports, and regulatory records, in addition to performing a site reconnaissance. The Phase I ESA fully evaluated the Roquet Paving Company facility and identifies several Recognized Environmental Conditions (RECs) associated with potential soil contamination at the Roquet Paving Company facility (located on the southeast portion of the site). Accordingly, a potentially significant direct impact is identified with respect to DEIR Subsection 4.7 Thresholds a and b related to the transport and/or disposal of hazardous materials during grading activities. Mitigation Measure MM 4.7-1 was identified and requires a Phase II soil investigation be submitted to the City prior to issuance of any demolition or grading permits. In the event that soil contamination is identified as part of the Phase II soil investigation, Mitigation Measure MM 4.7-1 requires the development and submittal of a treatment/remediation plan to bring soil contaminant levels within the local, State, and federal requirements for the proposed residential, commercial, and public/institution land uses in the Roquet Ranch Specific Plan. With implementation of Mitigation Measure MM 4.7-1, potential impacts identified with respect to DEIR Subsection 4.7 Thresholds a and b related to the transport and/or disposal of hazardous materials during grading activities would be reduced to a level below significance. Based on the foregoing, the DEIR adequately evaluated the potential for impacts associated with hazardous wastes/substances, and mitigates impacts related to this issue to a level below significance.

The commenter accurately states that Planning Area 12 is proposed as a 10.3-acre elementary school site with Medium Density Residential (MDR) as an alternative overlay use with a maximum of 165 dwelling units. The City recognizes that in the event that the Colton Joint Unified School District selects to develop a school facility within Planning Area 12, it would be required to seek all necessary approvals and/or oversight from the DTSC pursuant to the applicable provisions of the California Education Code.



**A-3:**

As discussed in the City's response to DTSC comment A-2, the site-specific Phase I ESA (*Technical Appendix H* to the DEIR) identified RECs associated with potential soil contamination at the existing on-site Roquet Paving Company facility located on the southeast portion of the Project site. Mitigation Measure MM 4.7-1 has been identified that would require that prior to the issuance of demolition or grading permits, a Phase II soil investigation would be performed with a report summarizing the results submitted to the City for approval. In the event that the Phase II soil investigation identifies soil contamination at the site, Mitigation Measure MM 4.7-1 would require the development and submittal of a treatment/remediation plan to bring soil contaminant levels within the local, State, and federal requirements for the proposed residential, commercial, and public/institution land uses in the Roquet Ranch Specific Plan. With implementation of Mitigation Measure MM 4.7-1, potential impacts related to the transport and/or disposal of hazardous materials during grading activities would be reduced to a level below significance. Based on the foregoing, the DEIR has sufficiently identified RECs at the Project site and provides mitigation measures that would reduce impacts related to this issue to a level below significance. Accordingly, no revisions have been made to the EIR in response to this comment.

**A-4:**

Pursuant to Santa Ana RWQCB and City of Colton regulatory requirements, the Project would be required to obtain a NPDES Municipal Storm Water Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation which disturb at least one (1) acre of total land area. The requirement to obtain a NPDES permit is identified throughout the DEIR, including Table 3-6, *Matrix of Project Approvals/Permits*, of EIR Section 3.0, *Project Description*. As such, no revisions have been made to the EIR in response to this comment.

**A-5:**

The commenter correctly states that on page 4.7-6 of EIR Subsection 4.7, *Hazards and Hazardous Materials*, the EIR identifies the potential for asbestos containing materials (ACMs) and lead-based paint (LBP) to be present in the building materials that comprise the existing Roquet Paving Company facility located on the southeast portion of the Project site. The EIR states that because the Project would be subject to mandatory compliance with South Coast Air Quality Management District (SCAQMD) Rule 1403 as it relates to surveying and treatment of ACMs prior to and during demolition activities, potential impacts associated with emissions of ACMs would be less than significance. Additionally, the EIR also states that the demolition and construction phases of the Project would be required to comply with Title 17, California Code of Regulations (CCR), Division 1, Chapter 8 related to LBP. Mandatory compliance with Rule 1403 and Title 17 CCR, Division 1, Chapter 8 would ensure that impacts associated with ACMs and LBP would be reduced to a level below significance. Based on the foregoing, no revisions have been made to the EIR in response to this comment.

Although potential impacts associated with polychlorinated biphenyls (PCBs) are not explicitly discussed in EIR Subsection 4.7, *Hazards and Hazardous Materials*, the site-specific Phase I ESA states that no evidence of PCBs-containing equipment was observed at the Project site (LAI, 2015, p.



20). The Phase I ESA also does not identify any observations that would indicate mercury-containing equipment is present on-site. Therefore, no foreseeable impacts would occur related to mercury or PCBs, and no mitigation would be required.

**A-6:**

This comment accurately summarizes the conclusions of the DEIR and Phase I ESA (EIR *Technical Appendix H*) regarding organochlorine pesticides (OCPs) in soil. According to a Phase I ESA prepared for the 320-acre portion of the Project site that was historically used for agricultural purposes (includes Assessor Parcel Numbers [APNs] 1167-021-05, 1167-021-21, and portions of 1167-011-01 and 1167-021-01), a previous soil sampling investigation was conducted at the Project site by Mission Geoscience, Inc. in October 2001 which collected ten (10) soil samples along the west side of the Project site and one (1) soil sample near the southeast corner of the Project site. The soil samples were analyzed for Title 22 metals (includes arsenic), carbamate and urea agrochemicals, OCPs, organochlorine herbicides (OCHs), organophosphate herbicides (OPHs), and triazine herbicides. Additionally, a sample collected from a burn area was also analyzed for chlorinated dibenzo dioxins (CDDs) and chlorinated dibenzo furans (CDFs). According to the 2001 Phase I ESA, none of the soil samples that were analyzed contained concentrations of the substances listed above that exceeded the applicable regulatory screening levels intended to protect environmental and human health. Specifically, laboratory analytical results indicated that none of the soil samples collected from the Project site contained Title 22 metals (including arsenic) at concentrations exceeding California Human Health Screening Levels (CHHSLs) established by the California Office of Environmental and Health Hazard Assessment (OEHHA) or U.S. EPA Region IX Regional Screening Levels (RSLs) for the residential land use scenario. Additionally, the 2001 Phase I ESA does not identify arsenic impacts in soil as a REC, nor does it recommend additional testing of soils to further evaluate potential impacts from arsenic and OCPs in on-site soils. (LAI, 2014b, pp. 13-25)

As indicated in Table F-2, *Errata Table of Additions, Corrections, and Revisions*, two (2) Phase I ESA reports for the Project site that were not previously cited in the DEIR have been added to Section 7.0, *References*, of the EIR. Based on the foregoing discussion, no further revisions to the DEIR to evaluate the impacts of arsenic in on-site soils is warranted.

**A-7:**

The commenter's concerns regarding the potential need for evaluation of soil vapor impacts and soil vapor intrusion risk within the area of the former underground storage tanks (USTs) have been noted. As specified in the DEIR, all former USTs at the Project site were located at the current and former Roquet Paving Company facility. Mitigation Measure MM 4.7-1 requires that a qualified professional develop and conduct a Phase II soil investigation at the site of the current and former Roquet Paving Company facility in accordance with local, State, and federal regulations. The implementation of MM 4.7-1 would ensure that a determination is made as to whether soil vapor testing and/or evaluation of soil vapor intrusion risks are appropriate or necessary based on the requirements of local, State and federal regulations and the proposed residential land uses for the site. No revisions have been made to the EIR in response to this comment.



**A-8:**

Pursuant to Mitigation Measure MM 4.7-1, in the event that impacted soil is detected at the former or current Roquet Company paving facility as part of the required Phase II soil testing, a treatment/remediation plan would be developed and approved by the City to meet all applicable regulatory performance standards for the detected contaminant(s) prior to the issuance of a demolition permit or a grading permit. The treatment/remediation plan would specify the remediation method for impacted soils; in the event that excavation and disposal of impacted soil is deemed necessary, the soil shall be profiled and disposed of in accordance with all requirements established by the approved treatment/remediation plan, the selected off-site disposal facility, and all applicable local, State, and federal regulations. Similarly, the approved treatment/remediation plan required in Mitigation Measure MM 4.7-1 will be required to specify the sampling requirements applicable to any imported soil used to backfill the impacted soil excavations to ensure that imported soil is suitable for residential land use. No revisions have been made to the EIR in response to this comment.

**A-9:**

The only area of the site where demolition would occur is at the Roquet Paving Company facility. Pursuant to Mitigation Measure MM 4.7-1, in the event that impacted soil is detected at the paving facility as part of the required Phase II soil testing, a treatment/remediation plan would be developed and approved by the City prior to the issuance of a demolition permit or a grading permit. The treatment/remediation plan would specify the remediation method for impacted soils to meet all applicable regulatory requirements and performance standards; in the event that excavation and disposal of impacted soil is deemed necessary, the soil shall be profiled and disposed of in accordance with all requirements established by the approved treatment/remediation plan, the selected off-site disposal facility, and all applicable local, State, and federal regulations. Similarly, the approved treatment/remediation plan shall specify the sampling requirements applicable to any import soil used to backfill the impacted soil excavations to ensure that imported soil is suitable for residential land use. No revisions have been made to the EIR in response to this comment. For the remainder of the Project site where construction would occur, the 2001 Phase I ESA did not identify any soil contamination.

**A-10:**

The City of Colton acknowledges the contact information, and Mr. Abraham will be provided with a copy of the City's responses to the comments raised in this letter.



**LETTER B (Page 1 of 2)**

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



*Making Conservation  
 a California Way of Life.*



September 14, 2017

**File: 08-SBd-215-PM 0.0/1.38**

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

**Subject: Roquet Ranch Specific Plan – 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 for the Roquet Ranch Specific Plan (Project), located west of La Cadena Drive and north of Center Street in the City of Colton. The project proposes to develop the 336.2-acre site with up to 1,050 residential dwelling units, 1.2 acres of neighborhood commercial use, 22.3 acres of recreational open space, 199.7 acres of open space, a 0.8-acre fire station site, and a 10.3-acre school site.

← B-1  
 ←

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, Interstate 215, State Route 60, and State Route 91, it is also subject to the policies and regulations that govern the SHS. We offer the following comments:

← B-2  
 ←

- 1) HOV lane should be included in the analysis.
- 2) Coordinate with San Bernardino County Transportation Authority (SBCTA) regarding I-215 and Barton Road interchange improvement project and this interchange project should be included in the analysis.
- 3) Provide the Truck PCE conversion methodology.

← B-3  
 ← B-4  
 ← B-5

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



LETTER B (Page 2 of 2)

Mr. Suarez  
September 14, 2017  
Page 2

- 4) Provide queuing analysis of all movements at intersections #20, #22, #23, #24, #25, #26, #27, #28, and #29.
- 5) I-215 NB off ramp to E. La Cadena Drive and to Highgrove Place should be included in the analysis.
- 6) Provide the Synchro Version 8 files on a CD for review.
- 7) Provide the Traffic Signal Warrant Worksheets.
- 8) Improvements are to install a traffic signal at the Intersection of South Iowa/I-215 SB ramp (Intersection 27). This location is presently signalized. Also, upgrades are proposed at the signalized location of I-215/South Iowa Avenue ramp (Intersection 29). Proposed modifications or any additional upgrades must be submitted to Caltrans Encroachment Permits for review.

B-6

B-7

B-8

B-9

B-10

B-11

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 Jacob Mathew at (909) 806-3928 or myself at (909) 383-4557.

Sincerely,

MARK ROBERTS  
Office Chief  
Intergovernmental Review, Community and Regional Planning

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



**California Department of Transportation (CALTRANS) – Comment Letter B**

**B-1:**

The commenter accurately summarizes the proposed Project.

**B-2:**

The City acknowledges and understands CALTRANS' roles and responsibilities with respect to the Project. No revisions to the DEIR are required in order to respond to this comment.

**B-3:**

DEIR Section 4.14, *Transportation/Traffic*, and the supporting technical Traffic Impact Analysis (TIA) (*Technical Appendix L* of the DEIR) rely on analysis methodology contained in the San Bernardino County Congestion Management Program (CMP) *Guidelines for CMP Traffic Impact Analysis Reports* (Appendix "C", 2005 Update), the California Department of Transportation (CALTRANS *Guide for the Preparation of Traffic Impact Studies* (December 2002), and the Highway Capacity Manual (HCM) published by the Transportation Research Board. As directed by these reports, freeway analysis methodology requires analysis of traffic flow in the freeways' mixed-flow lanes. However, as stated in Chapter 11, Page 11-9 of the 2010 HCM (the most recent and current version of the HCM), the methodology for conducting an evaluation for basic freeway segments has several limitations in that it does not apply to or take into account special lanes reserved for single vehicle type, such as high-occupancy vehicle (HOV) lanes, truck lanes, and/or climbing lanes. For this reason, analysis of HOV lanes is not directed as part of HCM methodology, nor was an evaluation of HOV lanes requested by CALTRANS in their comment letter on the EIR's Notice of Preparation (NOP) dated July 18, 2016, and included as part of DEIR *Technical Appendix A*. Absent a published analysis methodology for HOV lanes, it is not possible to conduct a meaningful analysis that is informative under CEQA. No revisions to the DEIR are required in order to respond to this comment.

**B-4:**

The Project's Traffic Impact Analysis (TIA) (*Technical Appendix L* of the DEIR) utilized Alternative 7 of the *Interstate 215/Barton Road Interchange Improvement Project Revised Traffic Operations Analysis* (prepared by Iteris, Inc. and dated December 2011), which includes a roundabout at the I-215 southbound (SB) Ramp on Barton Road. The use of Alternative 7 in the TIA is consistent with the current Interstate 215/Barton Road interchange improvement project because the TIA incorporated the addition of a roundabout west of the Barton Road bridge at the southbound on- and off-ramps based on I-215/Barton Road Interchange plans that were published by San Bernardino County Transportation Authority prior to the preparation of the TIA. Therefore, the TIA took the projected modifications to the study area intersections into account that related to the I-215/Barton Road Interchange project and no revisions to the TIA or the DEIR are required in response to this comment.

**B-5:**

Analysis of the freeway mainline and ramp junctions in the Project's Traffic Impact Analysis (TIA) (*Technical Appendix L* of the DEIR) used actual vehicles. The HCS 2010 software translates the



volumes into passenger car equivalents (PCE) for the traffic modeling analysis (EIR Appendix L at Page 64). Therefore, no revisions to the DEIR or TIA are required.

**B-6:**

With the exception of Intersections #20 and #25, the Project's TIA provides queuing analyses for all of the intersections listed in this comment and included them in the technical appendices of the TIA. Information regarding queues at intersections #20 and #25 are located within the Synchro files (see response to comment B-8 regarding Synchro file data), which meets the Commenter's request for the queuing data related to intersections #20 and #25. The Project's impacts associated with intersections #20 and #25 are disclosed throughout DEIR Subsection 4.14, Transportation and Traffic including the potentially significant impacts to intersection #20.

**B-7:**

DEIR Subsection 4.14, *Transportation and Traffic*, and the supporting Traffic Impact Analysis (*Technical Appendix L* of the DEIR) do not analyze I-215 northbound ramps to East La Cadena Drive and to Highgrove Place because the Project is not calculated to contribute any trips to these intersections. Thus, no revisions to the DEIR or TIA are warranted with respect to this comment.

**B-8:**

The City sent a digital copy of the Synchro (Version 8) files to CALTRANS on a CD per the commenter's request as part of the Final EIR distribution to Caltrans. Note that the analysis was performed using Synchro Version 9 and may not show the same results using Version 8. The Synchro Version 9 software represents a more recent version of the modeling software, which incorporates several updates, bug fixes and corrections when compared to Version 8; therefore, it represents a more accurate method of modeling. No revisions to the DEIR or TIA are warranted with respect to this comment.

**B-9:**

Traffic signal warrant analysis worksheets are provided for all analysis scenarios in the technical appendices of the Traffic Impact Analysis(TIA) (*Technical Appendix L* of the DEIR). The City sent a digital copy of Worksheets to Caltrans on a CD per the commenter's request as part of the Final EIR distribution to Caltrans. No revisions to the DEIR or TIA are warranted with respect to this comment.

**B-10:**

The City acknowledges CALTRANS' comment that any modifications to the currently signalized I-215/South Iowa Avenue ramp (#29) shall be submitted to CALTRANS for review. No revisions to the DEIR or TIA are warranted with respect to this comment.

**B-11:**

The City of Colton acknowledges the contact information, and will reach out to CALTRANS with any substantive Project updates and/or questions that may affect the State Highway System.



**LETTER C (Page 1 of 5)**

STATE OF CALIFORNIA  
**NATIVE AMERICAN HERITAGE COMMISSION**  
 Environmental and Cultural Department  
 1550 Harbor Blvd., Suite 100  
 West Sacramento, CA 95691  
 Phone (916) 373-3710

Edmund G. Brown Jr., Governor



September 5, 2017

Mario Suarez  
 City of Colton  
 659 North La Cadena Drive  
 Colton, CA 92324

sent via e-mail: msuarez@coltonca.gov

Re: SCH# 2016061056, Roquet Ranch Specific Plan Project, City of Colton; San Bernardino County, California

Dear Mr. Suarez:

The Native American Heritage Commission (NAHC) has reviewed the Draft Environmental Impact Report prepared for the project referenced above. The review included the Executive Summary, the Introduction and Project Description, and the Environmental Analysis, section 4.4 Cultural Resources prepared by Brian F. Smith & Associates, Inc. for the City of Colton. We have the following concerns:

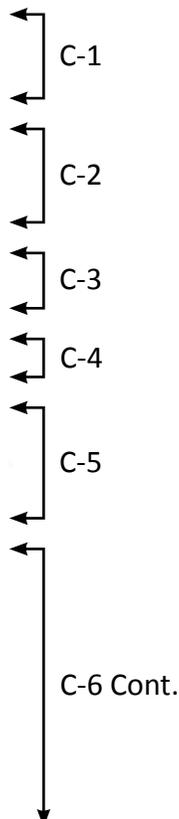
1. There are no mitigation measures specifically addressing Tribal Cultural Resources separately and distinctly from Archaeological Resources. Mitigation measures must take Tribal Cultural Resources into consideration as required under AB-52, **with or without consultation** occurring. For sample mitigation measures, please refer to California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>
2. Mitigation language for archaeological resources is not always appropriate for or similar to measures specifically for handling Tribal Cultural Resources. The only references in the proposed mitigation is for "collection, data recovery, and curation".
3. There is no provision for the Native American Monitor to stop work when a possible find is made. The Native American Monitor should have the same stop-work rights as the Archaeological Monitor.

The California Environmental Quality Act (CEQA)<sup>1</sup>, specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.<sup>2</sup> If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.<sup>3</sup> In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended in 2014 by Assembly Bill 52. (AB 52).<sup>4</sup> **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** AB 52 created a separate category for "tribal cultural resources", that now includes "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment."<sup>5</sup> Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.<sup>7</sup> Your project may also be subject to **Senate Bill 18 (SB 18)** (Burton, Chapter 905, Statutes of 2004), Government Code 65352.3, if it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. **Both SB 18 and AB 52 have tribal consultation requirements.** Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966<sup>8</sup> may also apply.

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

<sup>1</sup> Pub. Resources Code § 21000 et seq.  
<sup>2</sup> Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)  
<sup>3</sup> Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1); CEQA Guidelines § 15064 (a)(1)  
<sup>4</sup> Government Code 65352.3  
<sup>5</sup> Pub. Resources Code § 21074  
<sup>6</sup> Pub. Resources Code § 21084.2  
<sup>7</sup> Pub. Resources Code § 21084.3 (a)  
<sup>8</sup> 154 U.S.C. 300101, 36 C.F.R. § 800 et seq.





LETTER C (Page 2 of 5)

Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Consultation Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>. Additional information regarding AB 52 can be found online at [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf), entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".

The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.

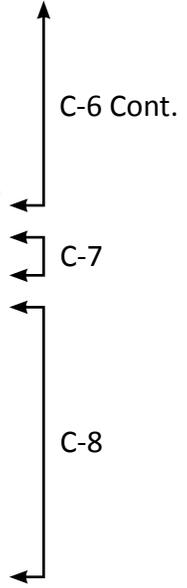
Please contact me at [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov) or call (916) 373-3710 if you have any questions.

Sincerely,

  
Gayle Totton, B.S., M.A., Ph.D  
Associate Governmental Project Analyst

Attachment

cc: State Clearinghouse





LETTER C (Page 3 of 5)

**Pertinent Statutory Information:**

**Under AB 52:**

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

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

A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project,<sup>9</sup> and **prior to the release of a negative declaration, mitigated negative declaration or environmental impact report.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18)."<sup>10</sup>

The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects.<sup>11</sup>

1. The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency.<sup>12</sup>

With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process **shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10.** Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.<sup>13</sup>

If a project may have a significant impact on a tribal cultural resource, **the lead agency's environmental document shall discuss both of the following:**

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.<sup>14</sup>

Consultation with a tribe shall be considered concluded when either of the following occurs:

- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.<sup>15</sup>

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.<sup>16</sup>

If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, **the lead agency shall consider feasible mitigation** pursuant to Public Resources Code section 21084.3 (b).<sup>17</sup>

An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
- b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

<sup>9</sup> Pub. Resources Code § 21080.3.1, subds. (d) and (e)

<sup>10</sup> Pub. Resources Code § 21080.3.1 (b)

<sup>11</sup> Pub. Resources Code § 21080.3.2 (a)

<sup>12</sup> Pub. Resources Code § 21080.3.2 (a)

<sup>13</sup> Pub. Resources Code § 21082.3 (c)(1)

<sup>14</sup> Pub. Resources Code § 21082.3 (b)

<sup>15</sup> Pub. Resources Code § 21080.3.2 (b)

<sup>16</sup> Pub. Resources Code § 21082.3 (a)

<sup>17</sup> Pub. Resources Code § 21082.3 (a)

C-9 Cont.



LETTER C (Page 4 of 5)

- c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days.<sup>18</sup>  
*This process should be documented in the Tribal Cultural Resources section of your environmental document.*

**Under SB 18:**

Government Code § 65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of "preserving or mitigating impacts to places, features, and objects described § 5097.9 and § 5091.993 of the Public Resources Code that are located within the city or county's jurisdiction. Government Code § 65560 (a), (b), and (c) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

- SB 18 applies to **local governments** and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf)
- **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.**<sup>19</sup>
- **There is no Statutory Time Limit on Tribal Consultation under the law.**
- **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research,<sup>20</sup> the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction.<sup>21</sup>
- **Conclusion Tribal Consultation:** Consultation should be concluded at the point in which:
  - The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.<sup>22</sup>

**NAHC Recommendations for Cultural Resources Assessments:**

- Contact the NAHC for:
  - A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
    - The request form can be found at <http://nahc.ca.gov/resources/forms/>.
- Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - If part or the entire APE has been previously surveyed for cultural resources.
  - If any known cultural resources have been already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

<sup>18</sup> Pub. Resources Code § 21082.3 (d)

<sup>19</sup> (Gov. Code § 65352.3 (a)(2)).

<sup>20</sup> pursuant to Gov. Code section 65040.2,

<sup>21</sup> (Gov. Code § 65352.3 (b)).

<sup>22</sup> (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

C-9 Cont.

C-10



LETTER C (Page 5 of 5)

Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- o Avoidance and preservation of the resources in place, including, but not limited to:
  - Planning and construction to avoid the resources and protect the cultural and natural context.
  - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- o Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - Protecting the cultural character and integrity of the resource.
  - Protecting the traditional use of the resource.
  - Protecting the confidentiality of the resource.
- o Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- o Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.<sup>23</sup>
- o Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.<sup>24</sup>

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- o Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.<sup>25</sup> In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- o Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- o Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

C-11

<sup>23</sup> (Civ. Code § 815.3 (c)).

<sup>24</sup> (Pub. Resources Code § 5097.981).

<sup>25</sup> per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)).



## Native American Heritage Commission (NAHC) – Comment Letter C

### **C-1:**

The comment describes the NAHC’s review of the Draft Environmental Impact Report (DEIR) and provides a summary of the NAHC’s comments. Responses to NAHC’s comments are provided below.

### **C-2:**

As part of the AB 52 consultation processes required by State law, the City of Colton sent notification of the proposed Project on June 1, 2016 to the Native American tribes with possible traditional or cultural affiliation to the area that previously requested consultation pursuant to AB 52 requirements. The City received responses from the San Manuel Band of Mission Indians and the Agua Caliente Band of Cahuilla Indians. In their response to the City’s notification of the Project, the Agua Caliente Band of Cahuilla Indians deferred to the San Manuel Band of Mission Indians and concluded their participation in the AB 52 consultation on August 25, 2016. The City sent a notification to the San Manuel Band of Mission Indians indicating that it had made a reasonable effort to consult with the San Manuel Band of Mission Indians and was concluding the consultation on July 25, 2017. Neither the San Manuel Band of Mission Indians nor the Agua Caliente Band of Cahuilla Indians identified any specific significant tribal cultural resources at the Project site pursuant to CEQA Statute § 21074(a). In response to the DEIR, the San Manuel Band of Mission Indians provided a comment letter (Comment Letter R of this Final EIR) requesting further consultation. As a result of this request, the City is continuing communication with the San Manuel Band of Mission Indians in relation to the Project including meeting with the representatives of the Tribe during the preparation of this Final EIR. However, because no significant tribal cultural resources were identified at the site during consultation efforts prior to the publication of the DEIR and through the field survey and literature review conducted pursuant to the preparation of the cultural resources report, it was determined that the Project would not result in significant impacts associated with tribal cultural resources. Although no significant impacts to Tribal Cultural Resources were identified at the Project site during the consultation process, in an abundance of caution, Mitigation Measure MM 4.4-2 requires the Project Applicant to develop and implement an Archeological Monitoring Program and Data Recovery Protocol that would require a full-time Native American monitor be retained in addition to a qualified archaeologist to be present during ground disturbance and grading activities. Implementation of MM 4.4-2 would preclude significant impacts to previously unidentified subsurface tribal cultural resources during grading activities should they be discovered during Project-related ground disturbance and grading.

Moreover, the Cultural Resources Assessment performed at the Project site by Brian F. Smith and Associates (BFSA; EIR *Technical Appendix F1*) identified two (2) archaeological resources that meet the definition of a significant resource under CEQA that would be physically impacted by implementation of the Project: Site SBR-29,034 and Site SBR-29,037. Implementation of Mitigation Measures MM 4.4-1 and MM 4.4-3 impose temporary construction fencing requirements, other avoidance measures, and recordation of cultural resource easements for the protection of sites SBR-29,034 and SBR-29,037, which would reduce the Project’s impacts to these resources to a level below significance.



Based on the foregoing, no revisions have been made to the EIR in response to this comment.

**C-3:**

Because no significant tribal cultural resources were identified at the Project site, the DEIR concluded that the Project would have no impact on tribal cultural resources. However, in an abundance of caution, Mitigation Measure MM 4.4-2 has been imposed and requires that a full-time Native American monitor be retained to be present at the Project site throughout grading activities. Additionally, Mitigation Measure MM 4.4-2 has been revised in the Final EIR to explicitly state that in the event that a potentially significant tribal cultural resource is inadvertently discovered, the Native American monitor shall have the authority to divert or temporarily halt excavation activities in the area of the discovery to allow for the evaluation of the potentially significant tribal cultural resource(s). The Native American monitor will be responsible for the transmittal and disposition of any potentially significant tribal cultural resources which would ensure that such resources, if found, are handled appropriately. This revision is summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*. No additional changes were made in the Final EIR beyond the revisions to Mitigation Measure MM 4.4-2 that are discussed below.

**C-4:**

The City acknowledges NAHC's comment that the Native American monitor should have the same stop-work rights as the certified archaeological monitor. As such, the City has revised subpart 6 of Mitigation Measure MM 4.4-2 in the Final EIR to state that in the event that a potentially significant tribal cultural resource is inadvertently discovered, the Native American monitor shall have the authority to divert or temporarily halt ground disturbance operation in the area of the discovery to allow for the evaluation of potentially significant tribal cultural resources. This revision is summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.

**C-5:**

The City acknowledges that pursuant to CEQA requirements, if the Project would cause a substantial adverse change in the significance of a historical resource, then it may have a significant impact on the environment. The Cultural Resources Assessment performed at the site by BFSa (EIR *Technical Appendix F1*) identified three (3) potentially significant historic resources on the Project site; however, none of the historic resources were determined to be significant under CEQA. No other significant historic resources are present on the Project site or within the off-site improvement areas; therefore, the Project would not cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations § 15064.5 and impacts would be less than significant with no mitigation required. Based on the foregoing, no revisions have been made to the EIR in response to this comment.

**C-6:**

The City acknowledges the information that the commenter provided regarding Assembly Bill 52 (AB 52). Because the Project entailed a Notice of Preparation (NOP) filed after July 1, 2015, AB 52 is applicable to the Project. Additionally, because the Project entails a General Plan Amendment and



Specific Plan, SB 18 is also applicable to the Project. As part of the AB 52 consultation processes required by State law, the City of Colton sent notification of the proposed Project on June 1, 2016 to the Native American tribes with possible traditional or cultural affiliation to the area that previously requested consultation pursuant to AB 52 requirements. The City received responses from the San Manuel Band of Mission Indians and the Agua Caliente Band of Cahuilla Indians. In their response to the City's notification of the Project, the Agua Caliente Band of Cahuilla Indians deferred to the San Manuel Band of Mission Indians and concluded their participation in the AB 52 consultation on August 25, 2016. The consultation with the San Manuel Band of Mission Indians was concluded on July 25, 2017. Neither the San Manuel Band of Mission Indians nor the Agua Caliente Band of Cahuilla Indians identified any specific significant tribal cultural resources at the Project site pursuant to CEQA statute § 21074(a). The City of Colton has completed mandatory compliance with Public Resources Code § 21074 associated with the environmental review of the proposed Project and no significant tribal cultural resources have been identified. Accordingly, it was determined that the Project would result in no impact to tribal cultural resources. Nevertheless, in an abundance of caution, Mitigation Measure MM 4.4-2 has been imposed to preclude significant impacts to any inadvertently discovered subsurface tribal cultural resources during grading activities. Based on the foregoing, no revisions have been made to the EIR in response to this comment.

**C-7:**

The City acknowledges that the commenter provided pertinent statutory information from AB 52 and SB 18, and provided their recommendations for conducting cultural resource assessments.

**C-8:**

The City of Colton acknowledges the contact information, and will contact the NAHC with any further questions, if necessary.

**C-9:**

The City acknowledges that the commenter provided pertinent statutory information from AB 52 and SB 18. As discussed in the City's response to NAHC Comment C-6, the City has completed mandatory compliance with Public Resources Code § 21074 and SB 18 associated with the environmental review of the proposed Project and no significant tribal cultural resources have been identified. The City complied with SB 18 by sending notification of the Project to the Native American Heritage Commission (NAHC), which responded to City staff on May 20, 2016 with a letter that included a Native American tribal consultation list. Letters in compliance with SB 18 were sent to the Native American tribes included on the list in June 2016 requesting information related to cultural resources within the Project site. Accordingly, no further actions are required of the City or the Project Applicant to complete compliance with the provisions of AB 52 or SB 18. Based on the foregoing, no revisions have been made to the EIR in response to this comment.

**C-10:**

The City of Colton acknowledges that the commenter provided their recommendations for Cultural Resources Assessments. The Cultural Resources Assessment prepared for the Project (included as EIR



*Technical Appendix C1*) generally followed the NAHC's recommendations, including: conducting a Sacred Lands File (SLF) search, conducting an archaeological records search through the California Historical Research Information System (CHRIS) Center, and preparation of a professional report detailing the findings and recommendations of the records search and field survey(s). Based on the foregoing, no revisions have been made to the EIR in response to this comment.

**C-11:**

The City of Colton acknowledges that the commenter provided examples of mitigation measures that may be considered to avoid or minimize significant adverse impacts to tribal cultural resources. As stated in the above responses to the NAHC's comments, the implementation of Mitigation Measures MM 4.4-1 through MM 4.4-3 would reduce any potential impacts to archaeological resources, including impacts related to the inadvertent discovery of subsurface tribal cultural resources, to a level below significance. No revisions have been made to the EIR in response to this comment.



LETTER D (Page 1 of 2)



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

September 19, 2017

Mario Suarez  
City of Colton  
639 N. La Cadena Drive  
Colton, CA 92324

Subject: Roquet Ranch Specific Plan  
SCH#: 2016061056

Dear Mario Suarez:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 18, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.npr.ca.gov



D-1 Cont.



**LETTER D (Page 2 of 2)**

**Document Details Report**  
**State Clearinghouse Data Base**

**SCH#** 2016061056  
**Project Title** Roquet Ranch Specific Plan  
**Lead Agency** Colton, City of

**Type** EIR Draft EIR

**Description** The project proposes to develop a 336.2-acre site with 450 low density detached single family residential units, 293 medium density residential units on 19.2 acres; 131 high density residential townhome units on 6.0 acres; 1.2 acres of neighborhood commercial use; a 10.3-acre school site; a 0.8 acre fire station site; 19.3 acres of recreational open space; 199.7 acres of open space as resource preservation; and 16.5 acres of roadways. Beneficiaries of the project commercial retail tenants, future users of the projects recreational amenities, and future recipients of the fire protection services that would be offered by the proposed fire station site.

**Lead Agency Contact**

**Name** Mario Suarez  
**Agency** City of Colton  
**Phone** (909) 370-5523 **Fax**  
**email**  
**Address** 659 N. La Cadena Drive  
**City** Colton **State** CA **Zip** 92324

**Project Location**

**County** San Bernardino  
**City**  
**Region**  
**Lat / Long** 34° 01' 44.7" N / 117° 20' 07.6" W  
**Cross Streets** La Cadena Dr and Maryknoll Dr  
**Parcel No.** 116-701-101  
**Township** 2S **Range** 4W **Section** 6 **Base** SB

**Proximity to:**

**Highways** I-215, SR 91, 60  
**Airports**  
**Railways** SPRR/ATSF  
**Waterways** Santa Ana River, Highgrove Channel  
**Schools** Mult  
**Land Use**

**Project Issues** Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Department of Housing and Community Development; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

**Date Received** 08/04/2017 **Start of Review** 08/04/2017 **End of Review** 09/18/2017

D-1 Cont.



### **State Clearinghouse – Comment Letter D**

#### **D-1:**

The City of Colton acknowledges the commenter's letter indicating that the proposed Project has complied with the State Clearinghouse review requirements for draft environmental documents. This letter denotes a public review period for State agencies spanning from August 4, 2017 to September 18, 2017; however, it should be noted that the City of Colton's DEIR public review period occurred between August 7, 2017 and September 21, 2017.

This letter also forwarded the comment letters received by the State Clearinghouse from the DTSC and NAHC. The responses to these letters have been provided under Comment Letter A and Comment Letter C, respectively



LETTER E (Page 1 of 4)



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:

September 20, 2017

[msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)

Mario Suarez, Planning Manager  
City of Colton – Development Services Department  
650 N. La Cadena Drive  
Colton, CA 92324

**Draft Environmental Impact Report (Draft EIR) for the Proposed  
Roquet Ranch Specific Plan (SCH: 2016061056)**

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 EIR.

E-1

SCAQMD’s 2016 Air Quality Management Plan

On March 3, 2017, the SCAQMD’s Governing Board adopted the 2016 Air Quality Management Plan (2016 AQMP), which was later approved by the California Air Resources Board of Directors on March 23<sup>rd</sup>. The 2016 AQMP<sup>1</sup> is a regional blueprint for achieving air quality standards and healthful air in the South Coast Air Basin (Basin). Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality and lays out the challenges facing the Basin. The most significant air quality challenge in the Basin is to reduce an additional 45 percent reduction in NOx emissions in 2023 and an additional 55 percent reduction in NOx emissions beyond 2031 levels for ozone attainment.

E-2

SCAQMD Staff’s Summary of Project Description

The Lead Agency proposes to construct 874 residential units, a 10.3-acre school, a 0.8-acre fire station, 1.2 acres of commercial uses, 219 acres of open space, and 16.5 acres of roadways on 336.2 acres (Proposed Project). Based on a review of aerial photographs, SCAQMD staff found that the Proposed Project would locate residential land uses less than 300 feet away from Interstate 215. Construction is expected to begin in 2017 and be completed in late 2020. Construction and operational activities are expected to overlap.

E-3

SCAQMD Staff’s Summary of Air Quality and Health Risk Assessment (HRA) Analyses

In the Air Quality Section, the Lead Agency quantified the construction and operational emissions and compared them to SCAQMD’s regional and localized air quality CEQA significance thresholds to determine the significance of air quality impacts. The Lead Agency found that after incorporating mitigation measure (MM) 4.2-1, the Proposed Project would exceed SCAQMD’s regional air quality CEQA significance thresholds for VOC, NOx, and CO

E-4 Cont.

<sup>1</sup> South Coast Air Quality Management District. March 3, 2017. *2016 Air Quality Management Plan*. Available at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.



LETTER E (Page 2 of 4)

Mario Suarez

2

September 20, 2017

when the construction phase overlaps with operational activities<sup>2</sup>. The Lead Agency performed a HRA and found that the Maximum Exposed Individual Resident cancer risk would be 6.44 in one million which is below SCAQMD’s CEQA significance threshold of 10 in one million for cancer risk<sup>3</sup>.

↑  
E-4 Cont.  
←

General Comments

SCAQMD staff has concerns about the HRA analysis in the Draft EIR. The HRA analysis used assumptions which have likely led to an under-estimation of the Proposed Project’s health risk impacts. Details are included in the attachment. As described in the 2016 AQMP, achieving NOx emission reductions in a timely manner is critical to attaining the National Ambient Air Quality Standard (NAAQS) for ozone before the 2023 and 2031 deadlines. SCAQMD is committed to attain the ozone NAAQS as expeditiously as practicable. Therefore, SCAQMD staff recommends changes to the existing MM 4.2-1 and a new mitigation measure to further reduce significant NOx emissions during the overlapping construction and operational phases. Please see the attachment for more information.

←  
E-5  
←

Pursuant to the California Public Resources Code Section 21092.5 and CEQA Guidelines Section 15088, SCAQMD staff requests that the Lead Agency provide SCAQMD with written responses to all comments contained herein prior to the certification of the Final EIR. SCAQMD staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Ryan Bañuelos, Air Quality Specialist, CEQA Section, at (909) 396-3479, if you have any questions on the comment.

←  
E-6  
←  
E-7  
←

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS:JC:RB

SBC170808-02

Control Number

<sup>2</sup> Draft EIR, Appendix B, *Roquet Ranch Specific Plan Air Quality Impact Analysis*. The Lead Agency stated that “it is impossible to determine which portions of the Project site would be operational while other portions of the Project site would be under construction. Therefore, the Air Quality Impact Analysis included a conservative evaluation of a worst-case scenario that models air quality impacts of the Project if the construction and operational phases were to fully overlap. In reality, the overlap scenario modeled by the Project’s Air Quality Impact Analysis would not occur, as it assumes the Project would be fully operational during construction activities. Thus, the analysis is conservative and overstates the Project’s air quality impacts.”

<sup>3</sup> Draft EIR, Appendix C, *Roquet Ranch Specific Plan Air Toxic and Criteria Pollutant Health Risk Assessment*. Table 5-1.



LETTER E (Page 3 of 4)

Mario Suarez

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September 20, 2017

ATTACHMENT

**Health Risk Assessment (HRA) Analysis**

1. In the HRA, the Lead Agency used the mean breathing rates to calculate a weighted average breathing rate. Consistent with SCAQMD’s Risk Assessment Procedures<sup>4</sup>, SCAQMD staff recommends that the Lead Agency use the 95th percentile breathing rates and the other parameters such as fraction of time at home, exposure frequency, and age specific factor for each corresponding age bin (i.e. emissions from Year 1 of project operation should be used to estimate cancer risks to the third trimester to 0 year age bin; Year 1 and 2 of project operation should be used to estimate the cancer risks to the 0 to 2 years age bins; and so on)..

E-8

**Mitigation Measures**

2. CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant impacts. To further reduce the significant NOx emissions during the overlapping phases, SCAQMD staff recommends the following changes to MM 4.2-1 and a new mitigation measure (MM) 4.2-2 that the Lead Agency should include in the Final EIR. For more information on potential mitigation measures as guidance to the Lead Agency, please visit SCAQMD’s CEQA Air Quality Handbook website<sup>5</sup>.

E-9

*Recommended Changes to the Existing Mitigation Measure (MM) 4.2-1*

**MM 4.2-1:** Prior to issuance of grading permits, the City of Colton Building Official or his/her designee shall ensure that grading plans include a note that specifies that that all construction equipment greater than 150 horsepower is California Air Resources Board (CARB) Tier 34 Certified or better. The Grading Contractor shall be responsible for ensuring compliance with this note throughout the duration of grading activities.

E-10

*Recommended New Mitigation Measure (MM) 4.2-2*

**MM 4.2-2:** Require the use of 2010 model year diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export), and if the Lead Agency determines that 2010 model year or newer diesel haul trucks cannot be obtained, the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements, at a minimum. Additionally, consider other measures such as incentives, phase-in schedules for clean trucks, etc. during the construction period.

E-11

<sup>4</sup> South Coast Air Quality Management District. August 8, 2017. Accessed at: [http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures\\_2017\\_080717.pdf?sfvrsn=4](http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf?sfvrsn=4).

<sup>5</sup> South Coast Air Quality Management District. Accessed at: <http://www.aqmd.gov/home/regulations/ceqa>.



**LETTER E (Page 4 of 4)**

Mario Suarez

4

September 20, 2017

**Compliance with SCAQMD Rule 403(e) – Large Operations**

3. The Proposed Project is a large operation on 336.2 acres (50 acres or more of disturbed surface area; or daily earth-moving operations of 3,850 cubic yards or more on three days in any year) in the South Coast Air Basin. The Lead Agency is required to comply with SCAQMD Rule 403(e) – Additional Requirements for Large Operations<sup>6</sup>. The requirements may include, but are not limited to, Large Operation Notification (Form 403 N), appropriate signage, additional dust control measures, and employment of a dust control supervisor that has successfully completed the Dust Control in the South Coast Air Basin training class<sup>7</sup>. Therefore, SCAQMD recommends that the Lead Agency include a discussion to demonstrate compliance with SCAQMD Rule 403(e) in the Final EIR.

E-12

<sup>6</sup> South Coast Air Quality Management District. Rule 403. Last amended June 3, 2005. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf?sfvrsn=4>

<sup>7</sup> South Coast Air Quality Management District. Compliance and Enforcement Staff's contact information for Rule 403(e) Large Operations is (909) 396-2608 or by e-mail at [dustcontrol@aqmd.gov](mailto:dustcontrol@aqmd.gov).

**South Coast Air Quality Management District (SCAQMD)– Comment Letter E****E-1:**

Responses to SCAQMD’s comments are provided below.

**E-2:**

The City acknowledges the background information on the 2016 Air Quality Management Plan (AQMP) provided by SCAQMD. The DEIR discusses the 2016 AQMP at DEIR page 4.2-11.

**E-3:**

The commenter’s summary of the project description is accurate, but the City of Colton provides the following responses for clarification. The Project is not proposed by the lead agency (City of Colton) as stated in the SCAQMD’s comment. The City of Colton, as the CEQA Lead Agency, prepared the DEIR in accordance with CEQA Guidelines Article 9, § 15120 to § 15132, to evaluate the potential environmental impacts associated with planning, constructing, and operating the Roquet Ranch Specific Plan Project (the “Project”) that is proposed by a private developer (Sunmeadows, LLC). To supplement the project description provided by the SCAQMD, it should also be noted that in the event that Planning Areas 12 and 13 are not respectively developed with an elementary school or fire station, these Planning Areas would be developed with residential land uses which could result in the Project site being developed with a total of up to 1,050 residential dwelling units.

**E-4:**

The commenter accurately describes the conclusions of DEIR Subsection 4.2, *Air Quality*, and the Project’s Air Toxic and Criteria Pollutant Health Risk Assessment (EIR *Technical Appendix C*).

**E-5:**

The Project-specific Air Toxic and Criteria Pollutant Health Risk Assessment (HRA; EIR *Technical Appendix C*) identifies health risks using the 2003 guidelines established by the California Office of Environmental Health Hazard Assessment (OEHHA). The analysis in the HRA and DEIR are conservative in nature and assume constant exposure 24 hours per day over the course of various exposure periods. As such, averaging the emissions by age-bin is not necessary for several reasons as discussed below.

The 2015 OEHHA guidance<sup>1</sup> was reviewed to determine applicability of the use of early life exposure adjustments to identified carcinogens. For risk assessments conducted under the auspices of The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB2588), OEHHA applies specific adjustment factors to all carcinogens regardless of purported mechanism of action. However, the 2015 OEHHA guidance relied upon U.S. EPA guidance relating to the use of early life exposure adjustment factors (Supplemental Guidance for Assessing Susceptibility from Early-Life Exposure to Carcinogens, EPA/630/R-003F) whereby adjustment factors are only considered when carcinogens act “through the mutagenic mode of action.” A mutagen is a physical or chemical agent that changes

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<sup>1</sup> [http://oehha.ca.gov/air/hot\\_spots/hotspots2015.html](http://oehha.ca.gov/air/hot_spots/hotspots2015.html)



genetic material, such as DNA, increasing the frequency of mutations to produce carcinogenic effects. The use of adjustment factors is recommended to account for the susceptibility of producing adverse health effects during early life stages from exposure to these mutagenic compounds. None of the carcinogens considered in the Health Risk Assessment (HRA) for this Project elicit a mutagenic mode of action and, therefore, the use of age-specific adjustment factors is not warranted.

The U.S. EPA has said that the age sensitivity factors (ASFs), should only be applied to pollutants that elicit a primary mutagenic mode of action. In fact, the U.S. EPA has a list of 12 compounds that elicit a primary mutagenic mode of action for which ASFs would be appropriate ([https://www.epa.gov/sites/production/files/2015-01/documents/cgiwg-communication\\_ii.pdf](https://www.epa.gov/sites/production/files/2015-01/documents/cgiwg-communication_ii.pdf)). None of the Project's pollutants elicit a primary mutagenic mode of action.

By way of background, the Air Toxics "Hot Spots" Information and Assessment Act requires stationary sources (facilities) to report the type and quantity of substances they routinely release into the air. The regulation requires that toxic air emissions from facilities be quantified and compiled into an inventory according to criteria and guidelines developed by CARB, that each facility be prioritized to determine whether a risk assessment is conducted, that risk assessments be conducted according to methods developed by OEHHA and that the public be notified of significant risks. Please note that OEHHA clarifies its risk assessment's applicability by stating that roadways are not part of the Hot Spots program because the program only addresses stationary sources<sup>2</sup>.

It should be noted that neither the South Coast Air Quality Management District (SCAQMD) nor any other air agency in the Southern California region has adopted guidance on the applicability/use of ASFs under CEQA. At the June 5, 2015 SCAQMD Board Meeting, the SCAQMD adopted the 2015 OEHHA guidelines for use in their permitting process. Notwithstanding, the SCAQMD acknowledged in their response to comments received on the revised permitting rules<sup>3</sup> that:

“The Proposed Amended Rules are separate from the CEQA significance thresholds. The SCAQMD staff is currently evaluating how to implement the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will evaluate a variety of options on how to evaluate health risks under the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will conduct public workshops to gather input before bringing recommendations to the Governing Board. In the interim, staff will continue to use the previous guidelines for CEQA determinations.”

Furthermore, at a June 18, 2015 Association of Environmental Professionals (AEP) meeting, the SCAQMD staff (Ms. Jillian Wong, Ph.D.) stated that any new guidance regarding ASFs under CEQA for projects where SCAQMD is not the lead agency, will not be adopted until a public process is completed. At this time, no such process has commenced and no formal guidance has been adopted.

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<sup>2</sup> <https://www.arb.ca.gov/ab2588/motorv.pdf>

<sup>3</sup> See Response to Comment #13, Page A-7 and A-8 of the June 5, 2015 board meeting Agenda No. 28. <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2015/2015-jun1-028>.



Lastly, as previously noted, the SCAQMD is in the process of evaluating how the 2015 OEHHA Guidelines will be applied to CEQA projects under their jurisdiction and currently recommends continued use of previous guidelines for CEQA determinations. In the rulemaking activity for the 2015 OEHHA guidelines as they apply to permitting projects, the SCAQMD also recommends use of the previous version of the OEHHA guidelines for spray booths and retail gasoline stations<sup>4</sup>.

As such, the analysis in the HRA and DEIR is conservative and overstates potential impacts from diesel particulate matter (DPM). Based on the foregoing, no revisions to the DEIR or HRA are necessary in response to this comment.

**E-6:**

Responses to all of SCAQMD's comments are provided above.

**E-7:**

The contact information provided by SCAQMD is acknowledged.

**E-8:**

The DEIR and HRA (EIR *Technical Appendix C*) correctly utilize the average (mean) breathing rates. The DEIR and HRA are very conservative as the analysis assumes constant exposure 24 hours per day 7 days per week for 9- and 30-year exposure durations. CEQA does not require use of the most extreme, maximum possible worst-case scenario, but a reasonable assessment of project impacts. As such, use of the mean breathing rates with the conservative assumptions on exposure duration used in the DEIR and HRA represent a reasonable maximum exposure scenario consistent with CEQA requirements. As such, no revisions to the Project's HRA or DEIR are required. Please see Response to Comment E-5 for additional discussion regarding this topic.

**E-9:**

The City of Colton acknowledges the potential mitigation measures included on the SCAQMD's referenced website. Please refer to the responses to SCAQMD Comments E-10 and E-11 that address the two specific measures suggested by the SCAQMD for the Roquet Ranch project.

**E-10:**

In response to this comment, Mitigation Measure MM 4.2-1 has been revised to require that a note be added to the grading plan mandating the use of CARB Tier 4 construction equipment in the event that such equipment is available on a timely basis within a 200-mile radius of the Project site. The revisions to MM 4.2-1 are indicated in Section F.3, Corrections and Additions, of this Final EIR.

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<sup>4</sup> See Page 3 of the June 5, 2015 board meeting Agenda No. 28. <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2015/2015-jun1-028>.



**E-11:**

In response to this comment, Mitigation Measure MM 4.2-2 has been added to require the use of 2010 model year diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks. The revisions to MM 4.2-2 are indicated in Section F.3, Corrections and Additions, of this Final EIR.

**E-12:**

The City notes that the Project would be required to comply with SCAQMD Rule 403 (e) – Additional Requirements for Large Operations. In order to respond to this comment, the City has revised Subsection 4.2.5 of the DEIR to include a discussion of the applicability of SCAQMD Rule 403 and also to demonstrate the Project’s required compliance with the applicable components of SCAQMD Rule 403. The revisions are summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.



**LETTER F (Page 1 of 2)**

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



**Department of Public Works**

- Flood Control
- Operations
- Solid Waste Management
- Surveyor
- Transportation

[www.SBCounty.gov](http://www.SBCounty.gov)

**Kevin Blakeslee, P.E.**  
Director

September 14, 2017

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

File: 10(ENV)-4.01

**RE: CEQA – NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE ROQUET RANCH SPECIFIC PLAN FOR THE CITY OF COLTON**

To whom it may concern:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on August 7, 2017** and pursuant to our review, the following comments are provided:

**General Comments**

1. We are aware there may be storm drains in and around the project site that may be affected by the proposed project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the San Bernardino County Flood Control District's (District) Comprehensive Storm Drain Plan No. 3 dated May 1973. Drainage improvements should be reviewed by the City Engineer and by the Jurisdiction responsible for the facilities impacted by the project. If you have any questions, please contact David Lovell in the Flood Control Planning Division at 909-387-8120.

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

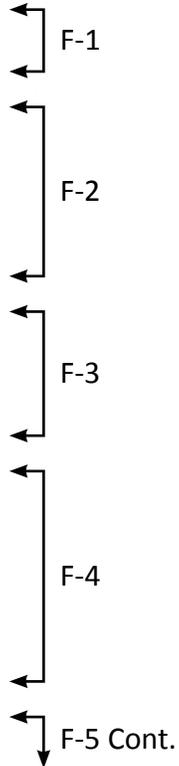
1. Since the northwestern portion of the proposed project is adjacent to the District's Santa Ana River Facility, any work affecting the right-of-way would need a Flood Control Encroachment Permit. If permits are required, their necessity and any impacts associated with the construction should be addressed in the DEIR.

**Environmental Management Division (Patrick Egle, Planner III, 909-387-8109):**

1. Page 35: The DEIR states "No impacts to USACE or RWQCB jurisdiction within the Santa Ana River or the physical streambed of the river will occur..."

Comment 1: The residential development of 874 homes, as well as retail commercial land use and recreational open space, will certainly contribute runoff from the development of the property into the Santa Ana River, which would impact the District. Are these impacts addressed adequately? Right now those drainages can be seen dry on page 43 of the BRA, however, will they remain dry after development? This should be thoroughly analyzed and discussed in the DEIR.

2. Page 73: The DEIR provides a table with Brittle Brush scrub (G4S3), a known sensitive community impacts of at least 50 acres.



**BOARD OF SUPERVISORS**

**ROBERT A. LOVINGOOD**  
Chairman, First District

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Fifth District

**DENA M. SMITH**  
Interim Chief Executive Officer



**LETTER F (Page 2 of 2)**

City of Colton  
CEQA NOP Roquet Ranch Specific Plan  
September 21, 2017  
Page 2 of 2

Comment 2: The Manual of California Vegetation - Sawyer, Keeler-Wolf, uses alliances to more accurately reflect the dominate vegetation communities by developing quantitative, defensibly definitions of rare and threatened plant communities. For alliances with state ranks of S1-S3, all associations within them are considered to be highly imperiled. Yet in the Mitigation chapter 7 there is no discussion of impacts to Brittle Brush scrub or discussion of mitigation measure for these impacts. The DEIR should be amended to discuss these potential impacts and appropriated mitigation.

F-5 Cont.

- 3. Page 88: Mitigation for impacts to Jurisdictional waters is discussed. Off-site mitigation is offered.

Comment 3: No mention was made of the impacts of this development to the waters of Santa Ana River. With this development, significant run off and nuisance flows will be added to the drainages into the Santa Ana River. Potential impacts of this increased water runoff into the Santa Ana River was not mentioned nor addressed and therefore no mitigation offered. This should be thoroughly analyzed and discussed in the DEIR.

F-6

- 4. Page 89: Under 7.2.4 Measures to Mitigate Potentially Significant Impacts to Migratory or Nesting Birds, MM Bio-7, under number 1: Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.

F-7

Comment 4: The adequacy of this mitigation measure is unclear as the nesting season for songbirds is not Sept 1 to Feb 14 but from Feb 14 to September 1. This should be clarified in the Final EIR.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

**Michael R. Perry**  
Supervising Planner  
Environmental Management

F-8

MP:LB:sr

Email: [planning@coltonca.gov](mailto:planning@coltonca.gov)



**County of San Bernardino Department of Public Works – Comment Letter F**

**F-1:**

The City of Colton acknowledges receipt of the County San Bernardino Department of Public Works' (hereafter referred to as "the County") comments on the DEIR. The City's responses to the County's comments are provided below.

**F-2:**

The Project site is not subject to San Bernardino County Flood Control District's Comprehensive Storm Drain Plan No. 3 because it is not located within any of the District's Area Drainage Plan boundaries, which are topographically and hydrologically separated from the Project site by the Santa Ana River. No stormwater that would outlet from the Project site would reach any facilities associated with Comprehensive Storm Drain Plan No. 3. Moreover, the Project's drainage improvements would be reviewed by the City of Colton City Engineer and all other applicable public agencies prior to the City's issuance of building permits. No revisions to the DEIR are warranted with respect to this comment.

**F-3:**

Based on the Specific Plan and other application materials that the Project Applicant submitted to the City of Colton for the proposed Project that were used to prepare the environmental analysis in the DEIR, it is not anticipated that the Project would require SBCFCD to issue an encroachment permit because the Project does not propose any work affecting the Santa Ana River Facility right-of-way. Furthermore, Table 3-6, *Matrix of Project Approvals/Permits*, is not intended to be exhaustive of all permits and approvals required for the Project, but rather to provide a list of permits and other approvals that are known to be required to implement the Project in accordance with CEQA Guidelines §15124(d). Based on the foregoing, no revisions to the DEIR are warranted with respect to this comment.

**F-4:**

The Project would drain treated flows from the development into the Santa Ana River by way of existing culverts, while off-site construction to install utilities over the Santa Ana River would be fastened to the existing South Riverside Avenue bridge. Therefore, no streambed impacts that would warrant authorization under the federal Clean Water Act would be required to construct the Project, as documented in the DEIR and the Biological Resources Assessment (EIR *Technical Appendix D*).

Additionally, the Project has been designed in compliance with all local, state, and federal requirements required to ensure that adverse effects to hydrology and water quality proposed by the Project are less than significant with mitigation. The Project would retain and treat runoff prior to discharge.

Furthermore, as described in the Project-specific Biological Resources Assessment (EIR *Technical Appendix D*), all of the existing on-site drainages exhibit ephemeral flow. Ephemeral streams generally move runoff only during, and immediately after, a storm event. Some ephemeral drainages that would



be affected by the Project may exhibit slightly wetter conditions near outlets associated with a development due to the discharge of nuisance flows, but due to the low volumes associated with nuisance flows, such discharge would be highly localized.

As discussed in EIR Subsection 4.8, *Hydrology and Water Quality*, the Project is required to prepare a Storm Water Pollutant Prevention Plan (SWPPP) in compliance with the National Pollution Discharge Elimination System (NPDES) program overseen by the Santa Ana Regional Water Quality Control Boards (RWQCB). The SWPPP would address construction-related water quality issues and the Project would include water quality basins and water quality/detention basins to address long-term water quality. The proposed water quality and detention basins would regulate the Project's increase to peak storm water runoff compared to existing conditions. Accordingly, with implementation of the proposed drainage plan (consisting of an integrated system of underground storm drain pipes and water quality detention basins) and compliance with the SWPPP, the Project would not violate any water quality standards or waste discharge requirements on a direct or cumulatively considerable basis.

Based on the foregoing, the Project would not contribute substantial runoff to the Santa Ana River that could result in an impact to the Santa Ana River that is not already disclosed in the DEIR. Based on the foregoing, no revisions to the DEIR are warranted with respect to this comment.

**F-5:**

In the DEIR, the common name "brittle bush" is defined as *Encelia farinosa* and, as described in the Project-specific Biological Resources Assessment (EIR *Technical Appendix D*), it dominates the "Brittle bush scrub" community. The "California brittle bush" that is referenced in the County's comment F-5 was not observed at the Project site during the biological surveys that were performed. As stated on pages 4.3-27 through 4.3-28 of the DEIR, the brittle bush scrub plant community observed at the Project site is not considered a sensitive habitat according to the Project-specific Biological Resources Assessment (*Technical Appendix D*). Therefore, the DEIR properly concluded that the Project would have no impact on sensitive plant species. No revisions to the DEIR are warranted with respect to this comment.

**F-6:**

Please refer to the City's response to the County's comment F-4 above. With implementation of the Project's proposed storm drain facilities and adherence to the SWPPP, the Project would not contribute substantial storm water runoff, siltation, or erosion to the Santa Ana River. The proposed detention basins and water quality basins have been designed to mitigate the increased storm water runoff and improve water quality prior to discharge of storm water from the Project site. Additionally, a Project-specific water quality management plan (WQMP; EIR *Technical Appendix J*) has been prepared which describes the Project's compliance with the NPDES Areawide Stormwater Program within the Santa Ana Region. The proposed storm water treatment best management practices (BMPs) have been selected and designed to meet the requirements of Regional Water Quality Control Board Order No. 08-2010-0036. Based on the foregoing, no revisions to the DEIR are warranted with respect to this comment.



**F-7:**

Mitigation Measure MM 4.3-7 has been revised in the Final EIR to clarify that the nesting season for songbirds typically occurs between February 15 and August 31 and the nesting season for raptors occurs between January 15 to August 31. This revision is summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.

**F-8:**

The City of Colton has confirmed that the County is included on the City's mailing list to receive all future public notices for the Roquet Ranch project concerning but not limited to public reviews and public hearings.



**LETTER G (Page 1 of 4)**



\_\_\_\_\_ Planning and Development Services Department

**Delivered by Electronic Mail**

September 21, 2017

Mario Suarez  
City of Colton Planning Division  
659 N. La Cadena Drive  
Colton, CA 92324

**Re: Draft Environmental Impact Report – Roquet Ranch Specific Plan  
SCH 2016061056**

Dear Mr. Suarez:

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) prepared for the Roquet Ranch Specific Plan. The Specific Plan area is adjacent to the City of Grand Terrace and has the potential to create up to 1,050 dwelling units, and to generate a net total of 10,021 trips per day.

G-1

It is anticipated that motorists will utilize Grand Terrace roadways to either enter onto the 215 Interchange at Barton Road or Mount Vernon, or to bypass the Interchange and travel east on Barton Road.

G-2

We have reviewed the Traffic/Transportation Section of the DEIR, which identifies significant impacts to Grand Terrace roadways and intersections, which must be mitigated.

G-3

The DEIR identifies impacts to City intersections located at Michigan Avenue and West Main Street (#36) and Mount Vernon Avenue and Main Street (#38).

Intersection # 38 will worsen from LOS E to LOS F at Opening Year 2020, and Intersection #36 will worsen from LOS E to LOS F at Horizon Year 2040, exacerbating already deficient conditions. The Roquet Ranch Specific Plan Traffic Impact Analysis identifies a fair share contribution in order to mitigate these significant impacts; however, they are not carried over to the DEIR as a mitigation measure. Further, the mitigation recommended in the Roquet Ranch Specific Plan Traffic Impact Analysis may not be adequate, as Grand Terrace includes these intersections in its Circulation Fee Program. This program would require payment of traffic signal impact fees towards signal improvements in the amount of \$283.53 per detached dwelling unit and \$145.57 per attached dwelling unit.

G-4

22795 Barton Road, Grand Terrace, California, 92313-5295 909/824-6621 Fax 909/824-6624



**LETTER G (Page 2 of 4)**

Comments on Roquet Ranch DEIR  
Page 2

The Barton Road Interchange Project is expected to be completed in 2020. The design will extend Commerce Way at its intersection with Michigan Street and extend it east and west to Barton Road, where it will align with Vivienda Avenue to the north. The DEIR should consider this intersection in the 2016, 2020 and 2040 projections and analysis.

G-5

In addition, the attached memorandum identifies areas within the Roquet Ranch Specific Plan Traffic Impact Analysis that require revision; and which may result in alternative recommendations or mitigation measures.

G-6

Should you have any questions or require additional information, feel free to contact Public Works Director Alan French at (909) 824-6621 ext. 251 or me at (909) 824-6621 ext. 225.

Sincerely,

SANDRA MOLINA  
Planning and Development Services Director

G-7

c: Alan French, Public Works Director



**LETTER G (Page 3 of 4)**



**City of Grand Terrace**  
**Memorandum**  
Public Works Department

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DATE: September 21, 2017

TO: Sandra Molina, Planning Director  
**Planning and Development Services Department**

FROM: Alan French, P.E., Director  
Public Works Department

SUBJECT: **TR 19983 Draft Specific Plan Submittal**  
**Roquet Ranch**

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City of Grand Terrace Public Works Department has received the following data:

1. Draft Environmental Impact Report for Roquet Ranch Specific Plan dated August 2, 2017, SCH No. 2016061056
2. Roquet Ranch Specific Plan Traffic Impact Analysis dated November 30, 2016

G-8

Public Works has completed the review of the above reference material and has the following comments on the material reviewed:

Provide corrected study and required documentation for review of the proposed project as follows:

- (1) Revised traffic model
- (1) Update DEIR impact mitigations

G-9

All scoping studies for intersections within the City of Grand Terrace should be reviewed and agreed to by the Grand Terrace.

The traffic model needs to include the configurations that are existing or for the opening year, and should consider future intersections that are in process and will be in operation for first occupancies model year of 2020.

Traffic Study Comments:

1. The mitigation recommended by the traffic study needs to be included in the DEIR. However, as noted in the cover letter, the mitigation recommended in the Roquet Ranch Specific Plan Traffic Impact Analysis may not be adequate, as Grand Terrace includes these intersections in its Circulation Fee Program. This program would require payment of traffic

G-10 Cont.



**LETTER G (Page 4 of 4)**

Memo to Planning Director  
 Page 2 of 2

- signal impact fees towards signal improvements in the amount of \$283.53 per detached dwelling unit and \$145.57 per attached dwelling unit. ↑ G-10 Cont.
- 2. Additional traffic analysis will be required as individual projects are submitted to ensure mitigation is being implemented and effective. ← G-11
- 3. Extension of Commerce Way to Taylor not included in model and is under preliminary design at this time. ← G-12
- 4. New signal at Town Square and Barton Road not included and is a CMP intersection. ← G-13
- 5. Will Palm and Barton be affected? Only the WB left on Palm movement may be affected. Preston and Barton may have more impact. Same intersection configuration is at Canal and Barton which also is a CMP intersection, but was not considered. ← G-14
- 6. The Michigan and Barton intersection will be moved to align with Vivienda Avenue and Commerce Way. ← G-15
- 7. Signal on west side of freeway will be eliminated, need round-a-bout modeled. ← G-16
- 8. Recommendation #18 of table 1-5 has been completed in table. ← G-17
- 9. Recommendation #26 of Table 1-5 identifies the round-a-bout, but not used in model. ← G-18
- 10. Traffic signal Warrant not needed at location #24, 25 of Table 2-3. ← G-19
- 11. Instead of Palm and Barton, there are closer intersections that would get more impact to justify a warrant analysis. ← G-20
- 12. Analysis of Michigan and Main addressed school am peak. Signal also at main and school entrance. ← G-21
- Specific Plan Comments: ← G-22
- 1. Traffic Model mitigation recommendations not proposed in the DEIR. ← G-23
- 2. Requirement for fair share provided in analysis but not implemented in DEIR. ← G-24
- Should you have any questions or require additional information, please do not hesitate to contact me at x251. ←



**City of Grand Terrace Planning and Development Services Department – Comment Letter G**

**G-1:**

The City of Grand Terrace accurately states that the Project proposes to develop a site adjacent to the City of Grand Terrace jurisdictional boundary with up to 1,050 residential dwelling units and is calculated to generate up to 10,021 vehicle trips per day.

**G-2:**

As depicted on DEIR Figure 4.14-1, *Project (Residential) Trip Distribution*, and Figure 4.14-2, *Project (Commercial) Trip Distribution*, the Project-specific Traffic Impact Analysis (TIA) (EIR *Technical Appendix L*) concluded that Project-related traffic is anticipated to utilize roadway facilities located within the City of Grand Terrace.

**G-3:**

The commenter accurately recognizes the findings disclosed in Subsection 4.14, *Transportation and Traffic*, of the DEIR that the Project would contribute to cumulatively significant impacts at intersections located within the jurisdiction of the City of Grand Terrace. No revisions to the DEIR are warranted in response to this comment.

**G-4:**

This comment accurately recognizes that the Project would result in cumulatively considerable impacts to Intersection #36 – Michigan Avenue and West Main Street under the Horizon Year 2040 scenario and to Intersection #38 – Mount Vernon Avenue and Main Street under the Opening Year 2020 scenario. The comment also accurately recognizes the DEIR did not identify mitigation to reduce the Project’s impacts to these intersections to a level below significance as the improvements subject to such a mitigation measure would occur outside of the jurisdictional boundaries of the City of Colton and because the City of Grand Terrace has not established a fair-share contribution program that would accommodate the payment of fees by applicants of projects located outside the City of Grand Terrace that would be specifically used for improvements at these specific intersections.

Nevertheless, Mitigation Measure MM 4.14-5 has been added to the Final EIR in Subsection 4.14, *Transportation and Traffic*, as a good faith effort to address the Project’s cumulatively considerable impacts at Intersection #36 and Intersection #38. Because the City of Grand Terrace, and not the City of Colton, has jurisdiction over these intersections, the City of Colton cannot guarantee that the needed improvements will be constructed, even if a mitigation fee program were to be established. Thus, implementation of this Mitigation Measure cannot be guaranteed and the conclusion of the Draft EIR stands that the Project’s impacts to Intersection #36 – Michigan Avenue and West Main Street and Intersection #38 – Mount Vernon Avenue and Main Street would be significant and unavoidable.

**G-5:**

Additional analysis of the potential for traffic impacts was conducted for the intersection of Vivienda Avenue at Barton Road in a supplemental memo dated October 24, 2017 prepared by the traffic



engineer that prepared the TIA (Appendix L of the DEIR). The supplemental memo has been provided as Attachment B to this Final EIR. In the existing condition, the intersection of Vivienda Avenue and Barton Road is controlled by a four-way stop sign and experiences acceptable levels of service in both the AM and PM peak hours. As noted by the commenter, the improvement of the intersection is a component of the Barton Road Interchange Project, which is expected to be completed in 2020 and would result in the installation of traffic signals at the intersection. The analysis conducted in the supplemental memo indicates that the proposed Project would result in less than significant impacts in the Existing + Project, Opening Year (2020) With Project and Horizon Year (2040) With Project scenarios. As such, the additional analysis provided in the supplemental memo is provided for informational purposes to confirm the conclusions identified in the DEIR. Further, because this analysis does not identify any new significant impacts, the inclusion of the additional analysis does not constitute significant new information.

**G-6:**

The City acknowledges the memorandum from the City of Grand Terrace Public Works Department. Refer to responses to comments G-8 through G-24 below.

**G-7:**

The City will contact the City of Grand Terrace Public Works Department or the City of Grand Terrace Planning and Development Services Department with any questions or additional information needs, if necessary.

**G-8:**

The City acknowledges that the City of Grand Terrace Public Works Department has received and reviewed the DEIR and associated TIA (EIR *Technical Appendix L*). Responses the City of Grand Terrace Public Works Department's comments are provided below.

**G-9:**

A Project Traffic Study Scoping agreement for the Roquet Ranch project was developed through consultation with City of Colton staff and is provided in Appendix 1.1 of the TIA (EIR *Technical Appendix L*). The preparer of the TIA did not consult with the City of Grand Terrace during preparation of the scoping agreement because the Project is not located within the City of Grand Terrace and the City of Grand Terrace is not the CEQA lead agency for the Project. Traffic report preparer did, however, consult with City of Grand Terrace to obtain a list of cumulative projects within the City of Grand Terrace for consideration in the TIA analyses (refer to DEIR Table 4.0-1, *Cumulative Projects List*). Suggestions provided in this comment letter regarding traffic model and mitigation measure revisions are responded to in the responses to comments G-10 to G-24.

**G-10:**

Please refer to the response provided under comment G-4 above. Revisions to the DEIR in response to comment G-4 and this comment G-10 are summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.



**G-11:**

The DEIR provides a project-level analysis and the Project-specific TIA (EIR *Technical Appendix L*) fully evaluates all traffic-related impacts that could result from the Project as it is proposed. Therefore, with respect to the proposed Project that is evaluated in the DEIR (Roquet Ranch Specific Plan), no additional traffic analysis is required beyond the Project-specific TIA (EIR *Technical Appendix L*). No revisions to the DEIR are warranted in response to this comment.

**G-12:**

The comment correctly states that the future planned extension of Commerce Way to Taylor was not evaluated in the Project's TIA. The Project trip distribution patterns were derived based on the current version of San Bernardino County Transportation Analysis Model (SBTAM). The Project trip distribution patterns were also reviewed and approved by City of Colton staff as part of the traffic study scoping process. Traffic assigned to adjoining roadway system based on the Project's trip generation, trip distribution and planned local street improvements indicated that Project would contribute less than 50 peak hour trips to future extension of Commerce Way. Any contributions of less than 50 peak hour trips is considered a less-than-significant impact. No revisions to the DEIR are warranted in response to this comment.

**G-13:**

The study area that was evaluated in the TIA was identified based on a review of the Project area by City of Colton staff. The City requires that traffic studies evaluate all intersections of two roadways at locations where a project would contribute 50 or more peak hour trips. The City's traffic study requirements do not mandate the evaluation of signalized driveways. Accordingly, the TIA properly excluded the traffic signal at Town Square and Barton Road because the signal provides traffic control to an access driveway into a private shopping center and is not located at an intersection of two roadways. Additionally, although Barton Road is a CMP facility, the traffic signal is not located at a CMP-monitored intersection. Therefore, no additional analysis is required in the DEIR and no revisions to the DEIR are warranted in response to this comment.

**G-14:**

The Project's impacts to the intersection of Palm Avenue and Barton Road (Intersection #39) were evaluated in the TIA. The Project would not result in or worsen a deficiency at Intersection #39 under any of the evaluated traffic scenarios (DEIR at subsections 4.14-7 and 4.14-8). The Project trip distribution patterns were derived based on the current version of SBTAM. The Project trip distribution patterns were also reviewed and approved by City of Colton staff as part of the traffic study scoping process. Traffic assigned to adjoining roadway system based on the Project's trip generation, trip distribution and planned local street improvements indicated that Project would contribute less than 50 peak hour trips to future extension of Commerce Way. Similarly, Project would contribute fewer than 50 peak hour trips to the intersection of Preston Street and Barton Road. The Project would not contribute more than 50 peak hour trips to the intersection of Preston Street and Barton Road; therefore, in accordance with the intersection analysis criteria described in subsection 1.3.1 of the TIA,



the Project's impacts to this intersection were not required to be evaluated. Any contributions of less than 50 peak hour trips is considered a less-than-significant impact. No revisions to the DEIR are warranted with respect to this comment.

**G-15:**

The City acknowledges that the planned improvements associated with the Barton Road Interchange Project that will be implemented by the City of Grand Terrace will result in the realignment of the Michigan Avenue and Barton intersection to Vivienda Avenue and Barton Road. Please see response to comment G-5, which provides additional analysis related to the realigned intersection at Barton Road. No revisions to the DEIR are warranted in response to this comment.

**G-16:**

The information provided in DEIR Table 4.14-7, *Intersection Analysis for Opening Year Cumulative (2020) Conditions*, and DEIR Table 4.14-9, *Intersection Analysis for Horizon Year (2040) Conditions*, includes the roundabout improvement that was modeled at La Crosse Avenue / I-215 southbound on-ramp / Barton Road (Intersection #26) in the TIA under the 2020 and 2040 traffic conditions scenarios. Thus, no revisions to the DEIR are warranted with respect to this comment.

**G-17:**

The City acknowledges that the intersection improvements associated with "recommendation #18" have been implemented. However, at the time that the Project's TIA was prepared (November 2016), this improvement was not yet operational. The implementation of the intersection improvements at this intersection would reduce the Project's traffic impacts to intersection #18 as these improvements would achieve the reduction in the delay at this intersection that would occur with the implementation of Mitigation Measure 4.14-3. Accordingly, no revisions to the DEIR are warranted with respect to this comment.

**G-18:**

The traffic modeling in the TIA evaluated a roundabout at Intersection #26 under the 2020 and 2040 traffic scenarios. The roundabout was not evaluated for Existing Plus Project or Existing traffic conditions scenarios because the roundabout did not exist at Intersection #26 under the Existing (2016) traffic scenario. However, the supplemental traffic memorandum included as Attachment A to this FEIR includes supplemental analysis of the La Cross Avenue/I-215 southbound ramp at Barton Road in the existing plus project (E+P) condition with the implementation of the roundabout. This analysis confirms that this intersection would operate at acceptable LOS in the E+P condition with the implementation of the roundabout. Accordingly, the DEIR TIA's evaluation of impacts in the Existing Plus Project and Existing conditions properly relied on conditions as they existed at the time the TIA was prepared (and at the time that the EIR's Notice of Preparation (NOP) was posted) and that the implementation of the roundabout would not affect the conclusions in the DEIR related to this facility.



**G-19:**

The City of Colton acknowledges the comment regarding traffic signal warrants. The information regarding traffic signal warrants is provided in the DEIR for informational purposes at DEIR page 4.14-19.

**G-20:**

The commenter indicates that “there are closer intersections that would get more impact to justify a warrant analysis.” However, the commenter does not indicate which specific intersections would justify a warrant analysis. The study area for the warrant analysis conducted in the TIA evaluated all unsignalized intersections in the Project area until the analysis determined that the Project’s peak hour volume contributions no longer resulted in a traffic signal warrant. Accordingly, the information provided in the TIA and summarized in Subsection 4.14.7 of the DEIR thoroughly disclosed the unsignalized intersections calculated to meet peak hour volume-based traffic signal warrants and no revisions to the DEIR are necessary. Moreover, as noted in response to comment G-19, the traffic signal warrant analysis is provided in the DEIR for informational purpose and is not used as a basis for the determination of environmental impacts in the DEIR.

**G-21:**

The intersection of Michigan Avenue and Main Street was included in the TIA study area (as indicated in Table 4.14-1 of the DEIR as intersection #36). The DEIR provides A.M and P.M. peak hour analysis of intersection #36, as shown on DEIR Table 4.14-5, 4.14-7, and 4.14-9. The study area that was evaluated in the TIA was identified based on a review of the Project area by City of Colton staff. The City requires that traffic studies evaluate all intersections of two roadways at locations where a project would contribute 50 or more peak hour trips. The City’s traffic study requirements do not mandate the evaluation of signalized driveways. Accordingly, the TIA properly excluded the traffic signal located along Main Street at the entrance to Grand Terrace High School because the signal provides traffic control to an access driveway into the high school and is not located at an intersection of two roadways. Therefore, no additional analysis is required in the DEIR and no revisions to the DEIR are warranted in response to this comment.

**G-22:**

Refer to the response to comment G-4. The DEIR identified all available feasible mitigation measures that are within the City of Colton’s jurisdiction to ensure and enforce and that would substantially lessen or avoid significant impacts the project would have on the environment.

**G-23:**

Please refer to the response provided under comments G-4 and G-10 above. Revisions to the DEIR in response to comment G-4, G-10, and G-23 are summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.

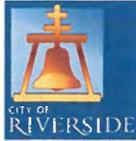


**G-24:**

The contact information for the Director of the City of Grand Terrace Public Works Department is noted.



**LETTER H (Page 1 of 4)**



Community Development  
Department  
Planning Division

*City of Arts & Innovation*

September 21, 2017

Mario Suarez  
City Colton Planning Division  
659 N. la Cadena Drive  
Colton, CA

Subject: Notice of Availability of a Draft Environmental  
Impact Report for the Roquet Ranch Specific Plan

Dear Mr. Suarez:

Thank you for the opportunity to comment on the Roquet Ranch Specific Plan. We note that the proposed 336.2-acre Specific Plan will accommodate 450 Low Density single-family detached residential units on 60.2 acres, 293 Medium Density residential units on 19.2 acres, 131 High-Density residential townhome units on 6.0 acres, 1.2 acres of Neighborhood Commercial use, a 10.3-acre school site, a 0.8-acre fire station site, 19.3 acres of recreational open space, 199.7 acres of open space as resource preservation, and 16.5 acres of roadways. We also understand the location of the project to be west of the intersection of Maryknoll Drive and la Cadena Drive within the City of Colton (Colton), and immediately north of, and contiguous with, the City of Riverside (Riverside).

H-1

The City of Riverside has reviewed the Draft Environmental Impact Report (DEIR) for the Roquet Ranch Specific Plan, and provides the following comments for the City of Colton's consideration:

H-2

**General Comments:**

As you are aware, Riverside is in midst of an effort that will create the Northside Neighborhood Inter-jurisdictional Specific Plan (Northside SP). The Northside SP not only includes the Northside Neighborhood within the City of Riverside, but also includes a 227-acre property in the City of Colton known as Pellissier Ranch. The Pellissier Ranch property is owned by Riverside Public Utilities (RPU), and is contiguous to the western boundaries of the Roquet Ranch Specific Plan. Due to the proposed project's adjacency to the City of Riverside and Pellissier Ranch, the City of Riverside has a vested interest in the use and development of Roquet Ranch.

H-3

As it relates to the Northside SP effort, the City of Riverside currently enjoys an ongoing collaboration with the City of Colton. In this regard, the Riverside Planning Division's primary concern is to ensure that the two adjacent and concurrent specific plan efforts are largely compatible and do not significantly impact each other; while also considering community concerns and impacts on Riverside residents.

H-4

3900 Main Street, Riverside, CA 92522 | Phone: (951) 826-5371 | [RiversideCA.gov](http://RiversideCA.gov)



**LETTER H (Page 2 of 4)**

**Access:**

The Draft Specific Plan identifies access to the Roquet Ranch project area via extensions of Orange Street and Pellissier Road. The Orange Street extension, and a portion of the Pellissier Road extension, encroach onto Riverside Public Utility (RPU) property (Pellissier Ranch). These extensions are shown on Page 3-25 of the DEIR. Not only are these proposed portions of roadways completely outside the boundaries of the Roquet Ranch Specific Plan site, but they would impact RPU with significant off-site grading and construction, including the installation of utilities, landscaping, irrigation, etc. To date RPU has not been approached by the project applicant for this offsite improvement, nor has RPU authorized this proposal. Additionally, the proposal effectively removes developable area from the Pellissier Ranch site, and undermines the ongoing Northside SP process which has yet to identify the preferred land use and circulation alternative for the Pellissier Ranch property.

H-5

While the DEIR describes the off-site work listed above, includes mitigation measures for the encroachment, and duly notes that City of Riverside approval would be required for the proposed alignment, the Specific Plan and DEIR do not explained or justified why the encroaching streets need to be on RPU owned property. As such, the City of Riverside recommends that the alignment of Orange Street be shifted easterly, such that the centerline of the Orange Street roadway is, to the greatest extent possible, straddling the shared property line between the Roquet Ranch project and the RPU owned Pellissier Ranch property.

H-6

**Grading:**

The proposed Specific Plan includes areas where off-site grading will encroach into the Pellissier Ranch property, mostly northerly of the new street intersection described above. However, these areas of encroachment are not nearly as significant as the grading necessary for the portion of Orange Street that occurs on RPU property.

H-7

Again, while the EIR describes the off-site work listed above, includes mitigation measures for the encroachment, the Specific Plan and DEIR do not explained or justified the need for the encroachment. The City recommends that all off-site grading within the Pellissier Ranch property be eliminated to the greatest degree possible. Should any off-site grading onto Pellissier Ranch be required in the future, the developer(s) will be required to obtain approval from RPU or a subsequent owner. Obtaining approval shall include submitting plans to RPU and completing all work (grading, retaining walls, slope landscaping, irrigation etc.) per any approved plans, to the satisfaction of RPU.

H-8

**Traffic:**

The City of Riverside's Public Works, Traffic Engineering Division has reviewed the DEIR and has identified the following areas of concern:

**Impacts at Main Street & Strong Street:**

The traffic generated from the project traffic would result in level of service deficiencies and direct impacts at the intersection of Main Street and Strong Street. While the DEIR recommends lane configuration changes to alleviate the location's deficient levels of service; the DEIR identifies direct impacts to this intersection as significant and unavoidable because they are not within the City of Colton. The City of Riverside requests that the project applicant and their engineer coordinate with the Riverside Public Works Department to discuss the constructability of recommended improvements at this

H-9 Cont.



LETTER H (Page 3 of 4)

intersection, determine a feasible mitigation measure, and ultimately construct the improvements to mitigate the project's direct impact.

Impacts at Orange Street & Center Street:

The traffic generated from the project would also contribute to cumulatively significant impacts at the intersection of Orange Street at Center Street. Notwithstanding the comments above, or the recommendation to re-align the proposed Orange Street extension, the following comments should be considered:

Orange Street is shown as one of two access points for the project. The project is anticipated to route approximately 2,300 daily vehicle trips through the intersection of Orange Street and Center Street, and over 800 of these trips are anticipated to travel along Orange Street. The addition of project traffic to the roadway network warrants the construction of a traffic signal at the intersection of Orange Street and Center Street.

It's understood that, although the City believes a signal may be "warranted," satisfaction of "warrants" does not technically require construction of a signal. However, because the project has identified construction of a traffic signal as a mitigation measure to alleviate deficient levels of service (despite the fact that the DEIR deems this mitigation infeasible), the construction of a traffic signal at this location would be required.

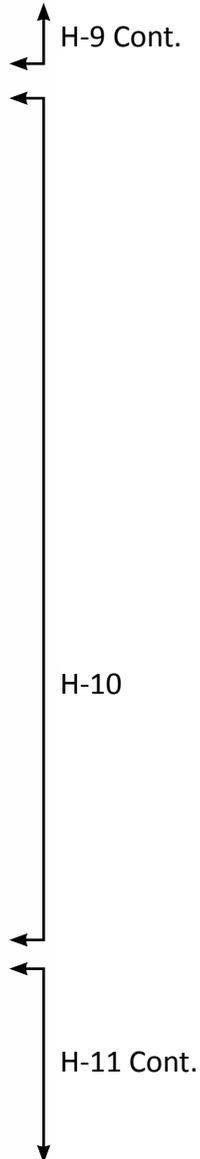
Given the high daily contribution of project traffic to the intersection of Orange and Center Streets, the traffic signal constructed at this location needs to incorporate movement restrictions and physical design elements that restrict north & southbound traffic along Orange Street. This is because:

1. The DEIR estimates a project contribution of approximately 800 daily vehicle trips to Orange Street, south of Center Street.
2. Orange Street serves Fremont Elementary School, and is fronted by residential development.
3. Orange Street is an access point for State Route 60, it is prone to experience cut-through traffic from surrounding uses, including the proposed project.

These movement restrictions and physical design element improvements will require coordination and approval from the City of Riverside Public Works Department.

Finally, we respectfully request that you continue to coordinate with City of Riverside staff regarding this project. Please forward any revised plans, staff reports, and environmental review documents pertaining to this project. Should you have any questions regarding this letter, please contact David Murray, Senior Planner, at (951) 826-5773, or by e-mail at dmurray@riversideca.gov.

Thank you again for the opportunity to provide comments on this proposal. The City of Riverside looks forward to continued collaboration in the future.





LETTER H (Page 4 of 4)

Page 4 of 4

Sincerely,

Jay Eastman, AICP  
Principal Planner

JE:dm

cc: Rusty Bailey, Mayor  
Riverside City Council Members  
John A. Russo, City Manager  
Al Zelinka, Assistant City Manager  
Rafael Guzman, Community & Economic Development Director  
Kris Martinez, Public Works Director  
Girish Balachandran, Public Utilities General Manager  
Kristi Smith, Chief Assistant City Attorney

H-11 Cont.



## City of Riverside – Comment Letter H

### **H-1:**

The Project description provided by the City of Riverside in comment H-1 is accurate. No revisions to the DEIR are warranted in regards to this comment.

### **H-2:**

Responses to the City of Riverside’s specific comments are provided below.

### **H-3:**

The City of Colton acknowledges the information provided by the City of Riverside concerning the ongoing development of the Northside Neighborhood Inter-Jurisdictional Specific Plan (Northside SP). The Northside SP was not included in the list of cumulative projects in the DEIR analysis because no applications regarding the Northside SP project have been received by the City of Colton. Although the City of Riverside is undergoing a public workshop process to discuss the community’s desires concerning the potential land uses that may be planned within the Northside SP boundary, the development of the Northside SP has not reached a point where the specific proposed land uses have been identified or stabilized for future evaluation, as confirmed by commenter in Comment H-5. Indeed, the Northside SP planning process has not yet proceeded to the CEQA environmental review stage and the City of Riverside has not issued a Notice of Preparation of an environmental impact report for the Northside SP project. Accordingly, because the proposed land use plan associated with the Northside SP has not been determined, a cumulative impact evaluation of the development of the Northside SP would not be reasonable or practical as it would be highly speculative. No revisions to the DEIR are warranted in regards to this comment.

### **H-4:**

The City acknowledges the City of Riverside’s concerns regarding compatibility of the proposed Project (Roquet Ranch Specific Plan) and the on-going Northside SP. The DEIR included a cumulative impact analysis that addressed the potential for the Project to cumulatively contribute to significant environmental impacts. However, as discussed in response to comments H-3, the Northside SP was not included in the list of cumulative projects in the DEIR analysis because no preferred land use plan has been proposed by the City of Riverside for the RPU property within the City of Colton or on adjacent land within the City of Riverside. Although the City of Riverside is undergoing a public workshop process to discuss the community’s desires concerning the potential land uses that may be planned within the Northside SP boundary, the development of the SP has not reached a point where the specific land uses have been identified or stabilized for future evaluation. Accordingly, because the land use plan associated with the Northside SP has not been identified or proceeded to the CEQA environmental review process, a cumulative impact evaluation of the development of the Northside SP would not be reasonable or practical as it would be highly speculative. No revisions to the DEIR are warranted in regards to this comment.



**H-5:**

The commenter accurately describes the Project Applicant's proposed off-site roadway and utility extensions that are proposed on the property that abuts the Project site to the west. The DEIR disclosed the construction and operational characteristics of the proposed improvements, including the off-site infrastructure improvements that would occur within the Riverside Public Utility's (RPU) jurisdiction. Pursuant to CEQA Guidelines § 15002(a), the purpose of the DEIR is to inform governmental decision makers and the public about the physical environmental effects of the proposed project. At the time that the Notice of Preparation (NOP) was posted for the proposed Project in June 2016, no applications for the Northside Specific Plan project had been received by the City of Riverside. At the time of the preparation of this Final EIR, the Northside Specific Plan project is still in a conceptual phase, as indicated by the commenter in noting that the City of Riverside has "yet to identify the preferred land use and circulation alternative" for the adjacent property on which the Northside Specific Plan may be implemented. Although the City of Riverside is undergoing a public workshop process to discuss the community's desires concerning the potential land uses that may be planned within the Northside SP boundary, the development of the SP has not reached a point where the specific land uses have been identified or stabilized for future evaluation. Accordingly, because the land use plan associated with the Northside SP has not been identified or proceeded to the CEQA environmental review process, any evaluation of the development of the Northside SP would not be reasonable or practical as it would be highly speculative. This comment does not identify any potentially significant physical environmental impacts that would occur under the proposed Project that were not properly evaluated in the DEIR. However, the comment will be forwarded to the City's decision-makers for their consideration in evaluating the proposed Specific Plan and Project.

**H-6:**

The City of Colton acknowledges the City of Riverside's concerns regarding the encroachment of the proposed Orange Street alignment onto the RPU-owned Pellissier Ranch property. The alignment of the extension of Orange Street was selected by the Project Applicant's engineer to minimize grading on both the City of Riverside property and the Project site. The proposed Orange Street alignment also provides the City of Riverside property full access along this extension of Orange Street and to Pellissier Road. The City of Colton acknowledges the City of Riverside's request to shift the Orange Street alignment in an easterly direction. The City of Colton acknowledges that City of Riverside approval will be required for the proposed Orange St. alignment, and any associated off-site grading in this area. A note will be added to the Specific Plan to reinforce this requirement. The purpose of the DEIR is to evaluate the physical environmental effects of a project, as proposed. The DEIR has fully evaluated the impacts associated with the off-site improvements proposed by the Project Applicant, including those that would occur within RPU-owned property. Based on the foregoing, although the Specific Plan may be modified to shift the Orange St. alignment onto the project site if requested by the City of Riverside, no revisions to the DEIR are warranted with regards to this comment.

**H-7:**

Please see response to comments H-5 and H-6 above; the DEIR discloses the potential for physical environmental impacts associated with the off-site improvements proposed by the Project Applicant.



However, the comment will be forwarded to the City's decision-makers for their consideration in evaluating the proposed Specific Plan and

**H-8:**

Refer to the responses to comments H-6 and H-7. The proposed slope grading north of Pellissier Road that would encroach into the City of Riverside-owned property would allow for contour grading, which would result in more aesthetically pleasing slopes when viewed from the west. The City of Colton recognizes that any improvements on City of Riverside owned property would require the review and approval of the City of Riverside. The City will require that text will be included in the Specific Plan which acknowledges that approval from RPU will be required for any grading on their property in Pellissier Ranch. If approval is not received from RPU, all grading, as well as the Orange Street alignment, will be contained solely within the project site. No revisions to the DEIR are warranted with respect to this comment.

**H-9:**

This comment accurately states that the Project would result in significant and unavoidable impacts to Intersection #3 – Main Street and Strong Street under the Existing Plus Project scenario, the Opening Year Cumulative (2020) scenario, and the Horizon Year 2040 scenario. The comment also accurately states the DEIR did not identify mitigation to reduce the Project's impacts to Intersection #3 to a level below significance as the improvements subject to such a mitigation measure would occur outside of the jurisdictional boundaries of the City of Colton and because the City of Riverside has not established a fair-share contribution program that would accommodate the payment of fees by applicants of projects located outside the City of Riverside that would directly contribute to improvements at the specific intersection. Nevertheless, Mitigation Measure MM 4.14-4 has been added to the Final EIR in Subsection 4.14, *Transportation and Traffic*, in a good faith effort to address the Project's significant and unavoidable impacts at Intersection #3, acknowledging, however, that the implementation of this Mitigation Measure is outside of the Project Applicant's control and outside of the Lead Agency's (i.e. City of Colton's) control. Because the City of Riverside, and not the City of Colton, has jurisdiction over Intersection #3, the City of Colton cannot guarantee that the needed improvements would be constructed, even if a mitigation fee program were to be established. Thus, implementation of this Mitigation Measure cannot be guaranteed and the conclusion of the DEIR remains that the Project's impacts to Intersection #3 would be significant and unavoidable.

**H-10:**

This comment accurately states that the Project would result in significant and unavoidable cumulatively considerable impacts to Intersection #5 – Orange Street and West Center Street under the Opening Year Cumulative (2020) conditions scenario and the Horizon Year 2040 scenario. The comment also accurately states the DEIR did not identify mitigation to reduce the Project's impacts to Intersection #5 to a level below significance as the improvements subject to such a mitigation measure would occur outside of the jurisdictional boundaries of the City of Colton and because the City of Riverside has not established a fair-share contribution program that would accommodate the payment of fees by applicants of projects located outside the City of Riverside that would directly contribute to



improvements at the specific intersection. Nevertheless, Mitigation Measure MM 4.14-4 has been added to the Final EIR in Subsection 4.14, *Transportation and Traffic*, in a good faith effort to address the Project's significant and unavoidable impacts at Intersection #5, acknowledging, however, that the implementation of this Mitigation Measure is outside of the Project Applicant's control and outside of the Lead Agency's (i.e. City of Colton's) control. The implementation of Mitigation Measure MM 4.14-4 would result in the provision of funding for the installation of a traffic signal at Intersection #5. Because the City of Riverside, and not the City of Colton, has jurisdiction over Intersection #5, the City of Colton cannot guarantee that the needed improvements will be constructed, even if a mitigation fee program were to be established. Thus, implementation of this Mitigation Measure cannot be guaranteed and the conclusion of the DEIR stands that the Project's impacts to Intersection #5 would be significant and unavoidable. The City acknowledges the City of Riverside's recommended incorporation of movement restrictions and physical design elements into the traffic signal design at Intersection #5. No further revisions to the DEIR are necessary to respond to this comment.

**H-11:**

The City of Colton acknowledges and concurs with the City of Riverside's request for continued coordination regarding this Project.



**LETTER I (Page 1 of 1)**



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JN 988-001

PLANNING 17542 East 17th Street, Suite 100 Tustin, CA 92780 p714.505.6360 f714.505.6361

**MEMORANDUM**

To: Mario Suarez, Planning Manager, City of Colton

From: Anonymous Caller

Re: **DEIR COMMENTS ISSUED BY ANONYMOUS  
PERSON VIA PHONE MESSAGE LEFT WITH CITY  
OF COLTON PLANNING DIVISION**

Date: August 16, 2017

On August 16, 2017, Mario Suarez, Planning Manager at City of Colton, received a phone message from an anonymous caller. The caller issued the following comments pertaining to the Roquet Ranch Specific Plan Draft Environmental Impact Report (DEIR):

I-1

- The Project would increase traffic within the City of Colton; and
- The Project would increase population within the City of Colton.

I-2  
I-3



[www.tbplanning.com](http://www.tbplanning.com)

PLANNING | DESIGN | ENVIRONMENTAL | GRAPHICS



### **Anonymous Caller – Comment Letter I**

#### **I-1:**

The City acknowledges that an anonymous caller conveyed a phone message to City of Colton staff on August 16, 2017 verbally expressing the commenter's concerns regarding the proposed Project. The memorandum included in this Final EIR, dated August 16, 2017, provides written documentation summarizing the comments that were provided during the phone message.

#### **I-2:**

The commenter is accurate in stating that the Project would increase traffic within the City of Colton. The Project's traffic-related impacts on intersections located within the City of Colton are thoroughly analyzed and disclosed in DEIR Subsection 4.14, *Transportation and Traffic*. The commenter did not identify any specific deficiencies in the analysis disclosed in the DEIR.

#### **I-3:**

The Project's impacts related to population are evaluated in Subsection 4.11, Population and Housing, of the DEIR. As discussed under Threshold a of Subsection 4.11.3 of the DEIR, the Project would be anticipated to generate 3,633 new residents in the City of Colton through the construction of 1,050 dwelling units. All potential impacts to the environment associated with the population growth have been evaluated in the other subsections of the DEIR. There are no physical environmental effects specific to population growth on the Project site that would result in a significant adverse effect to the environment. Thus, the DEIR properly concluded that impacts associated with population growth are regarded as less than significant. Therefore, the DEIR adequately analyzed the Project's impacts that are related to population growth, and no further analysis is required.



LETTER J (Page 1 of 10)



Page 1 of 10

September 10, 2017

VIA EMAIL

Mario Suarez  
City of Colton  
659 N. La Cadena Drive  
Colton, CA 92324  
[msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)

**SUBJECT: COMMENTS ON ROQUET RANCH SPECIFIC PLAN EIR**

To whom it may concern:

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Roquet Ranch Specific Plan. Please accept and consider these comments on behalf of Golden State Environmental and Social Justice Alliance, a California Social Purpose Corporation, Entity #C4017878. Also, Golden State Environmental and Social Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental and Social Justice Alliance 160 W. Foothill Parkway Ste. 105-92 Corona, CA 92882.

J-1  
J-2

As we understand it, the proposed Roquet Ranch Specific Plan proposes to develop the 336.2-acre site with up to 874 residential dwelling units, including a maximum of 450 Low Density (2.1-8.0 dwelling units per acre [du/ac]) detached homes, 293 Medium Density (8.1-16 du/ac) conventional detached single-family homes, and 131 High Density (16.1-22 du/ac) attached townhomes. These unit maximums include 754 single-family residential units, 244 condo/townhomes, and 52 active adult attached units.

J-3 Cont.

160 W. Foothill Parkway Ste. 105-92 Corona, CA 92882



**LETTER J (Page 2 of 10)**

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The Project also proposes the following non-residential uses: 1.2 acres of retail land uses (Neighborhood Commercial) use on the southeastern portion of the site, which includes 6,500 square feet of commercial retail use, a 1,500-square foot coffee shop with drive-thru window, and a 4,000-square foot fast-food restaurant with drive-thru window; 19.3 acres of recreational open space (located primarily on the northwest portion of the site), 199.7 acres of preserved natural habitat (Open Space- Resources), a 0.8-acre fire station site, and a 10.3-acre school site.

In the case that the Colton Joint Unified School District selects not to develop a school facility within Planning Area 12, the Planning Area can be developed with up to 165 Medium Density residential dwelling units. Additionally, in the case that the City of Colton Fire Department selects not to develop a fire station within Planning Area 13, the Planning Area can be developed with 11 Medium Density residential units. If Planning Areas 12 and 13 are not developed for use as an elementary school and fire station, respectively, the total maximum number of dwelling units within the Roquet Ranch Specific Plan Area would be increased to 1,050. Additionally, the Project proposes the construction of a hierarchal roadway circulation system and utility infrastructure systems to serve the Roquet Ranch community.

**3.0 Project Description**

The EIR proposes two separate project alternatives. Alternative One includes the development of a 10.3-acre School facility within Planning Area 12 and a 0.8-acre Fire Station within Planning Area 13. Alternative Two provides development in the case that neither the School or Fire Station are built at their sites, with 165 Medium Density residential dwelling units developed at the School site and 11 Medium Density residential units at the Fire Station site. The EIR does not clearly state if Alternative One, Two, or both alternatives are presented for analysis in the EIR. The project description must be revised to clearly state which aspects of the proposed Specific Plan are presented for analysis.

The Project Description is deficient in identifying all aspects of the proposed project, including the removal of the existing on-site Roquet Paving Inc. facility which is not disclosed until the Air Quality Analysis Section of the EIR.

J-3 Cont.

J-4

J-5



**LETTER J (Page 3 of 10)**

**4.0 Environmental Analysis**

*4.0.2 Scope of Cumulative Effects Analysis*

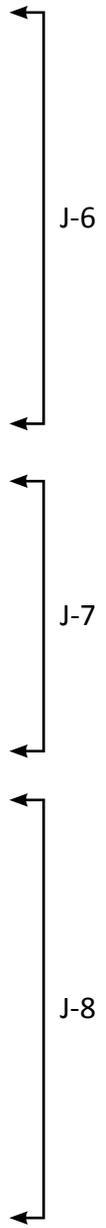
*Table 4.0-1: Cumulative Projects List* presents a list of 82 projects within the Study Area. The Study Area is defined as the City of Colton, City of Grand Terrace, City of Rialto, City of Riverside, and County of Riverside. The EIR indicates that “areas outside of this study area either exhibit topographic, climatological, or other environmental circumstances that differ from those of the Project area, or are simply too far from the proposed Project site to produce environmental effects that could be cumulatively considerable” without providing specific support for the exclusion of the adjacent city of Jurupa Valley, nearby Fontana, nearby Moreno Valley, or any projects in the nearby community of Bloomington.

Further, the table only gives the project/entitlement number to identify to each project, which is completely irrelevant to the general public and decision makers as they do not have access to the project numbers to identify the projects. A brief land use description and size (square footage) of the projects are given. The table does not indicate if the project is in the planning stage, approved, under construction, or completed. The specific address/location of a majority of these projects is not given at all. This does not comply with CEQA’s requirements for meaningful disclosure. The location, name, and distance from the proposed project site must be disclosed in the EIR in order for public verification of the adequacy of the cumulative impact analysis.

**4.2 Air Quality**

*4.2.3 Methodology for Estimating Project-Related Air Quality Impacts*

The EIR notes that the Air Quality Analysis (AQA) is conservative because the emissions calculations do not credit current emissions from operation of the existing paving facility at the project site, which “the project proposes to remove from the site”. The AQA, construction schedule, and CalEEMod output sheets do not indicate any demolition or site preparation as part of the project for analysis. The AQA, construction schedule, and CalEEMod output sheets must be revised to include the demolition/site preparation that includes removing the existing Roquet Ranch Paving Facility as part of the proposed project in order to accurately analyze the project’s potential impacts to air quality.





LETTER J (Page 4 of 10)

*A. Methodology for Calculating Project Construction Emissions*

The EIR refers the reader to EIR Subsection 3.4.1, Construction Details for information on construction scheduling, including overlapping phases. *Table 3-5 Construction Duration* communicates that almost all phases of construction were analyzed to overlap by only giving the month and year of construction. The CalEEMod sheets in Appendix B give more detailed information which indicates that only Building Construction and Architectural Coating periods of Phases 1 and 2 actually overlap (roughly six months of overlap in Phase 1 and nine months of overlap in Phase 2). To contrast, *Table 3-5* gives the impression that each phase overlaps with the next as one phase will end and the next begins during the same month. The CalEEMod sheets indicate that even though two phases may occur during one month, activity during one phase will end on a certain day and the next phase will begin the following day, resulting in no actual overlap of phases or analysis of overlap.

The construction schedule presented in *Table 3-5* gives an incorrect assumption to the reader that all construction phases were analyzed for overlap of emissions. *Table 3-5 Construction Duration* must be revised to accurately depict the construction schedule analyzed in the CalEEMod sheets which only analyzes two potential overlap scenarios. Burying this information in the technical appendix does not comply with CEQA's requirements for meaningful disclosure.

Further, the methodology does not clearly state if the construction of the Fire Station and School or the alternative residential units were analyzed in the AQA. The CalEEMod sheets indicate that there were no public facilities included in the analysis. The methodology must be revised to clearly communicate this to the public and decision makers in order to comply with CEQA's requirements for meaningful disclosure. The EIR and AQA must also be substantially revised to include analysis of the construction/operation of a Fire Station and School as proposed in the Specific Plan.

*4.2.5 Impact Analysis*

CalEEMod output sheets indicate a maximum assumed 8 hour construction day and a 5 day construction week. However, San Bernardino County Development Code Section 83.01.080 (G) indicates that legal hours of construction are "7:00 a.m. to 7:00 p.m. Mondays to Fridays, with no activity allowed on Sundays and Federal holidays", which is applied in the Noise Analysis for limiting hours of construction at the project site. The air quality modeling does not present a "worst-case scenario" analysis of construction equipment emitting pollutants for the legal 12



J-9

J-10

J-11 Cont.



LETTER J (Page 5 of 10)

hours per day, 6 days a week throughout the duration of project construction. The air quality modeling must be revised to account for these legally possible longer construction days and increased number of construction days.

J-11 Cont.

*Threshold (a) - Consistency Criterion No. 2*

Here, the EIR includes for the first time that the project proposes a breakdown of “754 single-family residential units, 244 condo/townhomes, 52 active adult attached units, a 0.8-acre fire station site, 10.3-acre elementary school, 6,500 square feet of commercial retail use, a 1,500-square foot coffee shop with drive-thru window, a 4,000-square foot fast-food restaurant with drive-thru window, 19.3 acres of recreational open space, and 199.7 acres of preserved open space”. This does not match the development proposed in the Project Description. The Project Description must be revised to include all aspects and details of the proposed development as analyzed in the EIR.

J-12

Further, the EIR states that the AQA “conservatively assumed a development scenario whereby the proposed 0.8- acre fire station site and 10.3-acre elementary school site would not be constructed, and, alternatively, 1,050 dwelling units would be constructed at the Project site”. A separate alternative AQA must be completed for the development of a Fire Station and School as part of the proposed Specific Plan, especially where analysis in other Sections of the EIR (including Public Services) rely on the determination that the “proposed on-site fire station site is an inherent part of the Project evaluated in this EIR and as such, the environmental effects associated with constructing and operating the fire station are adequately disclosed”, and similar statements are made with respect to the school facility development (Page 4.12-5).

J-13

*4.2.8 Mitigation*

MM 4.2-1 is not meaningfully enforceable as there is no indication of an enforcement entity or lead agency oversight that will inspect to ensure compliance with this requirement. There is no reporting system, documentation logs, or other method of oversight to ensure compliance with this mitigation measure. MM 4.2-1 must be revised to be meaningfully enforceable (CEQA § 21081.6 (b)).

J-14

The CalEEMod output tables of the AQA (Appendix B) included construction mitigation measures (Section 3.1 within the tables). These mitigation measures include:

J-15 Cont.



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Water Exposed Area  
Clean Paved Roads

These mitigation measures are not proposed or discussed in the EIR. Each potential impact discussed in the EIR concludes by requiring only one mitigation measure. The Air Quality Analysis applied mitigation measures to reduce potential impacts without discussion in the EIR. Burying this information in technical tables of an Appendix does not comply with CEQA's requirements for meaningful disclosure.

J-15 Cont.

**4.5 Geology and Soils**

The EIR states that the Rialto-Colton Fault (two miles northeast of the site) is the nearest fault to the project, "the activity of which is unknown". The EIR concludes that because "no known active faults underlie the Project site, the Project site would not be exposed to fault rupture during a seismic event and no impact would occur". The EIR does not provide analysis, study, or supporting evidence for this statement regarding the Rialto-Colton Fault. The conclusion that there is no impact is not logical as the Rialto-Colton Fault has not been studied in relation to this project and no information about the fault is given at all. Further, the fault is not depicted on a map for public verification of the proximity to the project site. The EIR must be revised to provide analysis and supporting evidence for this conclusion regarding the Rialto-Colton Fault.

J-16

**4.6 Greenhouse Gas Emissions**

The EIR refers to the Colton Climate Action Plan (CCAP), which has the goal of reducing greenhouse gas emissions by at least 15% below 2008 levels by 2020. Earlier in the EIR, it is mentioned that SB 32 significantly increased the statewide GHG reduction goal to 40% below 1990 levels by 2030. The EIR does not describe how achieving emissions that are 15% below 2008 levels by 2020 will comply with SB 32. Demonstrating compliance with the CCAP does not indicate that the project will not conflict with the goals of SB 32.

J-17

**4.10 Noise**

*4.10.3 Applicable Environmental Regulations*

The EIR provides details regarding the Noise Element of the Colton General Plan. The EIR erroneously states that *Table 5.1 Land Use Compatibility for Community Noise Environments* of

J-18 Cont.



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the Noise Element “identifies guidelines to evaluate the land use compatibility of *transportation-related noise*”. The Noise Element states verbatim, “Table 5-1 describes Land Use Compatibility for *various* community noise environments. These guidelines, along with the adjustment factors given in the Noise Adjustment Reference in Table 5-2, allow the City to arrive at *acceptability standards which reflect the desires of Colton* and the City’s assessment of the relative importance of *noise pollution*”. The Noise Element does not specifically designate the noise standards for transportation-related noise. The Noise Element provides these acceptability standards for general noise pollution, which includes construction noise, and these standards should be applied in the Noise Analysis methodology.

J-18 Cont.

The methodology of the EIR applies San Bernardino County Development Code (SBCDC) Section 83.01.080 (G) which indicates that “construction noise levels are considered exempt if they occur between the hours of 7:00 a.m. to 7:00 p.m. Mondays to Fridays, with no activity allowed on Sundays and Federal holidays”. The EIR excludes the SBCDC Table 83-2 Noise Standards for Stationary Noise Sources and Table 83-3 Noise Standards for Adjacent Mobile Noise Sources because it “does not establish a numeric maximum acceptable construction source noise level for nearby potentially affected receivers which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase”. This logic is flawed because construction equipment is quantified as mobile sources of pollution in the Air Quality Analysis. The EIR could apply the standards in the SBCDC as thresholds for construction and operational noise.

J-19

The EIR continues by applying “the construction noise level threshold of 85 dBA Leq for construction activities occurring near sensitive receptors over a period of eight hours or more adopted by the National Institute for Occupational Safety and Health (NIOSH), which represents the level at which noise may result in harm to human health. (Urban Crossroads, Inc., 2016d, p. 23)”. This is not appropriate because interior and exterior noise level standards are delineated by both the City of Colton and the County of San Bernardino, both of which have a maximum 60 dB(A) in residential areas. The methodology in the EIR skews the noise impacts of the project by employing a much higher dB(A) for analysis (85 dB(A)) instead of the applicable 60 dB(A) for residential areas delineated in both sources utilized for the Noise Analysis.

J-20

*4.10.5 Methodology for Calculating Project-Related Noise Impacts*

The EIR provides eight sensitive receptors near the project site for analysis. Each receptor includes their respective distance from the project site. However, the EIR does not provide

J-21 Cont.



LETTER J (Page 8 of 10)

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clarification regarding where on the property sensitive receptors were placed for modeling. A worst-case scenario analysis requires sensitive receptors to be modeled at their property lines closest to the project site. The EIR must be revised to clarify if sensitive receptors were placed at their property lines for modeling.

J-21 Cont.

An additional receptor should be added to evaluate the potential impacts to Maryknoll Terrace Apartments located at 2654-2686 South Rosedale Ave., which is adjacent to the proposed commercial center. Further, an additional receptor should be added for each Coyote Drive and Lomita Lane, both of which are adjacent to the project site. A receptor which is located between R7 and R8 must be added as well because these homes are adjacent to a residential construction site (unlike R7 which is adjacent to open space) and appear to have a smaller green space buffer than R8, thus making them more susceptible to impacts than either of the receptors chosen for analysis.

J-22

4.10.9 Mitigation

Mitigation Measures 4.10-1(A-D) are unenforceable as the information will be included as notes on the project plans. There is no enforcement entity or field verification component of these notes specified. MM 4.10-1(A-D) must be revised in order to be meaningfully enforceable, such as sending notice to adjacent property owners regarding an enforcement contact for noncompliance/noise complaints or posting signs with such contact information in areas at the project site which are easily accessible to the public (CEQA § 21081.6 (b)). Also, the construction contractor should be required to respond and investigate complaints as part of MM-4.10-1(A-D). Additional oversight and communication with City of Colton as the lead agency should be added to MM 4.10-1(A-D) to ensure that complaints are addressed and enforced within a timely manner by including a City of Colton contact for complaints in addition to the construction contractor.

J-23

Figure 4.10.2 Construction Activity Locations

The figure should be revised to label the proposed construction staging areas. This enables the public and decision-makers to verify compliance with MM 4.10-1(C) which requires the construction equipment staging areas to be located a minimum of 100 feet away from sensitive receptors.

J-24



LETTER J (Page 9 of 10)

*Figure 4.10.3 Operational Noise Sources*

The figure’s inset is completely illegible. The lines cross over one another, the numbers overlap, and it is unclear which distance belongs to which item. The inset should be recreated as a separate figure that clearly depicts the intended information.

J-25

**4.12 Public Services**

*Threshold (a) - Fire Protection*

The EIR concludes that “should the CFD elect not to develop a fire station facility within the proposed on-site area, there would be inadequate fire protection services available to serve the future demand of the Project in accordance with the Department’s performance standards (CFD, 2016, n.p.)”. However, a determination of significance is not made in Section 4.12.6. This section does not contemplate the event in which an on-site Fire Station is not constructed. Section 4.12.6 must be revised to make a significant finding due to the potential event that the on-site Fire Station is not constructed.

J-26

Further, the statement that the “proposed on-site fire station site is an inherent part of the Project evaluated in this EIR and as such, the environmental effects associated with constructing and operating the fire station are adequately disclosed” must be revised to accurately state that Air Quality Analysis for the construction and operation of a Fire Station has not been completed for the proposed project.

J-27

*Threshold (c) - Schools*

The statement that the “there are no components of the planned on-site public facilities that would result in impacts that have not already been addressed within this EIR” must be revised to accurately state that Air Quality Analysis for the construction and operation of a School has not been completed for the proposed project.

J-28

**Conclusion**

For the foregoing reasons, Golden State Environmental and Social Justice Alliance believes the EIR is flawed and an amended EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental and Social Justice Alliance requests to be added to

J-29 Cont.



LETTER J (Page 10 of 10)

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the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental and Social Justice Alliance 160 W. Foothill Parkway Ste. 105-92 Corona, CA 92882.

Sincerely,



J. Fur

Golden State Environmental and Social Justice Alliance

J-29 Cont.



## **Golden State Environmental & Social Justice Alliance – Comment Letter J**

### **J-1:**

The City acknowledges Golden State Environmental and Social Justice Alliance (GSESJA) for reviewing the DEIR and providing comments. The responses to GSESJA's comments are provided below.

### **J-2:**

GSESJA will be added to the City's mailing list for all relevant notices regarding subsequent environmental documents, public notices, public hearings, and notices of determination for the Project. The contact information for the commenter is noted.

### **J-3:**

The commenter accurately summarizes the proposed Project's key components as described in the DEIR Section 3.0, *Project Description*.

### **J-4:**

The DEIR analyzes the Project's impacts assuming the respective worst-case scenario for each issue area. Specifically, the DEIR analyzes the Project's impacts under the issue areas of air quality, greenhouse gas emissions, noise, and transportation/traffic assuming Planning Areas 12 and 13 would be developed with residential land uses. This assumption was used because development of Planning Areas 12 and 13 with residential land uses would generate more off-site vehicle trips than the development of these Planning Areas with a school and fire station, and therefore the analyses of residential development represents the worst-case scenario in the context of these four issue areas. In all respects, the DEIR evaluates the worst-case scenario that would result in the greatest extent of physical environmental impacts. The alternative scenarios for Planning Areas 12 and 13 are clearly disclosed in DEIR Section 3.0, *Project Description*. No revisions to the DEIR are warranted in response to this comment.

### **J-5:**

DEIR Section 3.0, *Project Description*, has been revised in the Final EIR to state that Phase I of the proposed Project's construction would include demolition and removal of the existing on-site Roquet Paving Company facility structures and associated improvements. The environmental impacts associated with the construction of the proposed Project, including the demolition and removal of the on-site components, were thoroughly evaluated throughout the DEIR, including Subsection 4.2, *Air Quality*, 4.4, *Cultural Resources*, 4.6, *Greenhouse Gas Emissions*, 4.7, *Hazards and Hazardous Materials*, 4.14, *Transportation and Traffic*, and 4.15, *Utilities and Service Systems*. This revision is a restatement of information provided elsewhere in the DEIR and does not constitute new information or change the DEIR's significance conclusions. The revisions made to address this comment are indicated in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.



Furthermore, based on the square footage of the existing improvements on the southeast portion of the Project site (approximately 3,800 square feet of building space and four [4] construction trailers), demolition of the Project site would result in a total volume of approximately 175 tons of construction debris that would require approximately 21 one-way truck haul trips. As the Air Quality and Greenhouse Gas Impact Analysis included an evaluation of the air quality and GHG emissions that would be generated by the demolition of on-site improvements, the 21 one-way truck haul trips were accounted for in the analysis of construction related air quality and GHG emissions. Furthermore, as discussed in EIR Subsection 4.14, *Transportation and Traffic*, traffic during the Project's construction phase was not analyzed in the DEIR because based on the construction characteristics identified in Section 3.0, *Project Description*, the volume of construction-related traffic (including the 21 one-way truck haul trips associated with demolition activities) would result in far fewer peak hour and daily vehicular trips when compared to those that would result from operation of the Project; thus, analysis of the Project's operational traffic represents a worst-case analysis of the potential for traffic impacts.

**J-6:**

The list of cumulative projects listed in DEIR Table 4.0-1, *Cumulative Projects List*, was prepared by the Lead Agency (City of Colton) based on criteria disclosed in Section 4.0 of the DEIR. The jurisdictions that were considered in the cumulative study area were selected because they are located in the southwestern area of San Bernardino County and northwestern area of Riverside County and have similar environmental characteristics as the Project area. The study area has historically been used for rural uses, but has in recent decades been developed for residential and non-residential developments ranging from rural to higher densities. The study area exhibits similar characteristics in terms of climate, geology, and hydrology, and therefore is also likely to have similar biological and archaeological characteristics as well. Finally, the study area also encompasses the service areas of the Project site's primary public service and utility providers. No projects were identified within the cities of Jurupa Valley, Fontana, Moreno Valley or within the unincorporated community of Bloomington that are reasonably foreseeable development projects which are either approved or being processed concurrently in the study area in determining the cumulative projects list; therefore, no revisions to the DEIR are warranted. Further, and as explained in DEIR Section 4.0, the cumulative development projects listed in DEIR Table 4.0-1 are used only for the evaluation of cumulatively-considerable impacts pertaining to the subject areas of traffic and vehicular-related air quality, greenhouse gas, and noise. For all other issue areas evaluated in the DEIR, the cumulative impact analyses rely on the summary of projections approach pursuant to CEQA Guidelines §15130(b), and not the list of development projects listed in Table 4.0-1.

**J-7:**

Table 4.0-1 identifies the project name and/or case number, description of the proposed land use(s), and expected intensity of land use(s) presented in terms of square footage, acreage, and/or number of residential dwelling units. DEIR Figure 4.0-1 depicts the location of each of the cumulative development projects in relation to the Project site. Thus, the City finds that the information provided in Table 4.0-1 and Figure 4.0-1 adequately identifies the location and name of each cumulative development project, while Figure 4.0-1 depicts the distance from the Project site. The information in



Table 4.0-1 and Figure 4.0-1 provide the level of detail necessary to evaluate potential cumulatively-considerable impacts to traffic and vehicular-related air quality, greenhouse gas, and noise. Adequate information is provided for meaningful disclosure and no revisions to the DEIR are warranted pursuant to this comment. Nonetheless, in order to be responsive to this comment, DEIR Table 4.0-1 has been revised to include additional data, where available, regarding each of the cumulative projects. The revisions to DEIR Table 4.0-1, *Cumulative Projects List*, are located in Section F-3 of the Final EIR.

**J-8:**

The DEIR Subsection 4.2, *Air Quality*, identifies maximum daily construction-related emissions that are expected to occur as a result of Project implementation. Refer to DEIR Table 4.2-5 for a summary of the quantification. Several construction phases are discussed and a number of equipment types have been modeled in the Project-specific Air Quality Impact Analysis (EIR *Technical Appendix B*) and disclosed in the DEIR, Subsection 4.2. As noted in the Project-specific Air Quality Impact Analysis (EIR *Technical Appendix B*) (Urban Crossroads, Inc., 2016a, p. 25):

“The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines. Site specific construction fleet may vary due to specific project needs at the time of construction.”

As such, although a specific “demolition” phase may not have been explicitly modeled in the air quality modeling, the maximum daily emissions summarized in the DEIR would not be exceeded by any potential demolition activity as any demolition activity would require a fewer number of equipment pieces and consequently produce fewer emissions than the peak construction activities evaluated in the Project-specific Air Quality Impact Analysis (EIR *Technical Appendix B*) and disclosed in the DEIR. Moreover, demolition activities were considered as a component of the CalEEMod modeling during the site preparation sub-phase of the construction period in the Air Quality Impact Analysis included as *Technical Appendix B* of the DEIR.

Based on the foregoing, no revisions to the Project-specific Air Quality Impact Analysis or the DEIR are necessary.

**J-9:**

The DEIR identifies the maximum daily construction-related emissions that are expected to occur with development of the Project. As shown in Table 3-5, *Construction Duration*, of the DEIR, the specific modeled days of construction activity are clearly presented, although Table 3-5 does give an assumption to the reader that all construction phases were analyzed for overlap of emissions. Notwithstanding, as noted in the Air Quality Impact Analysis (Urban Crossroads, Inc., 2016a, p. 25) included as *Technical Appendix B* of the DEIR:

“The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines. Site specific construction fleet may vary due to specific project needs at the time of construction.”



As shown in DEIR Table 3-5, the potential overlapping construction activity results in the analysis of nearly 20 pieces of heavy-duty construction equipment simultaneously operating on a daily basis for eight (8) working hours, which is a very conservative assumption relative to what will likely occur in actuality based on typical construction practices. Construction equipment operators turn equipment on and off throughout the day and use different pieces of equipment at different times depending on the type of work being conducted in a particular day; thus, the likelihood of 20 pieces of heavy-duty equipment being used non-stop on the Project for 8 hours in any single day is unlikely and the analysis of such presented in the DEIR overstates the air emission impact that would likely occur. As such, the DEIR and Project-specific Air Quality Impact Analysis (EIR *Technical Appendix B*) are extremely conservative and account for the potential of any overlapping construction activity. Moreover, as stated in DEIR at page 4.2-15, DEIR, while the project is proposed to be built out by the end of 2020, the exact timing of implementation for any given phase may vary based on a number of facts; thus, it is impossible to determine which portions of the project would be operation while other portions of the project site would be under construction.

Based on the foregoing, no revisions to the Project-specific Air Quality Impact Analysis or the DEIR are necessary.

**J-10:**

As stated on page 4.2-17 of the DEIR, the Project-specific air quality impact analysis (EIR *Technical Appendix B*) conservatively assumed a development scenario whereby a proposed fire station on a 0.8-acre site (Planning Area 13) and proposed elementary school on a 10.3-acre site (Planning Area 12) would not be constructed, and, alternatively, a maximum total of 1,050 dwelling units would be constructed at the Project site, with residential development occurring within Planning Areas 12 and 13. The air quality impact analysis included as Technical Appendix B of the DEIR assumed Planning Areas 12 and 13 would be developed with medium density residential land uses because this alternative represents the worst-case scenario with regard to air quality impacts due to higher vehicle trip generation. Since the use of this methodology is clearly stated in subsection 4.2.3 of DEIR Subsection 4.2, *Air Quality*, no revisions to the DEIR are necessary to respond to this comment.

**J-11:**

As noted in the Project-specific Air Quality Impact Analysis (EIR *Technical Appendix B*), the duration of construction activity represents a reasonable approximation of the expected construction duration as required per CEQA guidelines. Table 3-3 of the Project's Air Quality Impact Analysis (DEIR *Technical Appendix B*) and Table 3-4 of the DEIR (p. 3-27) identify the construction equipment assumptions used in the analysis. While the commenter is correct that construction activities are legally permitted to occur up to 12 hours per day pursuant to applicable regulatory requirements, the identified construction equipment would not be used during every hour of the day. Rather, the Air Quality Impact Analysis, consistent with industry standards and typical construction practices, assumes that each piece of equipment listed in DEIR Table 3-4 would operate up to 8 total hours per day, or approximately 2/3 of the period during which construction activities are allowed pursuant to regulatory requirements. For example, during grading operations water trucks would not operate continuously over a 12-hour period,



but would instead be used as necessary to minimize fugitive dust. In fact, most pieces of equipment likely would operate for fewer hours per day than indicated in DEIR Table 3-4. Accordingly, the City finds that the assumptions used in the Project's Air Quality Impact Analysis (DEIR *Technical Appendix B*) and the DEIR properly disclose a reasonable, and likely overstated evaluation of the Project's potential impacts due to air quality emissions; no revision to the Air Quality Impact Analysis (DEIR *Technical Appendix B*) or DEIR is warranted pursuant to this comment. Therefore, no revisions to the DEIR are warranted with respect to this comment.

**J-12:**

The first page, second paragraph of DEIR Section 3.0, *Project Description* (DEIR p. 3-1) discloses that the Project site is proposed to be developed with both detached homes and attached townhomes, as well as retail (neighborhood commercial) and recreational land uses and a potential fire station and elementary school. This information is carried through DEIR Section 3.0. DEIR Subsection 4.2, *Air Quality*, provides additional details regarding the housing product type permitted in residential planning areas under the Specific Plan, as well as a reasonable assumption based on the specific uses that are allowed under the neighborhood commercial land use designation (pursuant to Section VI, *Zoning Ordinance*, of the Roquet Ranch Specific Plan) in order to disclose the assumptions used in the Air Quality Impact Analysis (EIR *Technical Appendix B*) for air quality impact modeling purposes. Additionally, as discussed on page 4.2-17 of the DEIR, the Project-specific Air Quality Impact Analysis (EIR *Technical Appendix B*) conservatively assumed a development scenario whereby the proposed 0.8-acre fire station site and 10.3-acre elementary school site would instead be developed with residential uses because residential development would produce more traffic trips and thus more vehicular-related air emissions. Because air quality emissions during operation are primarily associated with vehicular trips and because the residential uses of the fire station and elementary school sites would generate the most number of trips, the Air Quality Impact Analysis utilized reasonable assumptions in the analysis that demonstrate a worst-case scenario in regards to impacts to air quality. Table 4-2 (2), *Project Trip Generation Summary*, has been attached to this FEIR as Attachment C and demonstrates that development of Planning Area 12 with an elementary school would generate 560 fewer daily vehicle trips compared to the medium density residential land use summary assumed for Planning Area 12 that was analyzed throughout the DEIR. Accordingly, the DEIR's Section 3.0, *Project Description*, is accurate, stable, and consistent with the project description information provided in EIR Subsection 4.2, *Air Quality*. Thus, no revisions to the DEIR are necessary with respect to this comment.

**J-13:**

Please see response to comment J-10. A separate air quality analysis is not required for the fire station and elementary school development alternatives because the development of these planning areas (Planning Areas 12 and 13) with single family residential uses represents the worst-case scenario in regards to air quality emissions. As such, the Project-specific Air Quality Impact Analysis (EIR *Technical Appendix B*) and DEIR Subsection 4.1, *Air Quality*, disclose emission calculations associated with the most impactful development scenario for the Project site. If the fire station and elementary school were to be constructed, this would result in a lesser quantity of air pollutant



emissions compared to what has already been disclosed in the DEIR. Accordingly, no revisions to the DEIR are necessary with regard to this comment.

**J-14:**

In response to this comment, Mitigation Measure MM 4.2-1 has been revised in the Final EIR to better ensure enforcement. Mitigation Measure MM 4-2-1 as revised specifically requires Project contractors to ensure compliance with the notes listed on the grading plans, and further stipulates that contractors must permit inspection of the construction site by City of Colton staff or its designees to confirm compliance. The required mitigation also specifically requires that the grading plan notes be specified in bid documents issued to prospective construction contractors. Any construction contractor that does not abide by the notes on the grading plan would be in breach of contract, which represents a strong disincentive to violate the identified requirements. Additionally, because the City of Colton or its designees must be permitted to monitor these requirements, any identified violation of the grading plan notes could potentially result in a stop-work order on construction activities at the site, or revocation of the grading permit, which also represents a strong disincentive to violate the requirements. Mitigation measures are not required under CEQA to specifically include provisions for a reporting system, documentation logs, or any other specific methods of oversight as suggested by the commenter. The City of Colton finds that the implementation of Mitigation Measure 4.2-1 as revised in the Final EIR can be adequately assured and enforced.

**J-15:**

The only mitigation measure recommended by the Project-specific Air Quality Impact Analysis (EIR *Technical Appendix B*) is MM AQ-1 which requires the grading contractor to ensure that all equipment greater than 150 horsepower shall be CARB Tier 3 Certified or better in order to reduce the Project's construction-related air quality impacts. The DEIR imposes this mitigation as Mitigation Measure MM 4.2-1. Furthermore, the Project-specific air quality impact analysis (EIR *Technical Appendix B*) concluded that no feasible mitigation measures exist that would substantively reduce operational-source air quality impacts to less-than-significant levels. Moreover, the proposed Project is required to water exposed areas and clean paved roads in compliance with the mandatory requirements of California Air Resources Board Rule 403. This explains why these requirements are assumed by the CalEEMod output tables of the Air Quality Impact Analysis, as this comment accurately notes. Therefore, the addition of supplemental or duplicative mitigation measures is not necessary, and no revisions to the DEIR are warranted with respect to this comment.

**J-16:**

The conclusion under Threshold a of EIR Subsection 4.5, *Geology and Soils*, that the Project site would not be exposed to fault rupture during a seismic event, is supported by the analysis, conclusions, and substantial evidence provided in the site-specific geotechnical report (EIR *Technical Appendix G*) regarding fault rupture hazards at the Project site. Page 11 of the site-specific geotechnical report (EIR *Technical Appendix G*) states that the Project site is not located within an Alquist-Priolo Earthquake Fault Zone nor is it located within a County of San Bernardino Earthquake Fault Zone (LAI, 2014, p. 11). Additionally, Figure 3 of the site-specific geotechnical report (EIR *Technical Appendix G*) depicts



earthquake faults in the vicinity of the Project site, showing the Rialto-Colton fault located approximately 2.0 miles northwest of the Project site. Further, no earthquake faults were discovered on the Project site during the geotechnical work summarized in EIR *Technical Appendix G*. Based on this substantial evidence, the analysis regarding fault rupture included in the DEIR relied on substantial evidence that no impact would occur based on the supporting technical report. The commenter does not introduce substantial evidence that refutes the conclusion reached in the DEIR.

**J-17:**

As described in *Center for Biological Diversity v. California Department of Fish and Wildlife* (“Newhall”) (2015) 62 Cal.4th 204, 229-30, compliance with laws and regulations for the reduction of GHG emissions, compliance with Sustainable Communities Strategies adopted by regional transportation agencies such as the Southern California Council of Governments (SCAG) pursuant to SB 375 plan, and compliance climate actions plans adopted by lead agencies, are all appropriate pathways for assessing the significance of project-related GHG emissions. As described in the EIR, the project must comply with applicable regulatory requirements and complies with the City of Colton Climate Action Plan, and the CARB-approved SCAG RTP/SCS (EIR, pp. 4.6-33 through 4.6-68).

In *Newhall*, the California Supreme Court (Court) considered how GHG emissions should be addressed in an EIR for a large-scale development project in Los Angeles County. The Court identified “potential pathways to compliance” pursuant to which such an analysis could be adequate. *Id.*, 62 Cal. 4th at page 229. “[A] lead agency might assess consistency with A.B. 32’s goal in whole or part by looking to compliance with regulatory programs designed to reduce greenhouse gas emissions from particular activities.” *Id.* An agency may also make use of adopted “metropolitan regional ‘sustainable communities strategies’” authorized by SB 375 to streamline analysis. *Id.*, 62 Cal. 4th at page 230. Jurisdictions may “develop ‘climate action plans’ . . . for their geographic areas . . . as tools for CEQA streamlining.” *Id.* Finally, “a lead agency may rely on existing numerical thresholds of significance for greenhouse gas emissions.” *Id.*

The “compliance with laws and regulations” CEQA compliance pathway was addressed in the EIR under Threshold b of Section 4.6, Greenhouse Gas Emissions. In addition to laws and regulations already approved, California is a global leader in adopting laws and regulations that have substantially reduced per capita GHG and, as the CARB has concluded in its most recent approved Scoping Plan under AB 32 (California Air Resources Board, First Update to the Climate Change Scoping Plan: Building On the Framework (“CARB Scoping Plan”), approved by CARB in May, 2014), place us on a trajectory of ongoing substantial reductions in GHG including achievement of Executive Order goals of reducing GHG from the transportation sectors and the overall economy (CARB Scoping Plan at page ES1). California’s global leadership role in mandating GHG reductions with prescriptive new legal mandates was again confirmed in 2016, when the state enacted SB 32 (established a GHG reduction mandate to be achieved by 2030) and AB 197 (directing that priority in GHG reduction efforts be directed to industrial facilities and vehicles). This new SB 32 2030 GHG reduction mandate is the same as the GHG reduction target included in Executive Order B-30-15 of 40 percent below 1990 levels by 2030. The current CARB Scoping Plan included a framework for setting the 2030 target



(CARB Scoping Plan at pages ES5, 34, 44.), which is now being used by CARB in establishing the GHG reduction measures to be included in a second update to the Scoping Plan. (See CARB’s Scoping Plan website, available at: <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>.)

The “compliance with SB 375 plan” CEQA compliance pathway was addressed in the EIR and under Threshold a of Section 4.6. Although there is no legal mandate that cities or counties prepare local climate action plans, The City of Colton has nevertheless adopted such a plan, the CAP. The Project consistency with the CAP was therefore also addressed in the EIR under Threshold a.

This first pathway is based on describing how various components of the project are required to reduce GHG emissions based on adopted laws and regulations designed to achieve emissions reductions required under AB 32 and under other greenhouse gas reduction laws and regulations.

As the *Newhall* Court noted:

[A] lead agency might assess consistency with A.B. 32’s goal in whole or part by looking to compliance with regulatory programs designed to reduce greenhouse gas emissions from particular activities...To the extent a project’s design features comply with or exceed the regulations outlined in the Scoping Plan and adopted by the Air Board or other state agencies, a lead agency could appropriately rely on their use as showing compliance with “performance based standards” adopted to fulfill “a statewide...plan for reduction or mitigation of greenhouse gas emissions.”

(*Newhall*, 62 Cal. 4th, at pages 264-265.)

The following Table summarizes laws and regulations requiring GHG reductions that affect project greenhouse gas emissions at the construction or operational phases. Legal mandates to reduce greenhouse gas emissions from vehicles, for example, reduce project-related vehicular emissions. Legal mandates to reduce greenhouse gas emissions from the energy production sector that will serve the project likewise reduce project-related GHG emissions from electricity consumption. Legal mandates to reduce per capita and per household water consumption, improve household and appliance energy efficiency, and impose waste management standards to reduce methane and other greenhouse gases from solid wastes, are all examples of greenhouse gas reduction mandates that reduce greenhouse gas emissions below what would have been required under the laws and regulations in effect as of 2008 (“business as usual”). The following table identifies laws and regulation currently in effect that reduce GHG emissions from project-related GHG emissions:

| <b>Project Component</b>                       | <b>Applicable Laws/<br/>Regulations</b> | <b>GHG Reduction Measures Required for<br/>Project</b> |
|------------------------------------------------|-----------------------------------------|--------------------------------------------------------|
| <b>Building Components/Facility Operations</b> |                                         |                                                        |



| <b>Project Component</b>        | <b>Applicable Laws/ Regulations</b>                                                                                          | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Roofs/Ceilings/Insulation       | <p>CalGreen Building Code (Title 24, Part 11, “CalGreen”)</p> <p>Building Energy Efficiency Standards (Title 24, Part 6)</p> | <p>The Project must comply with efficiency standards regarding roofing, ceilings, and insulation. For example:</p> <p>Roofs/Ceilings: New construction must reduce roof heat island effects per CalGreen Building Code section 106.11.2, which requires use of roofing materials having a minimum aged solar reflectance, thermal emittance complying with section A5.106.11.2.2 and A5.106.11.2.3 or a minimum aged Solar Reflectance Index (SRI) as specified in Tables A5.106.11.2.2, or A5.106.11.2.3. Roofing materials must also meet solar reflectance and thermal emittance standards contained in Title 20 Standards.</p> <p>Roof/Ceiling Insulation: There are also requirements for the installation of roofing and ceiling insulation. (See Title 24, Part 6 Compliance Manual at Section 3.2.2.)</p> |
| Flooring                        | CalGreen                                                                                                                     | <p>The Project must comply with efficiency standards regarding flooring materials. For example, for 80 percent of floor area receiving “resilient flooring,” the flooring must meet applicable installation and material requirements contained in CalGreen section 5.504.4.6.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Window and Doors (Fenestration) | Title 24, Part 6                                                                                                             | <p>The Project must comply with fenestration efficiency requirements. For example, the choice of windows, glazed doors, and any skylights for the Project must conform to energy consumption requirements affecting size, orientation, and types of fenestration products used. (See Title 24, Part 6 Compliance Manual, Section 3.3.)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |



| Project Component         | Applicable Laws/<br>Regulations                         | GHG Reduction Measures Required for<br>Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Building Walls/Insulation | CalGreen<br><br>California Energy Code Title 24, Part 6 | <p>The Project must comply with efficiency requirements for building walls and insulation.</p> <p><u>Exterior Walls:</u> Must meet requirements in current edition of California Energy Code, and comply with sections A5.106.7.1 or A5.106.7.2 of CalGreen Building code for wall surfaces, as well as section 5.407.1, which required weather-resistant exterior wall and foundation envelope as required by California Building Code section 1403.2. Construction must also meet requirements contained in Title 24, Part 6, which vary by material of the exterior walls. (See Title 24, Part 6 Compliance Manual, Part 3.2.3.)</p> <p><u>Demising (Interior) Walls:</u> Mandatory insulation requirements for demising walls (which separate conditioned from non-conditioned space) differ by the type of wall material used. (Id. at 3.2.4.)</p> <p><u>Door Insulation:</u> There are mandatory requirements for air infiltration rates to improve insulation efficiency; they differ according to the type of door. (Id. at 3.2.5.)</p> <p><u>Flooring Insulation:</u> There are mandatory requirements for insulation that depend on the material and location of the flooring. (Id. at 3.2.6.)</p> |
| Finish Materials          | CalGreen                                                | The Project must comply with pollutant control requirements for finish materials. For example, materials including adhesives, sealants, caulks, paints and coatings, carpet systems, and composite wood products must meet requirements in CalGreen to ensure pollutant control. (CalGreen section 5.504.4.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |



| Project Component                                                                                         | Applicable Laws/Regulations                                                                                                       | GHG Reduction Measures Required for Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| <p>Wet Appliances<br/>(Toilets/Faucets/Urinals, Dishwasher/Clothes Washer, Spa and Pool/Water Heater)</p> | <p>CalGreen<br/><br/>California Energy Code Title 24, Part 6<br/><br/>Appliance Efficiency Regulations (“Title 20 Standards”)</p> | <p>Wet appliances associated with the Project must meet various efficiency requirements. For example:</p> <p><u>Spa and Pool:</u> Use associated with the Project is subject to appliance efficiency requirements for service water heating systems and equipment, spa and pool heating systems and equipment. (Title 24, Part 6, Sections 110.3, 110.4, 110.5; Title 20 Standards, Sections 1605.1(g), 1605.3(g); see also California Energy Code.)</p> <p><u>Toilets/Faucets/Urinals:</u> Use associated with the Project is subject to new maximum rates for toilets, urinals, and faucets effective January 1, 2016:</p> <ul style="list-style-type: none"> <li>• Showerheads maximum flow rate 2.5 gpm at 80 psi</li> <li>• Wash fountains 2.2 x (rim space in inches/20) gpm at 60 psi</li> <li>• Metering faucets 0.25 gallons/cycle</li> <li>• Lavatory faucets and aerators 1.2 gpm at 60 psi</li> <li>• Kitchen faucets and aerators 1.8 gpm with optional temporary flow of 2.2 gpm at 60 psi</li> <li>• Public lavatory faucets 0.5 gpm at 60 psi</li> <li>• Trough-type urinals 16 inches length</li> <li>• Wall mounted urinals 0.125 gallons per flush</li> <li>• Other urinals 0.5 gallons per flush (Title 20 Standards, Sections 1605.1(h),(i) 1065.3(h),(i).)</li> </ul> <p><u>Water Heaters:</u> Use associated with the Project is subject to appliance efficiency</p> |



| Project Component                                                                               | Applicable Laws/<br>Regulations        | GHG Reduction Measures Required for<br>Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|                                                                                                 |                                        | <p>requirements for water heaters. (Title 20 Standards, Sections 1605.1(f), 1605.3(f).)</p> <p><u>Dishwasher/Clothes Washer:</u> Use associated with the Project is subject to appliance efficiency requirements for dishwashers and clothes washers. (Title 20 Standards, Sections 1605.1(o), (p), (q), 1605.3(o), (p), (q).)</p>                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>Dry Appliances<br/>(Refrigerator/Freezer,<br/>Heater/Air Conditioner,<br/>Clothes Dryer)</p> | <p>Title 20 Standards<br/>CalGreen</p> | <p>Dry appliances associated with the Project must meet various efficiency requirements. For example:</p> <p><u>Refrigerator/Freezer:</u> Use associated with the Project is subject to appliance efficiency requirements for refrigerators and freezers. (Title 20 Standards, Sections 1605.1(a), 1605.3(a).)</p> <p><u>Heater/Air Conditioner:</u> Use associated with the Project is subject to appliance efficiency requirements for heaters and air conditioners. (Title 20 Standards, Sections 1605.1(b),(c),(d),(e), 1605.3(b),(c),(d),(e) as applicable.)</p> <p><u>Clothes Dryer:</u> Use associated with the Project is subject to appliance efficiency requirements for clothes dryers. (Title 20 Standards, Section 1605.1(q).)</p> |



| Project Component | Applicable Laws/<br>Regulations | GHG Reduction Measures Required for<br>Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                   | CalGreen                        | Installations of HVAC, refrigeration and fire suppression equipment must comply with CalGreen Sections 5.508.1.1 and 508.1.2, which prohibits CFCs, halons, and certain hydrochlorofluorocarbons and hydrofluorocarbons.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Lighting          | Title 20 Standards              | <p>Lighting associated with the Project will be subject to energy efficiency requirements contained in Title 20 Standards.</p> <p><u>General Lighting:</u> Indoor and outdoor lighting associated with the Project must comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1(j),(k),(n), 1605.3(j),(k),(n).)</p> <p><u>Emergency lighting and self-contained lighting</u> associated with the Project must also comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1(l), 1605.3(l).)</p> <p><u>Traffic Signal Lighting:</u> For any necessary Project improvements involving traffic lighting, traffic signal modules and traffic signal lamps will need to comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1(m), 1605.3(m).)</p> |
|                   | Title 24, Part 6                | Lighting associated with the Project will also be subject to energy efficiency requirements contained in Title 24, Part 6, which contains energy standards for non-residential indoor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |



| <b>Project Component</b>           | <b>Applicable Laws/ Regulations</b> | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|                                    |                                     | <p>lighting and outdoor lighting. (See Title 24 Part 6 Compliance Manual, at Sections 5, 6.)</p> <p>Mandatory lighting controls for indoor lighting include, for example, regulations for automatic shut-off, automatic daytime controls, demand responsive controls, and certificates of installation. (Id. at Section 5.) Regulations for outdoor lighting include, for example, creation of lighting zones, lighting power requirements, a hardscape lighting power allowance, requirements for outdoor incandescent and luminaire lighting, and lighting control functionality. (Id. at Section 6.)</p> |
|                                    | <p>Assembly Bill 1109</p>           | <p>Lighting associated with the Project will be subject to energy efficiency requirements adopted pursuant to AB 1109.</p> <p>Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general purpose lighting, to reduce electricity consumption 50 percent for indoor residential lighting and 25 percent for indoor commercial lighting.</p>                                                                                                                                                                                                                          |
| <p>Bicycle and Vehicle Parking</p> | <p>CalGreen</p>                     | <p>The Project will be required to provide compliant bicycle parking, fuel- efficient vehicle parking, and electric vehicle charging spaces (CalGreen sections 5.106.4, 5.106.5.1, 5.106.5.3)</p>                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                    | <p>Title 24, Part 6</p>             | <p>The Project is also subject to parking requirements contained in Title 24, Party 6. For example, parking capacity is to meet but not exceed minimum local zoning requirements, and the Project should employ approved strategies to reduce parking capacity (Title 24, Part 6, section 106.6)</p>                                                                                                                                                                                                                                                                                                        |



| <b>Project Component</b> | <b>Applicable Laws/ Regulations</b>         | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Landscaping              | CalGreen                                    | <p>The CalGreen Building Code requires and has further voluntary provisions for:</p> <ul style="list-style-type: none"> <li>- A water budget for landscape irrigation use;</li> <li>- For new water service, separate meters or submeters must be installed for indoor and outdoor potable water use for landscaped areas of 1,000- 5,000 square feet;</li> <li>- In, non-residential projects with 1,000-2,000 square feet of landscaped areas, install irrigation controllers and sensors that follow specified criteria;</li> <li>- Provide water-efficient landscape design that reduces use of potable water beyond initial requirements for plant installation and establishment</li> </ul> |
|                          | Executive Order B-29-15                     | <p>The Project is also subject to emissions reduction requirements to be achieved by implementation of Executive Order B-29-15.</p> <p>This emergency executive order directs the Department of Water Resources to lead a statewide initiative to replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes.</p> <p>The order also directed the departments to update the Model Water Efficient Landscaping Ordinance, which they did in 2015.</p>                                                                                                                                                                                                             |
|                          | Model Water Efficient Landscaping Ordinance | <p>The model ordinance promotes efficient landscaping in new developments and establishes an outdoor water budget for new and renovated landscaped areas that are 500 square feet or larger. (California Code of Regulations, Title 23, Division 2, Chapter 2.7.)</p>                                                                                                                                                                                                                                                                                                                                                                                                                             |



| <b>Project Component</b>                                | <b>Applicable Laws/ Regulations</b>                                                  | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|                                                         | Cap-and-Trade Program                                                                | Transportation fuels used in landscape maintenance equipment (e.g., gasoline) would be subject to the Cap-and-Trade program. (See “Energy Use,” below.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Refrigerants                                            | CARB Management of High Global Warming Potential Refrigerants for Stationary Sources | Any refrigerants associated with the Project will be subject to CARB standards. CARB’s Regulation for the Management of High Global Warming Potential Refrigerants for Stationary Sources 1) reduces emissions of high-Global Warming Potential refrigerants from leaky stationary, non-residential refrigeration equipment; 2) reduces emissions resulting from the installation and servicing of stationary refrigeration and airconditioning (R/AC) appliances using high-GWP refrigerants; and 3) requires verification of greenhouse gas (GHG) emission reductions. (California Code of Regulations, Title 17, Division 3, Chapter 1, Subchapter 10, Article 4, Subarticle 5.1, Section 95380 et seq.) |
| Consumer Products                                       | CARB High-Global Warming Potential Greenhouse Gases in Consumer Products             | All consumer products associated with the project will be subject to CARB standards. CARB’s consumer products regulations set volatile organic compound (VOC) limits for numerous categories of consumer products, and limits the reactivity of the ingredients used in numerous categories of aerosol coating products (California Code of Regulations, Title 17, Division 3, Chapter 1, Subchapter 8.5.)                                                                                                                                                                                                                                                                                                  |
| <b>Construction</b>                                     |                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Use of Off-Road Diesel Engines, Vehicles, and Equipment | CARB In-Use Off-Road Diesel Vehicle Regulation                                       | Any relevant vehicle or machine use associated with the Project will be subject to CARB standards.<br><br>The CARB In-Use-Off-Road Diesel Vehicle Regulation applies to certain off-road diesel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |



| <b>Project Component</b>  | <b>Applicable Laws/ Regulations</b> | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|                           |                                     | <p>engines, vehicles, or equipment greater than 25 horsepower. The regulations: 1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; 2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System, DOORS) and labeled; 3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and 4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies, VDECS (i.e., exhaust retrofits).</p> <p>The requirements and compliance dates of the Off-Road regulation vary by fleet size, as defined by the regulation.</p> |
|                           | Cap-and-Trade Program               | Transportation fuels (e.g., gasoline) used in equipment operation would be subject to the Cap-and-Trade Program. (See “Energy Use,” below.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Pollutant Control         | CalGreen                            | If an HVAC system is used during construction, the Project must use return air filters with a MERV of 8, based on ASHRAE 52.2-1999, or an average efficiency of 30% based on ASHRAE 5.2.1-1992. All filters must be replaced immediately prior to occupancy. (CalGreen Section A5.504.1.3.)                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Greening New Construction | CalGreen                            | <p>All new construction, including the Project, must comply with the California Green Building Code, or “CalGreen”, as discussed in more detail throughout this table.</p> <p>Adoption of the mandatory CalGreen standards for commercial construction has been essential for improving the overall environmental performance of new</p>                                                                                                                                                                                                                                                                                                                                                                                                   |



| <b>Project Component</b>                                  | <b>Applicable Laws/ Regulations</b> | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|                                                           |                                     | commercial buildings; it also sets voluntary targets for builders to exceed the mandatory requirements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Construction Waste                                        | CalGreen                            | The Project will be subject to CalGreen requirements for construction waste reduction, disposal, and recycling, such as a requirement to recycle and/or salvage for reuse a minimum of 50% of the non-hazardous construction waste in accordance with Section 5.408.1.1, 5.408.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent.                                                                                                                                                                                                                                                                                                                                                      |
| Worker, vendor and truck vehicle trips (on-road vehicles) | Cap-and-Trade Program               | Transportation fuels (e.g., gasoline) used in worker, vendor and truck vehicle trips would be subject to the Cap-and-Trade Program. (See “Energy Use,” below.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Solid Waste</b>                                        |                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Solid Waste Management                                    | Landfill Methane Control Measure    | Waste associated with the Project will be disposed per state requirements for landfills, material recovery facilities, and transfer stations. Per the statewide GHG emissions inventory, the largest emissions from waste management sectors come from landfills, and are in the form of methane. In 2010, CARB adopted a regulation that reduces emissions from methane in landfills, primarily by requiring owners and operators of certain uncontrolled municipal solid waste landfills to install gas collection and control systems, and requires existing and newly installed gas and control systems to operate in an optimal manner. The regulation allows local air districts to voluntarily enter into a memorandum of understanding with CARB to |



| Project Component                  | Applicable Laws/<br>Regulations         | GHG Reduction Measures Required for<br>Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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|                                    |                                         | implement and enforce the regulation and to assess fees to cover costs of implementation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                    | Mandatory Commercial Recycling (AB 341) | <p>AB 341 will require the Project, if it generates four cubic yards or more of commercial solid waste per week, to arrange for recycling services, using one of the following: self-haul; subscribe to a hauler(s); arranging for pickup of recyclable materials; subscribing to a recycling service that may include mixed waste processing that yields diversion results comparable to source separation.</p> <p>The Project will also be subject to local commercial solid waste recycling program required to be implemented by each jurisdiction under AB 341.</p> |
|                                    | CalGreen                                | The Project will be subject to CalGreen requirement to provide areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling (CalGreen Section 5.410.1)                                                                                                                                                                                                                                                                                                                                     |
| Energy Use                         |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Electricity/Natural Gas Generation | Cap-and-Trade Program                   | <p>Electricity and natural gas usage associated with the Project will be subject to the Cap-and-Trade Program.</p> <p>The rules came into effect on January 1, 2013, applying to large electric power plants and large industrial plants. In 2015, importers and distributors of fossil fuels were added to the Cap-and-Trade program in the second phase.</p> <p>Specifically, on January 1, 2015, cap-and-trade compliance obligations were phased in for suppliers of natural gas, reformulated gasoline blendstock for oxygenate blending</p>                        |



| <b>Project Component</b> | <b>Applicable Laws/<br/>Regulations</b>      | <b>GHG Reduction Measures Required for<br/>Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                              | (RBOB), distillate fuel oils, and liquefied petroleum gas that meet or exceed specified emissions thresholds. The threshold that triggers a cap-and-trade compliance obligation for a fuel supplier is 25,000 metric tons or more of CO <sub>2</sub> e annually from the GHG emissions that would result from full combustion or oxidation of quantities of fuels (including natural gas, RBOB, distillate fuel oil, liquefied petroleum gas, and blended fuels that contain these fuels) imported and/or delivered to California. |
| Energy Efficiency        | Zero Net Energy Buildings (Title 24, Part 6) | The Project will be subject to net energy construction requirements contained in Title 24, Part 6.<br><br>California revised building energy efficiency requirements contained in Title 24 in 2014 to require that all residential buildings be Zero Net Energy by 2020, and all commercial buildings must follow suit by 2030.                                                                                                                                                                                                    |



| <b>Project Component</b> | <b>Applicable Laws/ Regulations</b>                                       | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Renewable Energy         | California Renewable Portfolio Standards (RPS) (Senate Bill X1-2 and 350) | <p>Energy providers associated with the Project will be required to comply with Renewable Portfolio Standards set by SB X1-2 and 350. SB X1-2 requires IOUs, POUs, and ESPs to increase purchases of renewable energy such that at least 33% of retail sales are procured from renewable energy resources by December 31, 2020. In the interim each entity was required to procure an average of 20% of renewable energy for the period of January 1, 2011 through December 31, 2013; and will be required to procure an average of 25% by December 31, 2016, and 33% by 2020. Senate Bill 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030.</p> |
|                          | Million Solar Roofs Program (Senate Bill 1)                               | <p>The Project will participate in California's energy market, which is affected by implementation of the Million Solar Roofs Program.</p> <p>As part of Governor Arnold Schwarzenegger's Million Solar Roofs Program, California has set a goal to install 3,000 megawatts of new, solar capacity by 201. The Million Solar Roofs Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time.</p>                                                                                                                                                                                                                                                                 |



| <b>Project Component</b> | <b>Applicable Laws/<br/>Regulations</b>                          | <b>GHG Reduction Measures Required for<br/>Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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|                          | California Solar Initiative- Thermal Program                     | The Project will participate in California’s energy market, which is affected by implementation of the California Solar Initiative -Thermal Program. The program offers cash rebates of up to \$4,366 on solar water heating systems for single-family residential customers. Multifamily and Commercial properties qualify for rebates of up to \$800,000 on solar water heating systems and eligible solar pool heating systems qualify for rebates of up to \$500,000. Funding for the CSI-Thermal program comes from ratepayers of PG&E, SCE, SoCalGas, and SDG&E. The rebate program is overseen by the California Public Utilities Commission as part of the California Solar Initiative.                                                                                                                                                                                                                                           |
|                          | Waste Heat and Carbon Emissions Reduction Act (AB 1613, AB 2791) | <p>The Project will participate in California’s energy market, which is affected by implementation of the Waste Heat and Carbon Emissions Reduction Act. Originally enacted in 2007 and amended in 2008, this act directed the CEC, PUC, and CARB to implement a program that would encourage the development of new combined heat and power systems in California with a generating capacity of not more than 20 megawatts, to increase combined heat and power use by 30,000 GWh. The CPUC publicly owned electric utilities, and CEC duly established policies and procedures for the purchase of electricity from eligible combined heat and power systems.</p> <p>CEC guidelines require combined heat and power systems to be designed to reduce waste energy; have a minimum efficiency of 60 percent; have NOx emissions of no more than 0.07 pounds per megawatt-hour; be sized to meet eligible customer generation thermal</p> |



| <b>Project Component</b>      | <b>Applicable Laws/ Regulations</b>                      | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                                          | load; operate continuously in a manner that meets expected thermal load and optimizes efficient use of waste heat; and be cost effective, technologically and feasible, environmentally beneficial.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Vehicle/Mobile Sources</b> |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| General                       | SB 375 and SCAG RTP/SCS                                  | The Project complies with, and is subject to, the SCAG adopted RTP/SCS, which CARB approved as meeting its regional GHG targets in 2016.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Fuel                          | Low Carbon Fuel Standard (LCFS)/ Executive Order S-01-07 | Auto trips associated with the Project will be subject to LCFS (Executive Order S-01-07), which requires a 10 percent or greater reduction in the average fuel carbon intensity by 2020 with a 2010 baseline for transportation fuels in California regulated by CARB. The program establishes a strong framework to promote the low carbon fuel adoption necessary to achieve the Governor’s 2030 and 2050 greenhouse gas goals.                                                                                                                                                                                                                                                                                |
|                               | Cap-and-Trade Program                                    | <p>Use of gasoline associated with the Project will be subject to the Cap-and- Trade Program.</p> <p>The rules came into effect on January 1, 2013, applying to large electric power plants and large industrial plants. In 2015, importers and distributors of fossil fuels were added to the Cap-and-Trade program in the second phase.</p> <p>Specifically, on January 1, 2015, cap-and-trade compliance obligations were phased in for suppliers of natural gas, reformulated gasoline blendstock for oxygenate blending (RBOB), distillate fuel oils, and liquefied petroleum gas that meet or exceed specified emissions thresholds. The threshold that triggers a cap-and-trade compliance obligation</p> |



| <b>Project Component</b> | <b>Applicable Laws/<br/>Regulations</b>                        | <b>GHG Reduction Measures Required for<br/>Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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|                          |                                                                | for a fuel supplier is 25,000 metric tons or more of CO <sub>2</sub> e annually from the GHG emissions that would result from full combustion or oxidation of quantities of fuels (including natural gas, RBOB, distillate fuel oil, liquefied petroleum gas, and blended fuels that contain these fuels) imported and/or delivered to California.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Automotive Refrigerants  | CARB Regulation for Small Containers of Automotive Refrigerant | Vehicles associated with the project will be subject to CARB's Regulation for Small Containers of Automotive Refrigerant. (California Code of Regulations, Title 17, Division 3, Chapter 1, Subchapter 10, Article 4, Subarticle 5, Section 95360 et seq.) The regulation applies to the sale, use, and disposal of small containers of automotive refrigerant with a GWP greater than 150. The regulation achieves emission reductions through implementation of four requirements: 1) use of a self-sealing valve on the container, 2) improved labeling instructions, 3) a deposit and recycling program for small containers, and 4) an education program that emphasizes best practices for vehicle recharging. This regulation went into effect on January 1, 2010 with a one-year sell-through period for containers manufactured before January 1, 2010. The target recycle rate is initially set at 90%, and rises to 95% beginning January 1, 2012. |
| Light-Duty Vehicles      | Assembly Bill 1493 (or the Pavley Standard)                    | Cars that drive to and from the Project will be subject to AB 1493, which directed the Air Resources Board (CARB) to adopt a regulation requiring the maximum feasible and cost-effective reduction of greenhouse gas (GHG) emissions from new passenger vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



| <b>Project Component</b> | <b>Applicable Laws/ Regulations</b>                                 | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|                          |                                                                     | <p>Pursuant to AB 1493, CARB adopted regulations that establish a declining fleet average standard for carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and hydrofluorocarbons (air conditioner refrigerants) in new passenger vehicles and light-duty trucks beginning with the 2009 model year and phased-in through the 2016 model year. These standards are divided into those applicable to lighter and those applicable to heavier portions of the passenger vehicle fleet. The regulations will reduce “upstream” smog-forming emissions from refining, marketing, and distribution of fuel.</p>                                                                                                                                                                       |
|                          | <p>Advanced Clean Car and Zero Emissions Vehicle (ZEV) Programs</p> | <p>Cars that drive to and from the Project will be subject to the Advanced Clean Car and Zero Emissions Vehicle Programs.</p> <p>In January 2012, the Air Resources Board approved a new emissions- control program for model years 2017 through 2025. The program combines the control of smog, soot and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards called Advanced Clean Cars. By 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.</p> <p>The ZEV program will act as the focused technology of the Advanced Clean Cars program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid electric vehicles in the 2018-2025 model years.</p> |



| <b>Project Component</b>               | <b>Applicable Laws/ Regulations</b>                                                                  | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|                                        | <p>Tire Inflation Regulation</p>                                                                     | <p>Cars that drive to and from the Project will be subject to the CARB Tire Inflation Regulation, which took effect on September 1, 2010, and applies to vehicles with a gross vehicle weight rating (GVWR) of 10,000 pounds or less.</p> <p>Under this regulation, automotive service providers must, inter alia, check and inflate each vehicle’s tires to the recommended tire pressure rating, with air or nitrogen, as appropriate, at the time of performing any automotive maintenance or repair service, and to keep a copy of the service invoice for a minimum of three years, and make the vehicle service invoice available to the CARB, or its authorized representative upon request.</p> |
|                                        | <p>EPA and NHTSA GHG and CAFE standards.</p>                                                         | <p>Mobile sources that travel to and from the project would be subject to EPA and NHTSA GHG and CAFE standards for passenger cars, light-duty trucks, and medium-duty passenger vehicles. ((75 FR 25324–25728 and 77 FR 62624–63200.)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>Medium- and Heavy-Duty Vehicles</p> | <p>CARB In-Use On-Road Heavy-Duty Diesel Vehicles Regulation<br/><br/>(Truck and Bus Regulation)</p> | <p>Any heavy-duty trucks associated with the Project will be subject to CARB standards.</p> <p>The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet PM filter requirements. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.</p> <p>The regulation applies to nearly all privately and federally owned diesel fueled trucks and</p>                                                                                                                              |



| <b>Project Component</b> | <b>Applicable Laws/<br/>Regulations</b>                                | <b>GHG Reduction Measures Required for<br/>Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|                          | <p>CARB In-Use Off-Road Diesel Vehicle Regulation</p>                  | <p>buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds.</p> <p>Any relevant vehicle or machine use associated with the Project will be subject to CARB standards.</p> <p>The CARB In-Use-Off-Road Diesel Vehicle Regulation applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulations: 1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; 2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System, DOORS) and labeled; 3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and 4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies, VDECS (i.e., exhaust retrofits).</p> <p>The requirements and compliance dates of the Off-Road regulation vary by fleet size, as defined by the regulation.</p> |
|                          | <p>Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Regulation</p> | <p>Any relevant vehicle or machine use associated with the Project will be subject to CARB standards.</p> <p>The CARB Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Regulation applies to heavy-duty tractors that pull 53-foot or longer box- type trailers. (California Code of Regulations, Title 17, Division 3, Chapter 1, Subchapter 10, Article 4, Subarticle 1, Section 95300 et seq.) Fuel efficiency is improved through improvements in tractor and trailer</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



| <b>Project Component</b> | <b>Applicable Laws/<br/>Regulations</b> | <b>GHG Reduction Measures Required for<br/>Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                          |                                         | aerodynamics and the use of low rolling resistance tires.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                          | EPA and NHTSA GHG and CAFE standards.   | Mobile sources that travel to and from the project would be subject to EPA and NHTSA GHG and CAFE standards for medium- and heavy-duty vehicles. (76 FR 57106–57513.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Water Use</b>         |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Water Use Efficiency     | Emergency State Water Board Regulations | <p>Water use associated with the Project will be subject to recent emergency regulations.</p> <p>On May 18, 2016, partially in response to Executive Order B-27-16, the State Water Board adopted emergency water use regulations (California Code of Regulations, title 23, section 864.5 and amended and re-adopted sections 863, 864, 865, and 866). The regulation directs the State Water Board, Department of Water Resources, and Public Utilities Commission to implement rates and pricing structures to incentivize water conservation, and calls upon water suppliers, homeowners’ associations, California businesses, landlords and tenants, and wholesale water agencies to take stronger conservation measures.</p> |
|                          | Executive Order B-37-16                 | <p>Water use associated with the Project will be subject to Emergency Executive Order B-37-16, issued May 9, 2016, which directs the State Water Resources Control Board to adjust emergency water conservation regulations through the end of January, 2017 to reflect differing water supply conditions across the state.</p> <p>The Water Board must also develop a proposal to achieve a mandatory reduction of potable urban water usage that builds off the</p>                                                                                                                                                                                                                                                              |



| Project Component | Applicable Laws/<br>Regulations | GHG Reduction Measures Required for<br>Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|                   |                                 | <p>mandatory 25% reduction called for in Executive Order B-29-15. The Water Board and Department of Water Resources will develop new, permanent water use targets to which the Project will be subject.</p> <p>The Water Board will permanently prohibit water-wasting practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in a fountain or other decorative water feature; watering lawns in a manner that causes runoff, or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians.</p> |
|                   | Executive Order B-40-17         | Executive Order B-40-17 lifted the drought emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne. It also rescinds Executive Order B-29-15, but expressly states that Executive Order B-37-16 remains in effect and directs that State Water Resources Control Board to continue development of permanent prohibitions on wasteful water use to which the Project will be subject.                                                                                                                                                                                                                                                     |
|                   | Senate Bill X7-7                | <p>Water provided to the Project will be affected by Senate Bill X7-7's requirements for water suppliers.</p> <p>Senate Bill X7-7, or the Water Conservation Act of 2009, requires all water suppliers to increase water use efficiency. It also requires, among other things, that the Department of Water Resources, in consultation with other state agencies, develop a single standardized</p>                                                                                                                                                                                                                                                              |



| <b>Project Component</b> | <b>Applicable Laws/ Regulations</b>                                                  | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|                          |                                                                                      | water use reporting form, which would be used by both urban and agricultural water agencies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                          | CalGreen.                                                                            | The Project is subject to CalGreen’s water efficiency standards, including a required 20% mandatory reduction in indoor water use. (CalGreen, Division 4.3.)                                                                                                                                                                                                                                                                                                                                                                                                        |
|                          | California Water Code, Division 6, Part 2.10, Sections 10910–10915.                  | Development and approval of the project requires the development of a project-specific Water Supply Assessment.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                          | Cap-and-Trade Program                                                                | Electricity usage associated with water and wastewater supply, treatment and distribution would be subject to the cap-and-trade program.                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                          | California Renewable Portfolio Standards (RPS) (Senate Bill X1-2 and 350)            | Electricity usage associated with water and wastewater supply, treatment and distribution associated with the Project will be required to comply with Renewable Portfolio Standards set by SB X1-2 and 350.                                                                                                                                                                                                                                                                                                                                                         |
| Water Recycling          | Water Reclamation Requirements for Recycled Water Use. SWRCB Order WQ 2016-0068- DDW | <p>These requirements replace 2014-0090-DWQ General Waste Discharge Requirements for Recycled Water Use, and establish standard conditions for recycled water use and conditionally delegates authority to an Administrator to manage a Water Recycling Program and issue Water Recycling Permits to recycled water users.</p> <p>Only treated municipal wastewater for non-potable uses can be permitted, such as landscape irrigation, crop irrigation, dust control, industrial/commercial cooling, decorative fountains, etc. Potable reuse is not covered.</p> |



| <b>Project Component</b> | <b>Applicable Laws/ Regulations</b>                                                                                     | <b>GHG Reduction Measures Required for Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------|-------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          | Regulations for Groundwater Replenishment Using Recycled Water                                                          | This emergency rulemaking by the California Department of Public Health (California Title of Regulations, Title 22, Sections 60301.050 et seq.), effective June 18, 2014, applied to Groundwater Replenishment Reuse Projects (GRRPs) utilizing surface application, which received initial permits from the Regional Board. The regulations address permitting and plan approval, sampling requirements, operation requirements, and ongoing reporting requirements. |
|                          | Policy for Water Quality Control for Recycled Water. SWRCB Resolution No. 2009-, as amended by Resolution No. 2013-0003 | The project would be subject to the State Water Resources Control Board statewide mandate to increase recycled water usage by 0.2 million acre- feet per year by 2020.                                                                                                                                                                                                                                                                                                |

As described above, the project’s GHG emissions (both on and off-site) are regulated by scores of GHG emission reduction mandates. Compliance with these GHG reduction legal requirements is appropriately assumed to occur under CEQA. *Oakland Heritage Alliance v. City of Oakland* (2011) 195 Cal. App. 4th 884, 906; *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 234 Cal. App. 4th 214, 244-45. Thus, under this threshold, project GHG emissions are considered in the EIR to be less than significant impacts under CEQA.

The Newhall Court also recommended evaluating a project’s compliance with GHG reduction plans, and acknowledged that global climate change caused by greenhouse gas emissions was ultimately a cumulative impact. 62 Cal. 4th, at page 219. As the Governor’s Office of Planning and Research has noted:

Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant



level as a means to avoid or substantially reduce the cumulative impacts of a project.

(Technical Advisory, CEQA AND CLIMATE CHANGE: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review, Office of Planning and Research, June 19, 2008, at page 6. Available at: <https://www.opr.ca.gov/docs/june08-ceqa.pdf>.)

This EIR considers the project's compliance with the applicable GHG reduction plan for the region, the RTP/SCS adopted pursuant to SB 375, Stats. 2008, Ch. 728, by SCAG and approved by CARB in 2016. SB 375 was enacted after AB 32, and includes regional targets established by CARB for greenhouse gas reductions from the transportation and land use sectors that are not constrained by the GHG reduction mandates set forth in AB 32, and are estimated by CARB to result in additional GHG reductions from the land use and transportation sectors. Cal. Gov't Code § 65080(b)(2). The approved RTP/SCS designates the project site for future urbanized development, and the EIR describes the project's consistency with the RTP/SCS in Section 4.9, Land Use and Planning (page 4.9-33 through 4.9-36) and Section 4.6, Greenhouse Gas Emissions (pages 4.6-37 through 4.6-38). As the Project is consistent with the applicable RTP/SCS, under this threshold, project GHG emissions are considered in the EIR to be less than significant impacts under CEQA.

This EIR also considers the project's compliance with the applicable climate action plan, the City of Colton Climate Action Plan (CAP). The CAP is designed to support the State's overall GHG reduction goals for 2020 under AB 32. The Project's consistency with the CAP is demonstrated on page 4.6-33 through 4.6-36. Since the Project is consistent with CAP, it would not have a significant GHG emissions with implementation of MM 4.6-1.

At the State level, Executive Orders S-3-05 and B-30-15 are issued from the State's Executive Branch for the purpose of reducing greenhouse gas (GHG) emissions. The goal of Executive Order S-3-05 is to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). As concluded in DEIR Subsection 4.6, *Greenhouse Gas Emissions*, the Project would be consistent with AB 32. Therefore, the Project does not conflict with this component of Executive Order S-3-05. The Executive Orders also established goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. The goal of reducing GHG emissions to 40 percent below 1990 levels was codified in Senate Bill 32 (SB 32). According to research conducted by the Lawrence Berkeley National Laboratory and supported by the CARB, California, under its existing and proposed GHG reduction policies with which the Project would be required to comply, could achieve the 2030 goals under SB 32 (Lawrence Berkeley National Laboratory, *Modeling California Policy Impacts on Greenhouse Gas Emissions*, 2015). The goal of 80 percent below 1990 levels by 2050 has not been codified. However, studies have shown that in order to meet the 2030 and 2050 targets, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required (See, for example, Science, *The Technology Path to Deep Greenhouse Gas Emissions Cuts by 2050: The Pivotal Role of Electricity*, 2012). For example, in its Climate Change Scoping Plan, the California Air Resources Board (ARB) acknowledged that the "measures needed to meet the 2050 are too far in the future to



define in detail.” In the First Scoping Plan Update, however, ARB generally described the type of activities required to achieve the 2050 target: “energy demand reduction through efficiency and activity changes; largescale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately.”

Although the proposed Project’s emissions levels in 2030 and 2050 cannot be reliably quantified, due to the technological shifts required to attain such reductions and the unknown parameters of the regulatory framework in 2030 and 2050, statewide efforts are underway to facilitate the State’s achievement of that goal and it is reasonable to expect the Project’s emissions level to decline as the regulatory initiatives identified by ARB in the First Scoping Plan Update are implemented, and other technological innovations occur. Stated differently, the proposed Project’s total GHG emissions that are disclosed in the DEIR represents the maximum emissions inventory for the Project as California’s emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State’s environmental policy objectives. As such, given the reasonably anticipated decline in proposed Project emissions once it is fully constructed and operational, the proposed Project is consistent with the goals of the Executive Orders and SB 32.

The Scoping Plan recognizes that AB 32 establishes an emissions reduction trajectory that will allow California to achieve the more stringent 2050 target:

“These [greenhouse gas emission reduction] measures also put the state on a path to meet the long-term 2050 goal of reducing California’s greenhouse gas emissions to 80 percent below 1990 levels. This trajectory is consistent with the reductions that are needed globally to stabilize the climate.”

Also, ARB’s First Update “lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050,” and many of the emission reduction strategies recommended by ARB would serve to reduce the proposed Project’s post-2020 emissions level to the extent applicable by law. These emission reduction strategies recommended by ARB are as follows:

1. Energy Sector: Continued improvements in California’s appliance and building energy efficiency programs and initiatives, such as the State’s zero net energy building goals, would serve to reduce the proposed Project’s emissions level. Additionally, further additions to California’s renewable resource portfolio would favorably influence the proposed Project’s emissions level.
2. Transportation Sector: Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all will serve to reduce the proposed Project’s emissions level.
3. Water Sector: The proposed Project’s emissions level will be reduced as a result of further desired enhancements to water conservation technologies.



4. Waste Management Sector: Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the proposed Project's emissions level.

Furthermore, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050. Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target<sup>5</sup>.

Given the proportional contribution of mobile source-related GHG emissions to the State's inventory, recent studies also show that relatively new trends, such as the increasing importance of web-based shopping, the emergence of different driving patterns by the "millennial" generation and the increasing effect of web-based applications on transportation choices, are beginning to substantially influence transportation choices and the energy used by transportation modes<sup>6,7,8</sup>. These factors have changed the direction of transportation trends in recent years, and will require the creation of new models to effectively analyze future transportation patterns and the corresponding effect on GHG emissions. For the reasons described above, the proposed Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been adopted; nevertheless, it can be anticipated that operation of the Project would comply with whatever measures are enacted that state lawmakers decide would lead to an 80-percent reduction below 1990 levels by 2050. Note again that the Project already includes several project design features that exceed regulatory requirements and reduce vehicle miles traveled.

Accordingly, taking into account the proposed Project's emissions, Project design features, standard measures and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the Project furthers the State's goals of reducing GHG

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<sup>5</sup> Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios. *Modeling California Impacts on Greenhouse Gas Emissions*. 3, 2015, Vol. 78, page 158-172.

<sup>6</sup> Mineta Transportation Institute. *Synergistic Integration of Transportation Demand Management Strategies (Land Use, Transit, and Auto Pricing) with New Technologies and Services (Battery Electric Vehicles and Dynamic Ridesharing) to Enhance Reductions in VMT and GHG*. October 2015. Available at: <http://transweb.sjsu.edu/PDFs/research/1207-combining-transportation-demand-with-ridesharing-and-BEVs-to-reduce-GHG.pdf>.

<sup>7</sup> American Public Transportation Association. *Shared Mobility and the Transformation of Public Transit*. March 2016. <https://www.apta.com/resources/reportsandpublications/Documents/APTA-Shared-Mobility.pdf>.

<sup>8</sup> U.S. PIRG. *Millennials in Motion: Changing Travel Habits of Young Americans and the Implications for Public Policy*. October 2014. Available at: <https://uspig.org/sites/pirg/files/reports/Millennials%20in%20Motion%20USPIRG.pdf>



emissions to 1990 levels by 2020 and an 80-percent reduction below 1990 levels by 2050, and does not obstruct their attainment.

**J-18:**

This comment accurately states that Table 5-1 of the General Plan Noise Element describes land use compatibility for various community noise environments. The land use compatibilities stated in Table 5-1 of the General Plan are inclusive of transportation-related noise, and therefore the statement in the DEIR that the guidelines from Table 5-1 pertain to transportation-related noise is consistent with the General Plan Noise Element. Furthermore, both the Project-specific noise impact analysis (EIR *Technical Appendix K*) and DEIR Subsection 4.10, *Noise*, utilized the land use compatibility guidelines in the evaluation of exterior noise impacts. Accordingly, no revisions to the DEIR or the noise impact analysis (EIR *Technical Appendix K*) are necessary in response to this comment.

**J-19:**

The standards for adjacent mobile source noise sources set forth in Table 83-2 of San Bernardino County Development Code (SBCDC) Section 83.01.080(d) apply only to ambient operational mobile source noise and do not apply to noise generated by temporary construction activities. Indeed, as this comment states, SBCDC Section 83.01.080(g) specifically exempts the Project's construction noise levels that conform to that code section's specified permissible construction activity hours (i.e., 7:00 AM to 7:00 PM). The same code section also expressly exempts other temporary mobile sources, including emergency vehicles and emergency equipment. Temporary construction noise occurring during daytime hours and emergency vehicle noise are considered acceptable within urban and suburban environments and thus do not rise to the level of significant environmental impact. Although construction noise that occurs within the standards specified in SBCDC Section 83.01.080 (G) is regarded by the City as a less-than-significant impact, the DEIR conservatively provides additional analysis demonstrating that Project construction noise would comply with the construction noise level threshold of 85 dBA Leq for construction activities occurring near sensitive receptors over a period of eight hours or more adopted by the National Institute for Occupational Safety and Health (NIOSH) and thus would not result in harm to human health. The City has selected the 85 dBA Leq threshold in order to establish that the Project would not generate construction-related noise at levels that would harm human health. Accordingly, the DEIR has fully evaluated the Project's construction-related noise impacts and no further analysis is required. Furthermore, the comment suggests that because the Project's construction-related air emissions were evaluated as mobile sources of pollution in the Project's Air Quality Impact Analysis (EIR *Technical Appendix B*), the noise generated by the Project's construction activities should also be evaluated as mobile sources using the noise standards set forth in SBCDC Table 83-2 (Noise Standards for Stationary Noise Sources) and Table 83-3 (Noise Standards for Adjacent Mobile Noise Sources). However, the modeling software and the methodology used to calculate airborne emissions from construction equipment (refer to subsection 3.4 of the Project's Air Quality Impact Analysis [EIR *Technical Appendix B*]) are different than those that are used to calculate noise emissions from construction equipment (refer to subsection 3.5.1 of the Project's Noise Impact Analysis [EIR *Technical Appendix K*]). The DEIR relied on appropriate methodology in the evaluation of construction noise impacts and no revisions to the DEIR are required.



**J-20:**

Please see response to comment J-19 above. The comment inaccurately states that the City of Colton and the County of San Bernardino have established a maximum 6 dBA threshold of significance in residential areas to assess the significance of the Project's construction related noise levels. As explained in the Draft EIR at page 4.10-7, the City of Colton Municipal Code does not identify specific construction noise level standards or permitted hours of construction activities. Accordingly, the Draft EIR relies on the County of San Bernardino Development Code noise standards (i.e., SBCDC Section 83.10.080(G), which provides an exemption from the noise standards during construction activities that occur within the specified hours that are subject to the exemption. As the City's maximum interior and exterior noise thresholds would not be applicable during construction activities that comply with SBCDC Section 83.01.080 (G), the City has selected the 85 dBA Leq threshold in order to establish that the Project would not generate construction-related noise at levels that would harm human health.

**J-21:**

This comment suggests that worst-case scenario noise modeling would entail placement of noise-sensitive receivers at the property lines. However, in most cases, noise analysis at the property line conflicts with best practices and guidance provided by the Federal Highway Administration (FHWA)<sup>9</sup>, California Department of Transportation (Caltrans)<sup>10</sup>, and Federal Transit Administration (FTA)<sup>11</sup> for exterior noise analysis. Further, analysis at the property line can understate potential noise levels if a property-line barrier exists, or is planned, since it does not account for the shadow zone of the barrier itself. The information provided below provides further clarification as to why receiver placement at the property line is inappropriate for the analysis of noise levels at the receiver.

The receiver locations used in the Noise Impact Analysis (EIR *Technical Appendix K*) were chosen to represent outdoor areas of frequent human use as defined by the Federal Highway Administration's (FHWA) Analysis and Abatement Guidance for noise studies. The FHWA guidance is outlined as it relates to highway traffic noise analysis, however, it also provides the best practices for the selection of sensitive, outdoor receiver locations in relation to any noise source (e.g., mobile or stationary). Further, FHWA guidance is consistent with the FTA Transit Noise and Vibration Impact Assessment guidance on the selection of noise-sensitive receiver locations. FHWA guidance identifies acceptable locations for exterior receivers and the Noise Impact Analysis (EIR *Technical Appendix K*) was prepared consistent with receivers located at an area between the right-of-way line and a building where frequent human activity occurs such as a patio, pool, or play area in the yard of a home.

Further, due to existing noise barriers and topography in the Project study area (which includes steep ridgelines to the north and east), it is not possible to accurately describe the noise levels at the receiver

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<sup>9</sup> U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch. 1995. *Highway Traffic Noise Analysis and Abatement Policy and Guidance*. June 1995.

<sup>10</sup> California Department of Transportation Environmental Program. 2013. *Technical Noise Supplement – A Technical Supplement to the Traffic Noise Analysis Protocol*. September 2013.

<sup>11</sup> U.S. Department of Transportation, Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment*. May 2006.



locations with barrier attenuation if analyzed at the property line. Instead, all noise levels are analyzed at least 10 feet from walls or reflective surfaces per Caltrans Technical Noise Supplement guidance<sup>10</sup>. If receiver locations were placed at the property line, or immediately adjacent to the barriers at the property line as the comment suggests, this would understate potential noise levels given the extra benefits from a noise barrier as indicated by the FHWA Analysis and Abatement Guidance when receivers are located within Shadow Zones (i.e., the closer to the barrier, the greater the barrier attenuation). Therefore, consistent with FWHG guidance, Caltrans guidance, and FTA guidance, no revisions have been made to the noise-sensitive receiver locations or analysis in the Noise Impact Analysis. This comment also does not warrant any revisions to the DEIR.

**J-22:**

As discussed in the Noise Impact Analysis (EIR *Technical Appendix K*), receiver location R5 is located at the Maryknoll Terrace Apartments (p. 57 of EIR *Technical Appendix K*). Additionally, receiver location R3 is located near homes on Lomita Lane, which represents closer, worst-case noise levels than those that would be experienced at homes located at greater distances on Coyote Drive. Lastly, the construction noise level analysis at R7 and R8 (and all receiver locations) assumes the worst-case construction activities at the point on the Project site closest to each receiver location and does not, as comment J-22 suggests, adjust the activities based on the underlying land use type (i.e., open space or residential, etc.). This is a conservative approach which likely overstates the construction noise levels at all receiver locations. No 'green space buffers' are accounted for in the analysis, since the distances shown on Exhibit 11-A of the Noise Impact Analysis represent the distances used in the analysis from the receiver locations to the edge of the Project's construction activity.

Other sensitive land uses in the Project study area that are located at greater distances than those identified in the Noise Impact Analysis would experience lower noise levels than those presented in the Noise Impact Analysis due to the additional attenuation from distance and the shielding of intervening structures. Based on recommendations of the FTA, it is not necessary to identify receiver locations at each individual building or residence, because each receiver represents a group of buildings that share acoustical equivalence. In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts.

Based on the foregoing, this comment does not warrant revisions to the Project's Noise Impact Analysis or the DEIR.

**J-23:**

All components of Mitigation Measure MM 4.10-1 that require notes to be added to the grading plan(s) are enforceable through the City's ordinary protocol for enforcement of components of the grading permit. Upon the City's approval of the grading plan(s), all grading plan notes become a part of the requirements associated with the grading permit approval. Noncompliance with the approved grading plan notes may result in the City's revocation of their approval of the grading permit. In response to this comment, Mitigation Measure MM 4.10-1 has been revised in the Final EIR to better ensure



enforcement. Mitigation Measure MM 4.10-1 as revised specifically requires Project contractors to ensure compliance with the notes listed on the grading plans, and further stipulates that contractors must permit inspection of the construction site by City of Colton staff or its designees to confirm compliance. The required mitigation also specifically requires that the grading plan notes be specified in bid documents issued to prospective construction contractors. Any construction contractor that does not abide by the notes on the grading plan would be in breach of contract, which represents a strong disincentive to violate the identified requirements. Additionally, because the City of Colton or its designees must be permitted to monitor these requirements, any identified violation of the grading plan notes could potentially result in a stop-work order on construction activities at the site, or revocation of the grading permit, which also represents a strong disincentive to violate the requirements. Mitigation measures are not required under CEQA to specifically include provisions for a reporting system, documentation logs, or any other specific methods of oversight as suggested by the commenter. The City of Colton finds that the implementation of Mitigation Measure 4.10-1 as revised in the Final EIR can be adequately assured and enforced.

**J-24:**

The version of Figure 4.10-2, *Construction Activity Locations*, included in the DEIR provides sufficient information for the grading contractor to determine appropriate staging area locations to comply with the 100-foot setback from sensitive receptors required by Mitigation Measure MM 4.10-1(C). Large areas of the Project site are located more than 100 feet from sensitive receptors, and the restriction to not locate within 100 feet of sensitive receptors is sufficiently clear and instructional. No revisions to the DEIR are required.

**J-25:**

For clarification purposes, a larger version of the inset graphic associated with Figure 4.10-3, *Operational Noise Sources*, has been included herein as an attachment to the Final EIR. This comment does not warrant revisions to the Project's Noise Impact Analysis or to the text of the DEIR. The provision of a larger version of this graphic is a restatement of information provided in the Project's administrative record on file with the City of Colton and does not constitute new information or change the DEIR's significance conclusions.

**J-26:**

The DEIR discloses that in the event that the Colton Fire Department (CFD) decides not to develop Planning Area 13 with a fire station site, there would be inadequate fire protection services available to serve the future demand of the Project in accordance with the CFD's performance standards. As stated on page 4.12-6 of the DEIR, because it is unknown what site (if any) may be selected as a potential future development or expansion of a CFD facility, it would be highly speculative for the DEIR to evaluate the potential for physical environmental impacts that could result from development of a CFD facility by the CFD on an unspecified alternative site. Additionally, the potential future development of a new or expanded CFD facility would require subsequent discretionary actions by the City of Colton, which would require review under CEQA. For the reasons stated above, the DEIR did include analysis that contemplated a scenario in which an on-site fire station is not constructed, and



disclosed the physical environmental impacts that would be known to occur under that scenario based on all available information at the time the DEIR was prepared.

**J-27:**

The air quality impact analysis (EIR *Technical Appendix B*) assumed Planning Areas 12 and 13 would be developed with medium density residential land uses because compared to the alternate development of Planning Area 13 with a fire station site, the residential land use alternative represents the worst-case scenario with regard to air quality impacts due to its substantially higher vehicle trip generation. Although the specific details regarding the size and staffing of a fire station within Planning Area 13 would not be determined until the Colton Fire Department (CFD) elects to construct a fire station, it is assumed for purposes of this discussion that the fire station would require the same level of staffing as the nearest fire station (Colton Fire Station #3) located at 1100 S. La Cadena Drive. Colton Fire Station #3 is staffed with three staff members (one captain, one engineer, and one firefighter medic). Based on the most recently available trip generation rates (10<sup>th</sup> Edition) published by the Institute of Transportation Engineers (ITE), a fire station (based on ITE land use code 575 Fire and Rescue Station) would generate 0.44 PM peak hour trips per employee resulting in the generation of approximately 2 PM peak hour trips (0.44 x 3 employees) which is less than the 11 PM peak hour trips that would be generated by PA 13 with the development of residential uses. As the use of this methodology is clearly stated in Subsection 4.2, *Air Quality*, no revisions to the DEIR are necessary to respond to this comment. No revisions to the DEIR are necessary to respond to this comment.

**J-28:**

The air quality impact analysis (EIR *Technical Appendix B*) assumed Planning Area 12 would be developed with medium density residential land uses because compared to the alternate development of Planning Area 12 with an elementary school site, the residential land use alternative represents the worst-case scenario with regard to air quality impacts due to its substantially higher vehicle trip generation. As the use of this methodology is clearly stated in Subsection 4.2, *Air Quality*, no revisions to the DEIR are necessary to respond to this comment. Furthermore, in order to fully disclose the methodology used to determine that residential use of Planning Area 12 represents the worst-scenario for the purposes of the environmental evaluation in the DEIR, a trip generation summary table has been included as Attachment D to this FEIR, which shows the trip generation associated with a scenario in which Planning Area 12 is developed with an elementary school site. As demonstrated in Attachment D, the scenario in which Planning Area 12 would be developed with an elementary school would generate a total of 9,461 daily vehicle trips. DEIR Subsection 4.14.5 disclosed that the scenario in which Planning Area 12 would be developed with residential land uses (the scenario analyzed throughout the DEIR) would generate a total of 10,021 daily vehicle trips. Accordingly, the development of Planning Area 12 with medium density residential land uses would generate 560 more daily vehicle trips when compared to the alternate elementary school land use scenario, and therefore represents the worst-case scenario with respect to air quality, greenhouse gas emissions, noise, and traffic-related impacts.



**J-29:**

The City has responded to all of GSESJA's comments above. The commenter has not introduced substantial evidence that would lead to a conclusion that the is flawed or otherwise requires amendment requiring a recirculation of the DEIR under CEQA Guidelines §15088.5. The City acknowledges the commenter's request to receive any subsequent environmental documents, notices, public hearings, and notices of determination for this Project, and will contact the commenter at the contact information provided in this comment for any future communications.



LETTER K (Page 1 of 2)



September 21, 2017

City of Colton  
Mario Suarez – [msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)

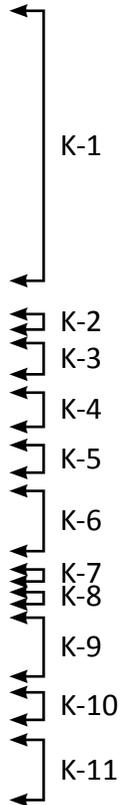
RE: Roque Ranch EIR Comments and Questions on behalf of Cadena Creek Mobilehome Park

Mario Suarez:

I am the President of Mobile Community Management Co., the authorized agent for Cadena Creek Mobilehome Park, located at 2851 S. la Cadena Drive in the city of Colton. This letter is a follow up to your meeting on September 19, 2017 with our Regional Manager, Laura Slobojan, and Nick Ferrari, Assistant State facilities Manager, regarding the proposed Roque Ranch development. Thank you for agreeing to meet with them about our questions and we appreciate the opportunity to follow up with you in writing.

As you know, our property (the mobilehome park) is situated such that it will abut the Roque Ranch Project. Additionally, the Cadena Creek, a primary water channel, runs directly through our property. We are trying to clarify some of our concerns after our review of the Draft EIR. Our questions are:

1. The plan calls for the lift station currently situated on our property to be abandoned.
  - a) What will this process entail and who is responsible for the abandonment and removal of the lift station including equipment and materials from the site?
  - b) What is the expected impact of the removal of the lift station on the resident of our property?
  - c) What will be installed upon the vacated area once the lift station is removed/abandoned?
2. The EIR describes the collection of storm water by a system of interceptor drains and storm drains that convey to numerous water basin throughout the Roque Ranch Project.
  - a. Who will own and operate the water basins?
  - b. How will water be released from the basins and how is the drainage controlled?
  - c. What will cause water to be released from basins into Cadena Creek, which runs through our property, and how are drainage patterns specifically addressed as to mitigate overflow into and of Cadena Creek?
  - d. What measures will be taken to mitigate the water flows from the box culvert into Cadena Creek?
  - e. What plans does the Roque Ranch Project include to prevent erosion of Cadena Creek, including its banks, depth, transition points, sediment deposits and overall structure?

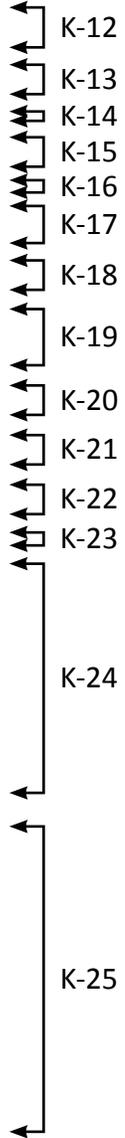




LETTER K (Page 2 of 2)

Cadena Creek Mobilehome Park  
EIR Draft – Page 2 of 2

3. It is our understanding that the proposed Fire Station, PA 13, has not been formally approved by the Fire Department, and we do have the following questions:
  - a. Where is the proposed entrance to parcel P13 and will there be any egress from or onto our property?
  - b. Is there an alternative use planned and if so, what is that use?
  - c. Our property has a "billboard sign" near this parcel – will the "billboard sign be affected by proposed plan? If so, what is that affect?
  - d. When is parcel PA 13 expected to be improved?
4. PA 13 is also below the existing grade of the La Cadena Road and the Park entrance road.
  - a. What is proposed and approved grade of parcel PA13, PA 8 and PA9 (medium density housing)?
  - b. The review of Section U-U of the Project plans shows our property line and the 2 to 1 grade of the parcel PA 9 and shows an interceptor drain. What is the size and length of the drain and who is responsible for maintaining this drain?
5. The EIR Draft includes an Emergency Access Road is located on the westerly side of our property.
  - a. What material will this be comprised of and who will be responsible to maintain this road?
  - b. What type of fencing will be used and will gates be installed? If so, will the gates be locked and who will have keys to the gate?
  - c. Who will be responsible for the maintenance of the fence (and gate(s))?
6. The EIR Draft includes language regarding the Cadena Creek as a component of the storm water runoff and natural drainage flow of the area and relevant drainage system. As the Cadena Creek is not fully maintained by the regional agencies we are unclear as to how additional water directed into the Cadena Creek will be addressed.
  - a. How will the additional water flowing into the Cadena Creek, because of the development of the Roque Ranch Project, be addressed and what measures will be taken to ensure the stability, structural integrity and operation of the Cadena Creek will not be compromised including, but not limited to: the overflowing of the Creek onto the property, the erosion of its banks and structure, the additional deposits of sediment and debris, its depth and its flow?



Thank you in advance for your time in this matter. Please feel free to contact me by email at [natalie.costaglio@mcmcn.net](mailto:natalie.costaglio@mcmcn.net) or by telephone at 714-480-1120, ext. 103.

Sincerely,

Natalie Costaglio

cc: Laura Slobojan, Regional Manager  
Nick Ferrari, Assistant State Facilities Manager  
Park Drawer

1801 E. Edinger Avenue Suite 230 Santa Ana, CA 92705



**Mobile Community Management Co. – Comment Letter K**

**K-1:**

The City acknowledges that the Cadena Creek Mobile Home Park (referred to as “mobile home park” hereafter) abuts the southern boundary of the Project site, and also acknowledges the commenter’s declared status as an authorized agent of the Cadena Creek Mobile Home Park. Additionally, the City acknowledges that Cadena Creek runs through the mobile home park and the southern portion of the Project site. The subsequent comments provided by the commenter do not directly address the adequacy of the analysis in the DEIR and were primarily directed to the City in the form of a series of questions asking for clarification regarding specific Project components. To the extent possible based on information that is available, the responses below provide information to clarify the Project components regarding the proposed Project in an effort to address the commenter’s concerns. Although the responses to this comment letter include clarification regarding specific Project components for informational purposes, the Project Description that was provided in Section 3.0 of the DEIR represents an adequate description of the proposed Project and no revisions to the DEIR are necessary based on the comments provided by the commenter.

**K-2:**

The existing sewer lift station would be abandoned once the new sewer lift station has been constructed and put into service.

**K-3:**

The abandonment of the existing sewer lift station would be implemented by the Project Applicant/construction contractor with oversight by the City of Colton Water and Wastewater Department.

**K-4:**

In order to abandon the existing sewer lift station, new gravity sewer pipelines would be installed to convey the sewer flows westerly to facilities in Orange Street and Center Street and subsequently to the site of the proposed sewer lift station. Please refer to Figure 3-7, *Proposed Conceptual Sewer Plan*, of the DEIR for a depiction of the conceptual sewer plan that is proposed. During construction of the proposed gravity sewer pipelines, there may be temporary limited roadway access within the mobile home park community. Sewer services to the mobile home park would be uninterrupted during construction of the new sewer lift station and gravity sewer pipelines.

**K-5:**

Once removed, the sewer lift station property would be re-graded and landscaped to match the surrounding area.



**K-6:**

The City acknowledges that the DEIR describes the proposed storm water collection system. A comprehensive storm drain system would be installed throughout the Roquet Ranch development to control storm water runoff.

**K-7:**

The Roquet Ranch homeowner's association would own and maintain the proposed storm water basins.

**K-8:**

The proposed basins have been designed in accordance with the City of Colton standards to detain and slowly release storm water to allow particles and associated pollutants to settle out. The water quality basins would function by allowing the storm water runoff to settle into the basin pond and subsequently infiltrate through engineered soil media into an underground sub-drain system which would connect to the downstream storm drain system. Detention basins would function via a basin outlet structure that would restrict the peak storm water runoff to levels below the pre-development peak runoff and would detain the increased storm water volume within the detention basin pond.

**K-9:**

There would be no change to the existing drainage pattern of the segment of Cadena Creek that runs through the Mobile Home Park. The Project's proposed storm drain system would discharge storm water into Cadena Creek via the system of storm drains and channels depicted on Figure 4.8-3, *Conceptual Drainage Plan*, of the DEIR. As described on pages 4.8-13 through 4.8-16 under Threshold d of Subsection 4.8.4 of the DEIR, the Project would result in an increase in the 100-year storm peak discharge ( $Q_{100}$ ) from the South subarea (tributary to Cadena Creek and the Highgrove Channel). However, as noted on page 4.8-13 of the DEIR, the time of concentration for the peak flows to reach the portion of Cadena Creek adjacent to the Project site from the upstream portions of the watershed would be approximately 60 minutes, whereas peak flows from the Roquet Ranch Project tributary to Cadena Creek would have a time of concentration of approximately 20 minutes. As discussed on page 4.8-13 of the DEIR, because the peak flows would reach Cadena Creek prior to the arrival of peak flows from upstream portions of the Cadena Creek watershed, the proposed Project would not substantially increase the rate or amount of surface runoff that is discharged to Cadena Creek, and the Project would not result in flooding hazards that could affect the Mobile Home Park or any other downstream properties.

**K-10:**

As described in the response to comment K-9 above, the Project would attenuate flows and would not result in flooding hazards affecting the Mobile Home Park or any other downstream properties. A box culvert drainage structure is proposed to convey storm water from La Cadena Drive through the Project site to the mobile home park. It would include an outlet velocity reducer, such as rock riprap, to mitigate water velocities prior to outletting into Cadena Creek at the mobile home park.



**K-11:**

There are no plans to improve the off-site portions of Cadena Creek. As described in responses K-8, K-9, and K-10 above, the Project would implement a system of storm drains, flood control channels, water quality basins, and detention basins (as depicted on Figure 4.8-3, *Conceptual Drainage Plan*, of the DEIR) that would capture, treat, and reduce velocities of storm water prior to storm water discharging from the Project site. With implementation of these measures, the Project would not result in substantial erosion hazards to Cadena Creek, either on site or within the portion that traverses the Mobile Home Park. No revisions to the DEIR are warranted with respect to this comment.

**K-12:**

The commenter is accurate in stating that at the time this EIR was prepared (and at the time this Final EIR was prepared), the Colton Fire Department had not reached a decision as to whether Planning Area 13 would be developed with a fire station facility.

**K-13:**

According to the Roquet Ranch Specific Plan, vehicular access to Planning Area 13 would be provided from Planning Area 9 via an access road extending from La Cadena Drive, and direct access from Planning Area 13 to the Mobile Home Park is not proposed (T&B Planning, Inc., 2017, p. III-46).

**K-14:**

As noted in Table 3-1, *Specific Plan Land Use Summary*, on page 3-9 of Section 3.0, *Project Description*, of the DEIR, the alternative land use planned for Planning Area 13 is Medium Density Residential (MDR), which would result in the development of up to 11 dwelling units.

**K-15:**

DEIR Figure 3-11, *Proposed Physical Disturbances*, overstates the limits of the Project's off-site physical disturbances to the south of Planning Areas 9 and 13. As depicted on DEIR Figure 3-9, *Conceptual Grading Plan*, the Project's grading impacts would not extend off-site to the south of Planning Areas 9 and 13 as DEIR Figure 3-11 indicates. Accordingly, the existing billboard to the south of Project site would not be impacted by the Project. The version of Figure 3-11, *Proposed Physical Disturbances*, included in the DEIR resulted in an overly conservative impact analysis, and as such, no revisions to the DEIR are necessary in response to this comment.

**K-16:**

As described in Section II of the Roquet Ranch Specific Plan and Subsection 3.4.1 (C) of the DEIR, development of a fire station (or the alternative land use of MDR) in Planning Area 13 would occur as part of Phase I of the Project, with construction activities commencing in 2017.

**K-17:**

The City acknowledges that, under existing conditions, the area of the Project site where Planning Area 13 is proposed is located at a lower elevation than La Cadena Road (abuts Planning Area 13 to the east) and the mobile home park entry roadway.



**K-18:**

The proposed grade elevation for Planning Areas 8, 9, and 13 would be approximately 900 feet above mean sea level (amsl).

**K-19:**

The interceptor drain located adjacent to the mobile home park's entry road would be owned and maintained by the Roquet Ranch homeowner's association. The precise size and length of this facility would be determined as part of future grading and improvement plans and would be sized in accordance with the applicable San Bernardino County Flood Control District requirements.

**K-20:**

The City acknowledges that an emergency access road is proposed on the southern portion of the Project site to the west of the mobile home park.

**K-21:**

The emergency access road would be a typical asphalt concrete paved roadway. The portion of the emergency access road that would be located within Roquet Ranch would be owned and maintained by the City of Colton. The portion of the emergency access road that would be located on the mobile home park property would be owned and maintained by the mobile home park.

**K-22:**

It is unknown at the time of the preparation of this Final EIR type of fencing and gate(s) would be installed at the intersection of the proposed emergency access road and the mobile home park. The fencing would be constructed in accordance with Chapter 15.24 of the City of Colton Municipal Code, which mandates the use of masonry, cement, ornamental iron, or similar types of materials. It is anticipated that the gates would remain locked and that the Colton police department and Colton fire department would possess keys to the gates.

**K-23:**

At the time of the preparation of this Final EIR, it is anticipated that the Project's homeowner's association would be responsible for maintenance of the fencing and gate(s) that would be installed at the intersection of the proposed emergency access road and the mobile home park.

**K-24:**

Please see response to comment K-9. As described in Threshold d of Subsection 4.8.4 of the DEIR, the Project would result in an increase in the 100-year storm peak discharge ( $Q_{100}$ ) from the South subarea (tributary to Cadena Creek and the Highgrove Channel). However, the time of concentration for the peak flows to reach the portion of Cadena Creek adjacent to the Project site from the upstream portions of the watershed would be approximately 60 minutes, whereas peak flows from the Roquet Ranch Project tributary to Cadena Creek would have a time of concentration of approximately 20 minutes. Because the peak flows would reach Cadena Creek prior to the arrival of peak flows from



upstream portions of the Cadena Creek watershed, the proposed Project would not substantially increase the rate or amount of surface runoff that is discharged to Cadena Creek in a manner that would result in flooding affecting the Mobile Home Park or any other downstream properties.

**K-25:**

The City recognizes the concerns that are expressed in commenter's letter and acknowledges the contact information.



**LETTER L (Page 1 of 8)**

**From:** Sharon [<mailto:skasner@sbcglobal.net>]  
**Sent:** Thursday, September 21, 2017 1:03 AM  
**To:** Mario Suarez <[msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)>  
**Subject:** ROQUET RANCH PROJECT #2016061056

**NORTHSIDE IMPROVEMENT ASSOCIATION  
SPANISH TOWN HERITAGE FOUNDATION  
SPRINGBROOK HERITAGE ALLIANCE  
Riverside - Colton - Highgrove - Grand Terrace  
California U.S.A.**

September 19, 2017

Mario Suarez, Senior Planner  
Planning Department  
City of Colton  
659 North La Cadena Drive  
Colton, California 92324

ROQUET RANCH PROJECT -- DRAFT CEQA REPORT  
SCH No. [2016061056](#)

Dear Mr. Suarez:

Although the massive size of this Draft Environmental Impact Report for the Roquet Ranch Project (3,000+ pages) suits the subject, it cannot be considered complete. A brief scan of only some of the material reveals unacceptable inadequacies in the research resulting in unsupportable conclusions in the Mitigated Negative Declaration. A more thorough review brings to light a number of alarming issues.

L-1

However, even if the Report was perfect in every detail, the fact remains that that this Project, which proposes construction of up to 1,050 housing units on 336.2 acres in a location as sensitive as La Loma Hills, is entirely inappropriate for either the hills or surrounding communities.

L-2

The EIR itself admits there are no mitigations that will overcome "significant and unavoidable" environmental impacts to Aesthetics, Air Quality, and Transportation that will result from an anticipated increase in population by 3,633 and more than 2,000-3,000 vehicles. The population and vehicle estimates seem too low, which means things could end up far worse than the EIR anticipates. These are not issues that should be trifled with.

L-3



**LETTER L (Page 2 of 8)**

As all these factors have bearing on Quality of Life issues, these findings alone should be enough to deny approval for the project. However, the law allows city officials to dismiss any or all of them, and thus the EIR seems more like a charade than a means of protecting us and the places that give meaning to our lives as it was intended to be.

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L-4  
←

On all other issues the EIR finds the potential harmful effects can be mitigated to achieve the desired level of compliance with environmental standards. Many of the mitigations, however, are based on unrealistic assumptions and faulty data about the effects of a project this size on the immediate area of La Loma Hills and the areas just beyond. These assumptions include the faulty projections of increased population and vehicle trips. Thus, the conclusions are not reliable.

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L-5  
←

For example, the EIR finds that building a thousand homes for more than three thousand people and their several thousand cars on La Loma Hills would cause "no significant effect" to scenic vistas, wildlife habitat, historic resources, light and noise levels, public services, and so forth.

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L-6  
←

A comparison of the layout to the actual views of the hills makes clear that most of the dwellings will be visible for miles around, that 336.2 acres of natural habitat will be forever eliminated or compromised, that ancient artifacts and historical sites will of necessity be destroyed or threatened, that the night sky will be lit with streetlamps and houselights, that lawn-mowers and leaf-blowers and boom-boxes and motors and engines and illegal fireworks and chain-saws and street-sweepers and street repairs and other nuisances of modern life will add to the background roar of the freeway, that demand on local public services will necessarily lead to increases in taxes and fees, and so forth.

←  
L-7  
←

There is nothing logical or reasonable about the EIR'S finding that because La Loma Hills has not been designated as a "scenic vista" within the City of Colton nobody's view will be marred by the new streets and hundreds of homes on its east, south and west sides where now we see beautiful rugged slopes, rolling meadows and twisting layers of geological history.

←  
L-8  
←

This absurd conclusion denies a fact of great significance to our communities. These hills have long been a beloved scenic landmark to many thousands of people who live in the heart of the Santa Ana River Watershed, and they are no less so for lack of a designation by a governing authority.

←

However, we did find some aspects of the EIR to be helpful, as it does admit to certain considerations that we believe should be given priority over all others: the ecological integrity of the hills, the well-being of the surrounding communities, and the heritage of the people who live here.

←  
L-9  
←

First, La Loma Hills is a distinctive natural feature that has served human and animal populations in many capacities down through the ages, and still does in our own time precisely because they are still undeveloped. Second, the communities which sprang up around these hills over the millennia have always benefitted, and still do, from their proximity to a charming unspoiled

←  
L-10 Cont.  
←



**LETTER L (Page 3 of 8)**

landmark. Third, the history of the many peoples who came here revolves around these hills, and therefore La Loma Hills is central to our local heritage.

↑ L-10 Cont.  
←

The EIR provides a detailed report on 25 known archeological sites on La Loma Hills, a mixed blessing in that this revelation is of great value to all of us, but it also means that the artifacts are now in danger of being defaced or destroyed by vandals and vagrants. If the project is approved, the danger will be increased.

Yet, the EIR does not grasp the significance of these artifacts or their location, for both are dismissed as inconsequential. There is every reason to believe these hills were considered sacred by the native peoples who came here--including the People of the West, People of the Highlands, People of the Pines and Speakers of the Language whom we know as Tongva, Serrano, Luiseno and Cahuilla.

Some of the artifacts appear to be fertility symbols, and there used to be hot springs in the flood plain to the south of the hills. La Loma Hills marks the territorial borders of these often-warring native peoples, and they used to come here for the waters. They believed the Creator had given them the hot springs to mark the area as a place of peace, a blessing. That means that both the hills and the flood plain below them were considered sacred. Their legacy is part of our community heritage.

If we don't place value on our community treasures, who will? Elsewhere, in places like Stonehenge, mysterious ancient artifacts are protected and cherished as cultural assets, and people come from all over the world to see them.

These hills play a featured role in the history of human settlement in the Santa Ana River Watershed which runs from the top of the San Bernardino Mountains to the Pacific Ocean. La Loma Hills is located in the heart of this watershed, slightly north of the less well-known Springbrook Arroyo Watershed which runs from the escarpment that bifurcates Pigeon Pass to the Santa Ana River.

L-11 Cont.

The Initial Study of this CEQA Report correctly states that settlement in our immediate area goes back several thousand years; itemizes two dozen native archeological sites of indeterminate age on La Loma Hills alone; mentions the Spanish Mission and Mexican periods, the Mormon Colony at San Bernardino, the Lugos, the founding of Colton, something called "the Trujillo Ditch", Arthur Roquet and his ranch, and other related topics.

All these rightfully belong in the document. But there is so much more that was left out that should have been included. It is shocking that professional researchers could have failed to discover any of these pertinent facts of history that illuminate the landscape and its secrets.

The study should have told us why the Trujillo Ditch is cited twice, why "The Agua Mansa Story" by Bruce Harley (*San Bernardino County Museum, 1991*) is listed in the bibliography, and how it is that Pellissier Ranch came to be.

The question must be asked why it is that the Cultural Study is so seriously deficient when any one of these topics could have lead to further discoveries of other stories of compelling





**LETTER L (Page 4 of 8)**

significance to the history of La Loma Hills, for the local libraries, museums and bookstores together form a fairly comprehensive archive for research. These discoveries would include:

- Santa Ana River Watershed
- Cajon Pass
- Mission San Gabriel
- Old Mission Road
- Town of San Bernardino
- San Bernardino Estancia
- Old Spanish Trail
- Horse Thief Canyon
- Reche Canyon
- Pigeon Pass
- Springbrook Arroyo
- Old Spanish Trail
- Chief Wakara
- Politana
- Rowland-Workman Party
- Lorenzo Trujillo
- Juan Antonio
- Juan Bandini
- Jurupa Rancho
- Lorenzo Trujillo
- Parish of San Salvador
- Battle of Pigeon Pass
- Agua Mansa
- La Placita de los Trujillos
- La Loma School
- Church of San Salvador
- Bell of San Salvador
- Township of San Salvador
- Agua Mansa Cemetery
- Flood of 1862
- Trujillo Family Adobe
- Trujillo School
- Trujillo Cantina
- Antoine Pellissier
- Pellissier Ranch
- Trujillo Water Company
- The Grange

All of these and more should have been included in the Cultural Studies because La Loma Hills played a significant role in their histories. Here follows a brief account of the part of that history that has bearing on the decision about the Roquet Ranch Project:

L-11 Cont.



**LETTER L (Page 5 of 8)**

In Spanish California days, Mission San Gabriel rancho holdings stretched from the Pacific Ocean to the Coachella Valley, encompassing territory from at least two native tribes. After Mexican Independence the mission-system was broken up and their vast holdings were distributed in the form of government grants by agents from the new government to gentlemen who qualified for the privilege.

One of the grantees, a Peruvian-born son of Italian immigrants named Juan Bandini, obtained a modest portion of Mission San Gabriel's holdings in 1838 which he called "Jurupa Rancho". It was a fine place to graze his livestock, and there was a road for mule-trains that ran through his property along the west side of the Santa Ana River from the San Bernardino Estancia to Mission San Gabriel. Except for the outlaws who came by to raid his ranch on nights of the full moon, his was a good situation.

In 1842, a group of about one hundred men, women and children lead by Lorenzo Trujillo walked more than a thousand miles on a trade-route that later became known as the "Old Spanish Trail" from Abiquiu, New Mexico, to San Bernardino Valley in Alta California. They were offspring of Pueblos, Comanches and other native tribesmen captured by enemy warriors and sold into slavery. Their own offspring were raised as *Genizaros* by the patron act as peacekeepers. They were expecting to go to work for Jose del Carmen Lugo, owner of a huge estate in what is now San Bernardino. Their assignment was to rid the place of vicious cut-throats who made a living stealing cattle and horses from the ranches.

But, the deal fell through. However, as it happened, they ended up with an offer from Bandini to protect Rancho Jurupa in exchange for a section of his land. La Loma Hills was a landmark feature of the Bandini Donation. The pioneers established two villages, one on either side of the river: Agua Mansa on the western side along the river and La Placita de los Trujillos on the eastern side nestled against the rugged hills.

Besides serving as a land-grant boundary and picturesque backdrop for everyone who came through Agua Mansa from Cajon Pass, these hills were handy as a lookout for Lorenzo's sons who had the job of keeping the peace. Even at lower elevations and on a moonlit night, they had a clear view from the hills across the valley to a place below the pass just ten miles away as the crow flies. It is probably one of the things that gave them the advantage in the historic Battle of Pigeon Pass (1845).

La Loma Hills was also a refuge in times of emergencies. During the famous Flood of 1862, when Agua Mansans fled to the bluffs above the old mission road that connected their village to the Old Spanish Trail, Placitanos escaped to the hills behind their homes.

Not one life was lost on either side of the river, for the padre was on watch that night. He heard the roar of the floodwaters heading their way, and rang the bell that stood in the yard of the Church of San Salvador in time for everyone to get out of harm's way. Agua Mansa and La Placita were washed away, including the Trujillo family homestead. But the people of San Salvador rebuilt their villages on higher ground. After that, they farmed the bottom-land and grazed their livestock on the tablelands and hillside meadows. Many of their descendants still live in the neighborhoods around La Loma Hills.

L-11 Cont.



**LETTER L (Page 6 of 8)**

In 1905 Antoine Pellissier acquired 500 acres of what was once La Placita. He established his ranch on the foundations of both the original and the second village squares which can be presumed to be covered with a foot of soil. His dairy and winery were successful enterprises through the 1960s, the neighborhood around La Loma Hills is still home to some of his descendant, also.

The people of La Placita, Agua Mansa, Colton, Highgrove, Riverside and Grand Terrace were not discrete societies unto themselves. They lived side by side and their histories are intertwined with one another. We cannot understand who we are and where we live if we do not realize this most important fact of our local heritage.

In 1912 Northside residents established Riverside's first neighborhood association for the purpose of protecting their rural agricultural lifestyle and bringing certain amenities to their community. They are one of the reasons for the stability of the neighborhood, and they are committed to passing the heritage of La Placita on to the generations to come.

In 1990, when the undeveloped rural agricultural properties adjacent to single-family residential parcels on both sides of the county line were rezoned as Industrial-BMP and commercial, the integrity of the old neighborhoods around La Loma Hills in Colton and Riverside was compromised. This is one of the reasons residents from both jurisdictions asked for a neighborhood Specific Plan.

We are not integers in a matrix of statistics. We are individual human beings. Some of us have ancestors who built the old communities, whose names are familiar to this day. And they have left us an inheritance, a heritage peculiar to this particular place on the map.

Joyce Carter Vickery gave us a clue in her ground-breaking book "Defending Eden: New Mexican Pioneers in Southern California 1830-1890" (UCR History Department and Riverside Museum Press, 1977). It was published especially for a major exhibit about the Trujillo Adobe, and it concludes with the following statement:

"Their pioneer days over...the people of La Placita and Agua Mansa continued to live a life rich in the heritage of their forefathers. A belief in the values of personal responsibility, business initiative, hospitality, and courage, combined with a strong loyalty to family and Church, continued to dominate their lives.

"To a great extent, this pattern remains evident to the present day."

In 2013, descendants of the New Mexican pioneers formed Spanish Town Heritage Foundation to raise public awareness of the inspiring legacy of their forebears and funds for the restoration of the Trujillo Adobe. They have already taken the first steps toward that goal. But their vision doesn't stop there. They want to develop a living history museum to tell the story of the New Mexican pioneers from Abiquiu and a cultural center around it so people will know and experience the meaning of this historical place. We support that goal.



L-11 Cont.



**LETTER L (Page 7 of 8)**

In 2014, neighborhood residents got together to discuss saving the treasures of the Springbrook Arroyo Watershed, including La Loma Hills, Pellissier Ranch, Trujillo Adobe, the arroyo itself, and many other worthy places that are threatened by inappropriate Industrial, commercial, and large-scale development. Out of these conversations came Springbrook Heritage Alliance and our proposal for a comprehensive parklands and walking trails system that would tie all these treasures together.

In 2015, the City of Riverside designated the Trujillo Adobe as a Historical Landmark to add to its previous county and State designations. That same year, members of our Alliance learned that Agua Mansa was connected to the Old Spanish Trail.

In 2016, the Agua Mansa Chapter of the Old Spanish Trail Association was established. Meantime, the National Park Service is finalizing the entire route of the official Old Spanish National Trail from Santa Fe to Los Angeles, which will put Agua Mansa, the Trujillo Adobe, old La Placita and La Loma Hills on the map whether the branch line is included or not. From Agua Mansa Road, where the old trail ran, the view of these hills is breath-taking at any time of year.

These misplaced factors of La Loma Hills' contribution to our heritage ought to be in the Roquet Ranch Project's Draft CEQA Report and Mitigated Negative Declaration.

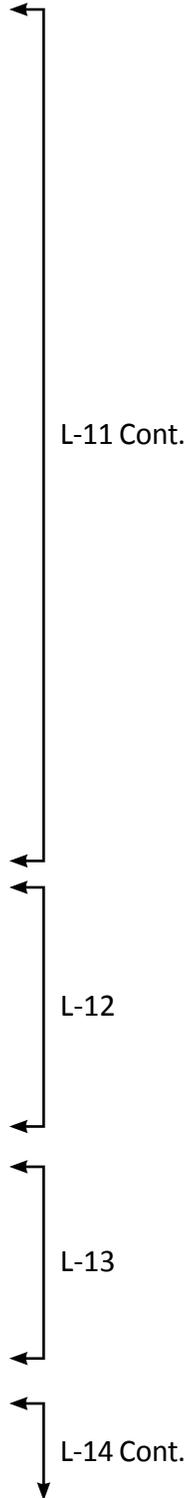
This means the data is incomplete and the conclusions reached for the Mitigated Negative Declaration are seriously flawed, as there are no mitigations possible to overcome the unilateral and irreversible damage this project would do to the unrecognized heritage of La Loma Hills and surrounding neighborhoods. We believe the EIR and Mitigated Negative Declaration should be rejected, and all the permit applications denied.

We are also concerned that a number of affected individuals and organizations were unable to review the document in time to prepare comments before the deadline. There are two main reasons for this: either they were unable to access the online document in a timely way because of problems with the link provided in the original notice, or they did not receive a notice about the release of the Draft CEQA Report early enough to review the document and offer comment before the deadline. Since so many people are affected, and so much is at stake, we request an extension to the public comment period.

Our next concern is that the timing of the Project creates a conflict of interest for the City of Colton over the \$4-million Inter-jurisdictional Riverside-Colton Northside Specific Plan. If the Roquet Ranch Project is approved before the NSP is finalized by both municipalities, it will compromise the deliberations of both cities. Therefore, we request that the City of Colton take whatever steps are necessary to postpone decision-making on the Roquet Ranch Project until after the NSP has been decided by both Riverside and Colton city councils.

Thank you for your consideration of our position.

Respectfully yours,





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**LETTER L (Page 8 of 8)**

Sharon Trujillo-Kasner

↑  
← L-14 Cont.



**Northside Improvement Association / Spanish Town Heritage Foundation / Springbrook Heritage Alliance – Comment Letter L**

**L-1:**

The City acknowledges the commenter’s opinion that the EIR is incomplete and inadequate, and disagrees for the reasons cited below. This comment does not identify any specific deficiencies in the analysis contained in the DEIR. It should be noted that an Environmental Impact Report (referred to herein as DEIR) was prepared, and not a Mitigated Negative Declaration as noted in this and in several other comments; thus, all comments referencing a Mitigated Negative Declaration in the comments provided by the commenter are assumed to refer to the DEIR.

**L-2:**

This comment accurately states that the Project would construct up to 1,050 residential dwelling units on a 336.2-acre site. The City acknowledges the commenter’s opinion that the Project is inappropriate for the site. Although the City’s decisionmakers will ultimately consider comments regarding the merits of the proposed Project during public hearings, this comment does not identify any specific deficiencies in the environmental analysis contained in the DEIR.

**L-3:**

This comment accurately states that the Project would result in significant and unavoidable impacts to the issue areas of aesthetics, air quality, and transportation/traffic, as disclosed in the DEIR. Additionally, the comment accurately states that the Project would generate 3,633 additional residents within the City of Colton. This comment incorrectly indicates that the Project would introduce 2,000-3,000 vehicles to the Project area; as disclosed on page 4.14-10 in DEIR Subsection 4.14, the Project actually would generate a total of 10,021 daily (weekday) vehicular trips. The increase in the population that would result from the Project (3,633 residents) was calculated based on the average household size of 3.46 that is cited in the City of Colton General Plan (1,050 dwelling units × 3.46 persons per household = 3,633 residents) (City of Colton, 2013a, Table LU-1). The 10,021 daily vehicle trips that would be generated by the Project was calculated based on the appropriate Institute of Transportation Engineers (ITE) trip generation codes cited in the Trip Generation Manual, 9<sup>th</sup> Edition, 2012, which are shown in Table 4-1 of the TIA (*Technical Appendix L*). While the commenter expresses the opinion that the vehicular trip generation and population estimates seem too low, substantial evidence was not introduced by the commenter indicating the reasoning for the assertion, nor was alternative methodology disclosed for calculating vehicular trip generation or population generation. By contrast, the population and traffic generation calculations included in the DEIR are supported by substantial evidence and reasonable assumptions and therefore reflect an accurate and conservative characterization of the Project’s potential intensity and associated environmental effects. This comment does not warrant any revisions to the DEIR.

**L-4:**

According to CEQA § 21002.1 (a), the “purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.” Accordingly, the DEIR



that was prepared pursuant to CEQA requirements is solely intended as an informative document. Pursuant to CEQA Guidelines § 15093(a), a lead agency (in this case, the City of Colton) must balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. Additionally, pursuant to CEQA Guidelines § 15093(b), when a lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency is required to state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The lead agency's statement of overriding considerations must be supported by substantial evidence in the record. The statement of overriding considerations is also included in the record of the project approval and in the Project's Notice of Determination (NOD).

The DEIR achieves the purposes described above, and therefore is fully compliant with requirements under CEQA.

**L-5:**

Please see response to comment L-3 regarding the vehicular trip generation and population estimate assumptions used in the DEIR. The analysis included in the DEIR was conducted based on reasonable assumptions and substantial evidence supported by technical studies prepared by qualified professionals and other reference materials as cited in DEIR Section 7.0. The commenter does not introduce any specific evidence that any portion of the analysis is based on "unrealistic assumptions and faulty data."

**L-6:**

This comment accurately states that the DEIR concluded the Project would result in less-than-significant impacts, with the incorporation of mitigation measures identified in the DEIR, to scenic vistas, wildlife habitat, historic resources, lighting, noise, and public services. However, this comment does not identify any way in which the proposed Project would result in significant environmental effects to scenic vistas, wildlife, historic resources, light levels, noise levels, or public services that are not already documented in the DEIR. For a full evaluation of the Project's impacts to the resources and subjects listed above that support the DEIR's conclusion that impacts to these issue areas would be less than significant or reduced to less-than-significant levels with mitigation, refer to DEIR Subsections 4.1, *Aesthetics*, 4.3, *Biological Resources*, 4.4, *Cultural Resources*, 4.10, *Noise*, and 4.12, *Public Services*. Refer also to the response to comment L-7.

**L-7:**

The City acknowledges the comment stating that the Project would be visible for miles around. However, as demonstrated in Figure 4.1-4, *Miguel Bustamante Parkway Visual Simulation (Before & After)*, the Project has been designed to concentrate development in the flatter portions of the western area of the Project site, and generally preserves the prominent ridgelines, hillsides, and rock outcroppings that currently exist on-site. In doing so, the Project would effectively avoid any adverse effects to scenic vistas enjoyed from the public view points to the east of the Project site. The impacts associated with visual resources, including impacts to scenic vistas and impacts associated with light



and glare were thoroughly evaluated in Section 4.1, *Aesthetics*, of the DEIR, which disclosed that the proposed Project would result in significant and unavoidable impacts to scenic resources. However, as discussed under Threshold d of the DEIR, required compliance with the City's nighttime lighting standards (Chapter 18.42, *Performance Standards*, § 18.42.090, *Light*, and § 18.42.100, *Glare*, of the City's Zoning Code) and the applicable provisions of Section IV, *Design Guidelines*, of the Roquet Ranch Specific Plan, would ensure that the proposed Project would not produce substantial amounts of light from artificial lighting sources that would adversely affect the day or nighttime views of the surrounding area.

Comment L-7 inaccurately states the Project would eliminate or compromise 336.2 acres of natural habitat. As disclosed in Section 3.0 of the DEIR, the Project would preserve approximately 199.7 acres (59.4%) of the Project site as natural open space (shown as "Open Space-Resource" on Figure 3-3, *Specific Plan Land Use Plan*). Furthermore, Subsection 4.3, *Biological Resources*, of the DEIR concludes that with incorporation of the required mitigation measures, the Project would result in less-than-significant impacts to sensitive natural habitat within the physical disturbance areas depicted on Figure 3-11, *Proposed Physical Disturbances*.

Comment L-7 states that the Project would destroy or threaten ancient artifacts and historical sites. As discussed in DEIR Subsection 4.4, *Cultural Resources*, the Project-specific Cultural Resources Assessment (EIR *Technical Appendix F1*) identified two (2) archaeological resources (Site SBR-29,034 and Site SBR-29,037) at the Project site that are considered significant under CEQA. The Project avoids these two (2) significant archaeological resources and would be required to implement Mitigation Measure MM 4.4-1 to protect these resources during construction activities, and would implement Mitigation Measure MM 4.4-3 which would create easements to protect the two (2) resources throughout the operation of the Project. Mitigation Measure MM 4.4-2 would also require an archaeological monitor and Native American monitor to be present throughout grading activities to ensure that any inadvertent discoveries of undiscovered potentially significant subsurface cultural resources (including tribal cultural resources) during ground disturbance activities would not result in the destruction of such resources. Additionally, no significant historic resources (as defined in CCR § 15064.5) were identified at the Project site in the Cultural Resources Assessment (EIR *Technical Appendix F1*) or the City of Colton General Plan. Thus, the Project would not directly or indirectly result in the destruction of any ancient artifacts or historical sites, as erroneously asserted by this comment.

A Project-specific Noise Impact Analysis (*Technical Appendix K*) was prepared and utilized to evaluate the Project's noise impacts in Subsection 4.10, *Noise*, of the DEIR. As concluded in DEIR Subsection 4.10, the Project's noise impacts would be less than significant with the implementation of the required mitigation measures (including construction hours, designated staging areas, and proper operation and maintenance of construction equipment; installation of noise control barriers; and installation of windows with a minimum STC rating of 32). As a proposed residential community, the Project does not have the potential to expose off-site properties to noise levels that exceed applicable standards.



Lastly, comment L-7 states that the Project would result in demand on local public services which would lead to increases in taxes and fees. A project's impacts to taxes and other public fees is not within the scope of CEQA; as such, the Project's impacts to taxes and public fees were not evaluated in the DEIR. Subsection 4.12, *Public Services*, of the DEIR fully evaluates the Project's impacts to public services, including: fire protection, police protection, schools, parks, and other public facilities. The DEIR concluded that although the Project would result in an increase in demand for some public services, it would not necessitate the construction of new or expanded public facilities that could result in additional physical impacts that were not already addressed throughout the DEIR, and further concluded that implementation of the Project would not adversely affect service ratios, response times, or other performance objectives for the provision of public services. Accordingly, with mandatory payment of the City's development impact fees and school district fees, the Project would result in less-than-significant impacts related to public services. Additionally, the Project Applicant would be required to satisfy the City's development impact fee program requirements, which is intended to alleviate a project's financial impact to public service providers.

Based on the foregoing, the DEIR has fully evaluated the Project's impacts in the areas of aesthetics, biological resources, cultural resources, and public services, and the commenter has not introduced substantial evidence that the analysis provided in the DEIR related to these environmental subjects was deficient. As such, no revision to the DEIR was necessitated by this comment.

**L-8:**

The DEIR accurately concluded that the Project site is not officially designated as a scenic vista by the City of Colton General Plan. The determination of the locations of scenic vistas was made using objective criteria based on the City of Colton's designation of scenic vistas within the City. While the commenter expresses opinions regarding the quality of the views at of the Project site, the DEIR properly relied on objective criteria in the evaluation of the potential for impacts to scenic vistas and the commenter did not introduce substantial evidence that the criteria used in this evaluation was deficient. Moreover, the DEIR discloses that the Project would permanently alter the existing hillside setting that characterizes the visual character of the Project site resulting in a significant impact to visual resources and that there are no feasible mitigation measures that would reduce the Project's impacts to the visual quality of the site to levels that are less than significant. Accordingly, although the DEIR found that the Project site does not constitute a scenic vista per the City of Colton General Plan, the impacts to the visual resources on the Project site that are the subject of the commenter's concerns were fully disclosed in the DEIR as a significant and unavoidable impact.

**L-9:**

Comments regarding the ecology of the hills and the well-being and heritage of the community are acknowledged.

**L-10:**

The City acknowledges the commenter's appreciation for the biological and cultural significance of the La Loma Hills region within which the Project site is located. As previously stated above in the



City's response to comment L-7, the DEIR has fully evaluated the Project's impacts to biological and cultural resources in DEIR Subsections 4.3 and 4.4, respectively. With implementation of the required mitigation measures, the Project's impacts to biological resources and cultural resources would be reduced to levels below significance. The response to comment L-8 addresses concerns regarding impacts to visual resources. Therefore, no further analysis of these topics is required, and this comment does not warrant any revisions to the EIR.

**L-11:**

The commenter accurately states that the Project's Cultural Resources Assessment (EIR *Technical Appendix F1*) identified 25 archaeological sites within the Project's study area. It should be noted that only 16 of the 25 archaeological sites that were identified are located within the Project's area of physical disturbances (refer to Figure 3-11, *Proposed Physical Disturbances*). The DEIR does not disclose the precise location of these archaeological sites, and confidential information has been redacted from EIR *Technical Appendix F1* for purposes of public review. The purpose of this redaction is to avoid or limit the potential that these archaeological sites would be placed at risk of being defaced or destroyed. Subsection 4.4, *Cultural Resources*, of the DEIR is based on the Cultural Resources Assessment (EIR *Technical Appendix F1*) that determined that only two (2) of the archaeological sites (Site SBR-29,034 and Site SBR-29,037) on the Project site are significant under CEQA Guidelines § 21083.2 and both resources are located outside of the development footprint of the proposed Project. The Project would be required to implement Mitigation Measure MM 4.4-1 to protect Site SBR-29,034 and Site SBR-29,037 during construction activities, and would implement Mitigation Measure MM 4.4-3 which would create easements to protect Site SBR-29,034 and Site SBR-29,037 throughout the operation of the Project. Mitigation Measure MM 4.4-2 would also require an archaeological monitor and Native American monitor to be present throughout grading activities to ensure that any inadvertent discoveries of potentially significant subsurface cultural resources (including tribal cultural resources) during ground disturbance activities do not result in the destruction of such resources. With implementation of mitigation, the Project's impacts to archaeological resources would be reduced to below a level of significance.

The City appreciates and acknowledges the commenter's extensive interpretation of the cultural and historical setting for the Project site and the surrounding communities. The purpose of Subsection 4.4, *Cultural Resources*, of the DEIR is intended to provide a summary of the paleontological, archeological, and historical background of the Project area and evaluate whether significant historical and cultural resources (pursuant to CEQA Guidelines) would be impacted by the Project; it is not the intent of the DEIR to provide a comprehensive history of the region and/or the Project area. The DEIR adequately evaluates the Project's impacts to historical, archaeological, and tribal cultural resources, and no revisions to the EIR are necessary in response to this comment. Nonetheless, the commenter's comment letter, including the narrative describing the cultural and historical setting for the Project site and surrounding communities, are included in the Final EIR and record of decision for the proposed Project. Accordingly, no revision to the DEIR is warranted pursuant to this comment.



**L-12:**

The DEIR was circulated for a 45-day public review period between August 7, 2017 and September 21, 2017. The length of the DEIR public review period (45 days) adhered to the 45-day public review period required for EIRs that are submitted to the State Clearinghouse for review, pursuant to CEQA Guidelines § 15105 and § 21091(a). City staff was not made aware of any issues accessing the webpage where the DEIR was made available online, as noted in the Notice of Availability (NOA) for the Project. Furthermore, the CEQA statutes or guidelines do not require making NOAs or DEIRs available online. Additionally, in accordance with CEQA Guidelines § 15087(a), the City provided the DEIR and NOA to all organizations and individuals who have previously requested such notice in writing prior to the commencement of the 45-day public review period for the DEIR. The City directly mailed the NOA to owners and occupants of properties located within a 1,000-foot radius of the Project site prior to the commencement of the 45-day public review period. An electronic copy of the DEIR was available for download using the hyperlink provided in the NOA for the full 45-day public review period. Hard copies of the DEIR with reference documents and technical appendices on CD were made for the public to review at the following locations for the full 45-day public review period:

- City of Colton Planning Division, located at 659 N. La Cadena Drive Colton, CA;
- Colton Public Library (main branch), located at 656 North 9th Street, Colton, CA;
- Colton Public Library (Luque Branch), located at 294 East “O” Street, Colton, CA; and
- Colton City Clerk Office, located at 650 N. La Cadena Drive, Colton, CA.

Based on the foregoing, the public review period provided for the DEIR fully adhered to the applicable requirements established in § 15105, § 15087, and § 21091 of the CEQA Guidelines.

**L-13:**

The City acknowledges the commenter’s concerns regarding the sequencing of the proposed Project with the development and approval of the Northside Specific Plan. The Roquet Ranch Specific Plan and the Northside Specific Plan are two distinct projects that would occur on separate properties. The purpose of the Roquet Ranch EIR is to evaluate the physical environmental impacts that would result from implementation of the proposed Roquet Ranch Specific Plan. At the time that the Notice of Preparation was filed and the DEIR was prepared, applications for the Northside Specific Plan had not yet been filed. Although the City of Riverside is undergoing a public workshop process to assess the community’s desires with regards to the potential land uses that may be planned within the Northside SP boundary, the development of the SP has not reached a point where the specific land uses have been identified or stabilized for evaluation. Accordingly, because the land use plan associated with the Northside SP has not been identified, any evaluation of the development of the Northside SP would not be reasonable or practical as it would be highly speculative. This comment does not identify address any specific deficiency within the DEIR, and therefore does not necessitate any further analysis or revisions in the DEIR.

**L-14:**

The positions of the commenter are acknowledged and will be considered by the decisionmakers during deliberations over whether to approve, approve with conditions, or deny the proposed Project.



**LETTER M (Page 1 of 10)**

**From:** Karen Renfro [<mailto:k.a.renfro7@gmail.com>]  
**Sent:** Thursday, September 21, 2017 10:40 AM  
**To:** Mario Suarez <[msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)>; [mtomich@coltonca.gov](mailto:mtomich@coltonca.gov); Shawn Nevill <[sneville@tbplanning.com](mailto:sneville@tbplanning.com)>  
**Cc:** [isuchil@ci.colton.ca.us](mailto:isuchil@ci.colton.ca.us); [dtoro@ci.colton.ca.us](mailto:dtoro@ci.colton.ca.us); Murray, David <[dmurray@riversideca.gov](mailto:dmurray@riversideca.gov)>; Brian Mooney <[bmooney@rickengineering.com](mailto:bmooney@rickengineering.com)>; Eva Yakutis <[evayakutis@gmail.com](mailto:evayakutis@gmail.com)>; Joan Isaacson <[jisaacson@kearnswest.com](mailto:jisaacson@kearnswest.com)>; Joel Farkas <[joelharkas@gmail.com](mailto:joelharkas@gmail.com)>; [camtrans@aol.com](mailto:camtrans@aol.com); Charles Brown <[cbrown@cbarchitect.org](mailto:cbrown@cbarchitect.org)>; [skelleher@riversideca.gov](mailto:skelleher@riversideca.gov); Eguez, Judy <[jeguez@riversideca.gov](mailto:jeguez@riversideca.gov)>; [info@springbrookheritagealliance.org](mailto:info@springbrookheritagealliance.org); [NorthsideIA@yahoogroups.com](mailto:NorthsideIA@yahoogroups.com); Nancy Melendez <[nancy.melendez@icloud.com](mailto:nancy.melendez@icloud.com)>; [osta.aguamansa@gmail.com](mailto:osta.aguamansa@gmail.com); OSTA SoCal <[ostasocal@gmail.com](mailto:ostasocal@gmail.com)>; erin snyder <[epolcene@juno.com](mailto:epolcene@juno.com)>; Sharon Kasner <[skasner@sbcglobal.net](mailto:skasner@sbcglobal.net)>; Alicia Robinson <[arobinson@pe.com](mailto:arobinson@pe.com)>; City News <[news@citynewsgroup.com](mailto:news@citynewsgroup.com)>; [colton@citynewsgroup.com](mailto:colton@citynewsgroup.com); Ardie Barnett <[highgrovenews@roadrunner.com](mailto:highgrovenews@roadrunner.com)>; City Desk <[citydesk@inlandnewspapers.com](mailto:citydesk@inlandnewspapers.com)>; Mark Acosta <[macosta@scng.com](mailto:macosta@scng.com)>  
**Subject:** RE: ROQUET RANCH PROJECT DRAFT EIR SCH No. 2016061056

**NORTHSIDE IMPROVEMENT ASSOCIATION**  
**SPANISH TOWN HERITAGE FOUNDATION**  
**SPRINGBROOK HERITAGE ALLIANCE**  
**OSTA - AGUA MANSA CHAPTER**  
Riverside - Colton - Highgrove - Grand Terrace  
California U.S.A.

September 21, 2017

Mario Suarez, Senior Planner  
Planning Department  
City of Colton  
659 North La Cadena Drive  
Colton, California 92324

ROQUET RANCH PROJECT  
DRAFT ENVIRONMENTAL IMPACT REPORT  
SCH No. [2016061056](#)

Dear Mr. Suarez:

Although the massive size of this Draft Environmental Impact Report for the Roquet Ranch Project (3,000+ pages) suits the subject, it cannot be considered complete.

A brief scan of only some of the material reveals unacceptable inadequacies in the research resulting in unsupportable conclusions in the Mitigated Negative Declaration. A more thorough review brings to light a number of alarming issues.

←  
M-1  
←



**LETTER M (Page 2 of 10)**

However, even if the Report was perfect in every detail, the fact remains that that this Project, which proposes construction of up to 1,050 housing units on 336.2 acres in a location as sensitive as La Loma Hills, is entirely inappropriate for either the hills or surrounding communities.

M-2

The EIR itself admits there are no mitigations that will overcome "significant and unavoidable" environmental impacts to Aesthetics, Air Quality, and Transportation that will result from an anticipated increase in population by 3,633 and more than 2,000-3,000 vehicles. The population and vehicle estimates seem too low, which means things could very well end up far worse than the EIR anticipates.

M-3

The transportation issue is especially critical: the only ingress and egress to the development is by Orange Street and a yet-to-be established connector to West La Cadena Drive. These outlets would then feed into the 215 freeway at Center Street or west to Riverside Avenue. The existing arterials are already heavily used while freeway access at Center is currently a planning nightmare.

M-4

Up to 3,000 more vehicles per day (a conservative estimate) cannot be supported by current infrastructure, but the proposed mitigations would only create new problems without resolving the old ones. These are not issues that should be trifled with.

As all these factors have bearing on Quality of Life issues, these findings alone should be enough to deny approval for the project. However, the law allows city officials to dismiss any or all of them, and thus the EIR seems more like a charade than a means of protecting us and the places that give meaning to our lives, as the law was intended to be.

M-5

On all other issues the EIR finds the potential harmful effects can be mitigated to achieve a desired level of compliance with environmental standards. Many of the mitigations, however, are based on unrealistic assumptions and faulty data about the effects of a project this size on the immediate area of La Loma Hills and the neighborhoods just beyond. These assumptions include the faulty projections of increased population and vehicle trips mentioned above. Thus, the conclusions are not reliable.

M-6

For example, the EIR finds that building a thousand homes for more than three thousand people and their several thousand cars on La Loma Hills would cause "no significant effect" to scenic vistas, wildlife habitat, historic resources, light and noise levels, water and power utilities, public services, and so forth.

A comparison of the layout to the actual views of the hills makes clear that most of the dwellings will be visible for miles around, that 336.2 acres of natural habitat will be forever eliminated or permanently compromised, that ancient artifacts and historical sites will of necessity be destroyed or threatened, that the night sky will be lit with a multitude of streetlamps and houselights, that lawn-mowers and leaf-blowers and boom-boxes and motors and engines and illegal fireworks and chain-saws and street-sweepers and street repairs and other nuisances of modern life will add to the background roar of the freeway, that demand on local public services will necessarily lead to increases in taxes and fees, and so forth.

M-7

There is nothing logical or reasonable about the EIR'S finding that because La Loma Hills has not been designated as a "scenic vista" within the City of Colton nobody's view will be marred by the

M-8 Cont.



**LETTER M (Page 3 of 10)**

new streets and hundreds of homes on its east, south and west sides where now we see beautiful rugged slopes, rolling meadows and twisting layers of geological history.

This absurd conclusion denies a fact of great significance to our communities. These hills have long been a beloved scenic landmark to many thousands of people who live in the heart of the Santa Ana River Watershed, and they are no less so for lack of a designation by a governing authority. Perhaps it is time they were, for the integrity of La Loma Hills should not be trifled with.

However, we did find some aspects of the EIR to be helpful, as it does admit to certain considerations that we believe should be given priority over all others--the ecological integrity of the hills, the well-being of the surrounding communities, and the heritage of the people who live here:

1. First, La Loma Hills is a distinctive natural feature that has served human and animal populations in many capacities down through the ages, and still does in our own time precisely because they have not been developed.
2. Second, the communities which sprang up around these hills over the millennia have always benefitted, and still do, from their proximity to a charming unspoiled landmark.
3. Third, the history of the many peoples who came here revolves around these hills, and therefore La Loma Hills is central to our local history and heritage.

The EIR provides a detailed report on 25 known archeological sites on La Loma Hills, a mixed blessing in that this revelation is of great value to all of us, but it also means that the artifacts are now in danger of being defaced or destroyed by vandals, vagrants, and uninformed hikers. If the project is approved, the danger will be increased. Placing chain-link fences around them is not a solution.

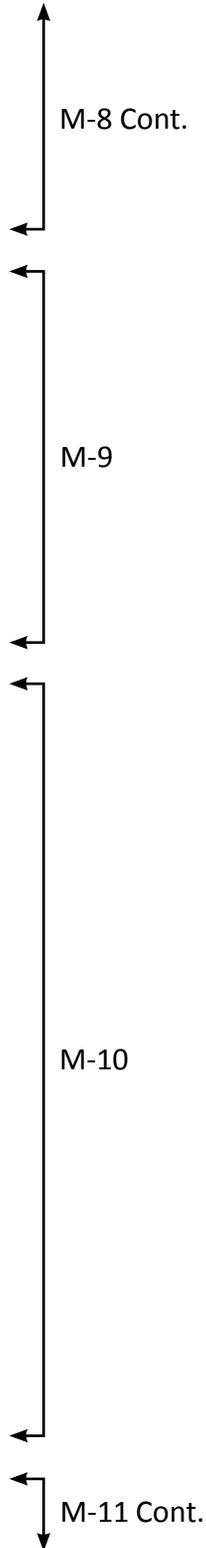
Yet, the EIR does not grasp the significance of these artifacts or their location, for both are dismissed as inconsequential. There is every reason to believe these hills were considered sacred by the native peoples who came here--including the People of the West, People of the Highlands, People of the Pines and Speakers of the Language whom we know as Tongva, Serrano, Luiseno and Cahuilla.

Some of the artifacts appear to be fertility symbols, and prior to a sequence of floods and earthquakes in the 20th Century, there used to be hot springs, cold springs and Sulphur springs in the flood plain to the south of the hills. La Loma Hills marks the territorial borders of these often-warring native peoples, and they used to come here for the waters. They believed the Creator had given them hot springs to mark a place of peace, as a blessing.

That means both the hills and the flood plain below them were considered sacred for different reasons, and their proximity to each other may not be coincidental. That legacy is part of our community heritage, and it should not be trifled with.

If we don't place value on our community treasures, who will? Elsewhere--in places like Stonehenge, Easter Island, and Peru--mysterious ancient artifacts are protected and cherished as cultural assets, and people come from all over the world to see them. It doesn't seem to matter whether they are great or small.

Our singular set of granitic upheavals play a featured role in the history of human settlement in the Santa Ana River Watershed which runs from the top of the San Bernardino Mountains to the Pacific





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Ocean. La Loma Hills is located in the heart of this watershed, slightly north of the less well-known Springbrook Arroyo Watershed which runs from the escarpment that bifurcates Pigeon Pass to the Santa Ana River.

The Initial Study of this CEQA Report correctly states that settlement in our immediate area goes back several thousand years; itemizes the two dozen native archeological sites mentioned above on La Loma Hills alone; mentions three local native tribes, the Spanish Mission and Mexican periods, the Mormon Colony at San Bernardino, the Lugos, the founding of Colton, the Trujillo Ditch (now called the Trujillo Water Company), Arthur Roquet and his ranch, and a surprisingly short list of other topics.

All these rightfully belong in the document. But there is so much more that was left out. It is shocking to us that professional researchers could have failed to uncover anything else that would illuminate the La Loma Hills landscape and its secrets.

The study should have told us why the Trujillo Ditch is cited twice, why "The Agua Mansa Story" by Bruce Harley (*San Bernardino County Museum, 1991*) is listed in the bibliography, and what Pellissier Ranch was and how it came to be. But that isn't all.

The question must be asked why it is that the Cultural Study is so seriously deficient when research into any one of the above topics usually leads others to further discoveries of compelling significance to the history of La Loma Hills. The combined resources of local libraries, museums and bookstores in the Colton-San Bernardino-Redlands-Loma Linda-Grand Terrace-Highgrove-Riverside area form a fairly comprehensive archival treasury for research and are well-used by local historians, scholars and history buffs.

An adequate Cultural Study would have covered most of the following topics in addition to the few that were provided for the Roquet Ranch Project's EIR:

- Santa Ana River Watershed
- Cajon Pass
- Mission San Gabriel
- Old Mission Road
- Town of San Bernardino
- San Bernardino Estancia
- Old Spanish Trail
- Horse Thief Canyon
- Reche Canyon
- Pigeon Pass
- Springbrook Arroyo
- Chief Wakara
- Politana
- Guachama
- Don Juan Bandini
- Rowland-Workman Party
- Benjamin Franklin "Don Benito" Wilson
- Manuel "Don Lorenzo" Trujillo
- Juan Antonio

M-11 Cont.

M-12

M-13

M-14 Cont.



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- Jurupa Rancho
- Parish of San Salvador
- Battle of Pigeon Pass
- Agua Mansa
- La Placita de los Trujillos
- La Loma School
- Church of San Salvador
- Bell of San Salvador
- Township of San Salvador
- Agua Mansa Cemetery
- Flood of 1862
- Trujillo Family Adobe
- Trujillo School
- Trujillo Cantina
- Antoine Pellissier
- Pellissier Ranch Dairy and Winery
- Trujillo Water Company
- The Grange

M-14 Cont.

All of these and more should have been included in the Cultural Studies because La Loma Hills played a significant role in their histories.

Here follows a brief account of the part of that history that has bearing on the decision about the Roquet Ranch Project:

In Spanish California days, Mission San Gabriel rancho holdings stretched from the Pacific Ocean to the Coachella Valley, encompassing territories from a number of native tribes. After Mexican Independence in 1822 the California mission-system was broken up and their vast holdings were distributed in the form of government grants by agents from the new government to gentlemen who qualified for the privilege.

One of the grantees, a Peruvian-born son of Italian immigrants named Juan Bandini, obtained 31,000 acres of former Mission San Gabriel's holdings in 1838 which he called "Jurupa Rancho". It was a fine place to graze his livestock, and there was a road for mule-trains that ran through his property along the west side of the Santa Ana River from the San Bernardino Estancia to Mission San Gabriel. Except for the outlaws who came by to raid his ranch on nights of the full moon, his was a good situation.

M-15 Cont.

In 1842, a group of about one hundred men, women and children lead by Lorenzo Trujillo left Abiquiu, New Mexico, walking more than a thousand miles on a trade-route that later became known as the "Old Spanish Trail" from Abiquiu, New Mexico, to a promised land called California.

They were offspring of Pueblos, Comanches and other native tribesmen captured by enemy warriors and then sold into slavery. Sometimes they were sold to the Spanish colonial gentry. The offspring of those pioneers, though outcasts of both native and colonial society, were raised as *Genizaros* by the Spanish grandee to act as peacekeepers.



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NPR recently aired a program about the Genizaros of Abiquiu. That story is part of the heritage of La Loma Hills.

By tradition, Genizaros were trained to fight, and their adversaries were the hostile tribes who had captured their fathers and grandfathers in raids on the homes, villages and estates of peace-loving people, whether native or Spanish. They were also shepherds by occupation, stockmen by vocation and horsemen by affinity. Those who went with Lorenzo Trujillo were headed for San Bernardino where they had a job working for Don Jose del Carmen Lugo.

Their assignment was to rid the neighborhood of vicious cut-throats who made a living stealing cattle and horses from the ranches. This they were more than ready, willing and able to do. They settled in nearby Politano, but the deal fell through.

However, as it happened, Trujillo ended up with a better offer from Don Juan Bandini to protect Rancho Jurupa in exchange for a two thousand-acre section of his land. La Loma Hills was a landmark feature of the Bandini Donation and marked the corner of the grant.

The New Mexican pioneers established two little villages, one on either side of the river: Agua Mansa on the western side and La Placita de los Trujillos on the eastern side, planted on the alluvial fan below the hills. Interestingly, when Don Benito Wilson transferred the land to the pioneers on behalf of Bandini, each head of a family received their own strip of land with frontage on the river, and access to the tableland above. Now the Genizaro pioneers were no longer outcasts. They were leaders in a new society, and ten years later the menfolk were voting in the historical Presidential election of 1852.

Besides serving as a land-grant boundary and picturesque backdrop for everyone who came through Agua Mansa from Cajon Pass, La Loma Hills was a handy lookout for Lorenzo's sons who had the job of keeping the peace. Even at lower elevations and on a moonlit night, they had a clear view from the hills across the valley to a place below the pass just ten miles away as the crow flies. It is probably one of the factors that gave them the advantage in the historic Battle of Pigeon Pass (1845).

La Loma Hills was also a refuge in times of emergencies. During the famous Flood of 1862, when Agua Mansans fled to the bluffs above the old Mission road that connected their village to the Old Spanish Trail, Placitanos escaped to the hills behind their homes.

Not one life was lost on either side of the river, for the padre was on watch that night. He heard the roar of the floodwaters heading their way, and rang the bell that stood in the yard of the Church of San Salvador in time for everyone to get out of harm's way. Agua Mansa and La Placita were washed away, including the Trujillo family homestead.

The people of San Salvador rebuilt their villages on higher ground. After that, they farmed their fields in the bottom-land, built their homes above the higher-water mark and grazed their livestock on their village commons--the tablelands and hillside meadows. Many of their descendants still live in the neighborhoods around Agua Mansa, Belltown and La Loma Hills, including Riverside's Northside.

The Trujillo Adobe was rebuilt in the shadow of La Loma Hills at the corner of present-day North Orange, Center Street and Old Pellissier Road in 1862. It has in our time been designated as a historical landmark (City of Riverside, 2015), historical site (County of Riverside, 1968) and point of interest (State of California, 1968). It is the oldest non-native dwelling in Riverside County, and not

M-15 Cont.



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a few local residents who once called it home. It is a significant landmark with an intimate connection to the history of La Loma Hills. That connection should not be trifled with.

In 1905 Antoine Pellissier acquired 500 acres of what had once been La Placita. He established his ranch on the foundations of both the original and the second village squares which can be presumed to be covered with a foot of soil. His dairy and winery were successful enterprises through the 1960s, the neighborhood around La Loma Hills is still home to some of his descendant, also. Ruins of his ranch are still visible from the Trujillo Adobe and Agua Mansa.

The people of La Placita, Agua Mansa, Colton, Highgrove, Riverside and Grand Terrace were not discrete societies unto themselves. They lived side by side and their histories are deeply intertwined with one another. They still do, and they are us.

We cannot understand who we are and where we live if we do not realize this most important fact of our local heritage. The boundaries created by modern jurisdictions do not reflect the relationship of the people who live here to the places they call home.

In 1912 Northside residents established Riverside's first neighborhood association for the purpose of protecting their rural agricultural lifestyle and bringing certain amenities to their community. They are one of the reasons for the stability of the neighborhood, and they are committed to passing the heritage of La Placita on to the generations to come.

In 1990, when the undeveloped rural agricultural properties adjacent to single-family residential parcels on both sides of the county line were rezoned as Industrial-BMP and commercial, the integrity of the old neighborhoods around La Loma Hills in Colton and Riverside was compromised. This is one of the reasons residents from both jurisdictions asked the cities for a neighborhood Specific Plan.

We are not integers in a matrix of statistics. We are individual human beings. Some of us have ancestors who built the old communities, whose names are familiar to this day. Others of us came later, but we are proud to call the neighborhoods around La Loma Hills home. We are the recipients of a special inheritance, a heritage peculiar to this particular place on the map, a place of peace, tranquility, and good will.

Joyce Carter Vickery gave us insight into this inheritance in her ground-breaking book "Defending Eden: New Mexican Pioneers in Southern California 1830-1890" (UCR History Department and Riverside Museum Press, 1977). It was published in conjunction with a Riverside Museum exhibit about the Trujillo Adobe, and she concludes with the following statement:

"Their pioneer days over...the people of La Placita and Agua Mansa continued to live a life rich in the heritage of their forefathers. A belief in the values of personal responsibility, business initiative, hospitality, and courage, combined with a strong loyalty to family and Church, continued to dominate their lives.

"To a great extent, this pattern remains evident to the present day..."

These are not values that should be trifled with.

In 2013, descendants of the New Mexican pioneers formed Spanish Town Heritage Foundation to raise public awareness of the inspiring legacy of their forebears and funds for the restoration of the



M-15 Cont.



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Trujillo Adobe. They have already taken the first steps toward that goal. But their vision doesn't stop there.

They want to develop a living history museum to tell the story of the New Mexican pioneers from Abiquiu and a cultural center around it so people will know and experience the meaning of this historical place. We support that goal, and they share our vision for saving the community treasures of the Springbrook Arroyo Watershed, including La Loma Hills.

In 2014, neighborhood residents got together to discuss saving the treasures of the Springbrook Arroyo Watershed, including La Loma Hills, Pellissier Ranch, Trujillo Adobe, the arroyo itself, and many other worthy places that are threatened by inappropriate Industrial, commercial, and large-scale development. Out of these conversations came Springbrook Heritage Alliance and our proposal for a comprehensive parklands and walking trails system that would tie all these treasures together.

In 2015, the City of Riverside designated the Trujillo Adobe as a Historical Landmark to add to its previous county and State designations. That same year, members of our Alliance learned that Agua Mansa was connected to the Old Spanish Trail.

In 2016, the Agua Mansa Chapter of the Old Spanish Trail Association was established. Meantime, the National Park Service has been finalizing the entire route of the official Old Spanish National Trail from Santa Fe to Los Angeles, which will put Agua Mansa, the Trujillo Adobe, old La Placita and La Loma Hills on the map whether the branch line is included or not. From Agua Mansa Road, where the old trail ran, the view of these hills is breath-taking at any time of year.

This is not a treasure to be trifled with.

These misplaced factors of La Loma Hills' contribution to our heritage ought to be in the Roquet Ranch Project's Draft CEQA Report and Mitigated Negative Declaration. But, they are not.

This means the Draft EIR for the Roquet Ranch Project is incomplete and the conclusions reached for the Mitigated Negative Declaration are seriously flawed. There are no mitigations possible to overcome the unilateral and irreversible damage this project would do to the irreplaceable heritage of La Loma Hills and surrounding neighborhoods.

In closing:

- We request an extension to the public comment period for the Roquet Ranch Project's Draft EIR. A number of affected individuals and organizations were unable to review the document in time to prepare comments before the deadline. Some were unable to access the online document in a timely way because of problems with the link provided in the original notice which set them back three to four weeks. Others did not receive notification of the release of the Draft CEQA Report early enough to review the document and comment before the deadline.
- We request that the City of Colton take whatever steps are necessary to postpone decision-making on the Roquet Ranch Project until after the \$4 million Riverside-Colton Northside Specific Plan has been voted on by both Riverside and Colton city councils. The timing of the Project appears to create a conflict of interest for the City of Colton over the \$4-million Inter-jurisdictional Riverside-Colton Northside Specific Plan. If the Roquet Ranch Project is

M-15 Cont.

M-16

M-17

M-18 Cont.



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approved before the NSP is finalized by both municipalities, it will compromise the deliberations of both.

↑ M-18 Cont.  
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Failing that, we request that the City of Colton reject the proposed Mitigated Negative Declaration and deny the permit applications for the Roquet Ranch Project.

← M-19  
←

Thank you for your consideration of our position.

←

Respectfully yours,

Karen Renfro, Chairman  
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Sharon Trujillo-Kasner  
Descendant of Lorenzo Trujillo

M-20 Cont.





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LETTER M (Page 10 of 10)

Riverside, California

**SOME ADDITIONAL REFERENCES:**

*A Colony for California*

Tom Patterson (Third Edition 2013, Riverside Museum Press)

*Along the Old Roads*

Steve Lech (2004)

*Riverside County, California: Place Names, Their Origins and Their History*

Jane Davies Gunther (1984)

*The Old Spanish Trail: Santa Fe to Los Angeles*

Hafen & Hafen (1993, Bison Books)

*California 1850: A Snapshot in Time*

Janice Marschner (2000, Coleman Ranch Press)



M-20 Cont.



**Northside Improvement Association / Spanish Town Heritage Foundation / Springbrook Heritage Alliance / OSTA – Agua Mansa Chapter – Comment Letter M**

**M-1:**

The City acknowledges the commenter’s opinion that the EIR is incomplete and inadequate. The commenter does not identify any specific deficiencies in the analysis contained in the DEIR. The comment inaccurately refers to the DEIR as a Mitigated Negative Declaration in this comment and in several other comments. As a Mitigated Negative Declaration has not been prepared for the Roquet Ranch Specific Plan Project, all comments referencing a Mitigated Negative Declaration in the comments provided by the commenter are assumed to refer to the DEIR.

**M-2:**

This comment accurately states that the Project would construct up to 1,050 residential dwelling units on a 336.2-acre site. The City acknowledges the commenter’s opinion that the Project is inappropriate for the site. Although the City’s decisionmakers will ultimately consider comments regarding the merits of the proposed Project during public hearings, this comment does not identify any specific deficiencies in the environmental analysis contained in the DEIR.

**M-3:**

Please see response to comment M-2.

**M-4:**

Subsection 4.14, *Transportation and Traffic*, is based on the Project-specific TIA (EIR *Technical Appendix L*) that was prepared in accordance with the San Bernardino County Congestion Management Program (CMP) *Guidelines for CMP Traffic Impact Analysis Reports* (Appendix “C”, 2005 Update), the California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (December 2002), and consultation with City of Colton staff during the scoping process. (Urban Crossroads, 2016, p. 1). The TIA fully evaluates the Project’s impacts to transportation facilities where the Project would contribute 50 or more peak hour trips, which included 39 intersections, 35 roadway segments, six freeway mainline segments, and six freeway merge/diverge ramp junctions. As described in EIR subsection 4.14.6, instances where the Project would worsen an existing deficiency are identified as significant impacts.

This comment accurately describes the proposed access to the Roquet Ranch development, which would include the extension of Orange Street to Center Street, and the construction of access to the southeast area of the Project site from La Cadena Drive via the future Pellissier Road. Site access was disclosed in Subsection 4.14, *Transportation and Traffic*, of the DEIR and the Project’s TIA (EIR *Technical Appendix L*). The commenter’s concerns regarding the existing and future traffic congestion along Center Street and Riverside Avenue, as well as access to the I-215 from Center Street are noted. Pursuant to the Traffic Study Scoping Agreement (Appendix 1.1 of the Project-specific TIA [EIR *Technical Appendix L*]) approved by the City of Colton, the TIA evaluated the Project’s impacts at three (3) intersections (Intersections #5, #14, and #32 in the DEIR and TIA) and two (2) roadway



segments (roadway segments #18 and #19) along Center Street. Additionally, the Project's TIA evaluated the Project's impacts to the intersection of South Riverside Avenue/Main Street/Placentia Lane (noted as Intersection #1 in the DEIR and TIA). Lastly the TIA also evaluated the Project's impacts to freeway merge/diverge ramp junctions where vehicles would access the I-215 from Center Street, which includes freeway merge/diverge ramp junctions #2, #3, #5, and #6 (as noted in the DEIR and TIA). The Project's impacts to these intersections and roadway segments are fully evaluated and disclosed in Subsection 4.14, *Transportation and Traffic*, of the DEIR. Where the Project was determined to result in significant direct or cumulatively considerable impacts to a transportation facility, the DEIR has imposed all available feasible mitigation to reduce the Project's impacts to the facility to a level below significance. After implementation of the mitigation measures imposed in the DEIR would require direct roadway improvements and payment of fair share fee payments to fund roadway improvements necessary for study intersections to operate at acceptable levels of service. However, even after mitigation, the Project's impacts on a number of roadway facilities would remain significant and unavoidable since: a) the facilities are either located outside of the geographic limits of the City of Colton, or b) the improvements are not part of an established City of Colton fee program and there is no assurance that the improvements will be implemented at their time of need, resulting in unavoidable short-term impacts. There is no evidence to support the commenter's claim that the proposed mitigation measures would worsen traffic conditions. This comment does not warrant any revisions to the DEIR.

**M-5:**

The City acknowledges the commenter's objection to the Project. The City's decisionmakers will ultimately consider comments regarding the merits of the proposed Project during public hearings. To the extent that "quality of life" issues are related to environmental factors, these issues have been addressed in the DEIR; however, "quality of life" issues that are unrelated to environmental effects are not within the purview of the CEQA process.

Commenter is correct that under CEQA, a lead agency (in this case, the City of Colton) may approve a project despite its significant environmental effects if it finds that the environmental effects of a project are balanced by economic, legal, social, technological, or other benefits. In the case of the proposed Project, and as disclosed in the DEIR, impacts to the issue areas of aesthetics, air quality, and transportation/traffic would remain significant and unavoidable even after the application of mitigation measures. As part of its review of the proposed Project, the decisionmakers will consider whether the economic, legal, social, technological, or other benefits of the proposed Project outweigh the Project's significant unavoidable impacts to aesthetics, air quality, and transportation/traffic. Pursuant to CEQA Guidelines § 15093(b), if the City of Colton approves the Project despite its significant effects to the environment that cannot be avoided or substantially lessened by mitigation or Project design feature, the City of Colton would be required to state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. No revision to the EIR is warranted pursuant to this comment.

**M-6:**

The DEIR discloses that the Project would result in an increase in the City's population by 3,633 residents, which was calculated based on the average household size of 3.46 that is cited in the City of



Colton General Plan (1,050 dwelling units  $\times$  3.46 persons per household = 3,633 residents). (City of Colton, 2013a, Table LU-1) With respect to vehicle trips, EIR Subsection 4.14 discloses that the Project would generate a total of 10,021 daily (weekday) vehicular trips, which was calculated based on the appropriate Institute of Transportation Engineers (ITE) trip generation codes cited in the Trip Generation Manual, 9th Edition, 2012, which are shown in Table 4-1 of the TIA (Technical Appendix L). While the commenter expresses the opinion that the vehicular trip generation and population estimates seem too low, substantial evidence was not introduced by the commenter indicating the reasoning for the assertion, nor was alternative methodology disclosed for calculating vehicular trip generation or population generation.

**M-7:**

This comment accurately states that the DEIR concluded the Project would result in less-than-significant impacts, with the incorporation of mitigation measures identified in the DEIR to scenic vistas, wildlife habitat, historic resources, lighting, noise, and public services.

The City acknowledges the comment stating that the Project would be visible for miles around. However, as demonstrated in Figure 4.1-4, *Miguel Bustamante Parkway Visual Simulation (Before & After)*, the Project has been designed to concentrate development in the flatter portions of the western area of the Project site, and generally preserves the prominent ridgelines, hillsides, and rock outcroppings that currently exist on-site. In doing so, the Project would effectively avoid any adverse effects to scenic vistas enjoyed from the public view points to the east of the Project site. The impacts associated with visual resources, including impacts to scenic vistas and impacts associated with light and glare were thoroughly evaluated in Section 4.1, *Aesthetics*, of the DEIR, which disclosed that the proposed Project would result in significant and unavoidable impacts to scenic resources.

This comment inaccurately states the Project would eliminate or compromise 336.2 acres of natural habitat. As disclosed in Section 3.0 of the DEIR, the Project would preserve approximately 199.7 acres (59.4%) of the Project site as natural open space (shown as "Open Space-Resource" on Figure 3-3, *Specific Plan Land Use Plan*). Furthermore, Subsection 4.3, *Biological Resources*, of the DEIR concludes that with incorporation of the required mitigation measures, the Project would result in less-than-significant impacts to sensitive natural habitat within the physical disturbance areas depicted on Figure 3-11, *Proposed Physical Disturbances*.

This comment incorrectly states that the Project would destroy or threaten ancient artifacts and historical sites. As discussed in DEIR Subsection 4.4, *Cultural Resources*, the Project-specific Cultural Resources Assessment (EIR *Technical Appendix F1*) identified two (2) archaeological resources (Site SBR-29,034 and Site SBR-29,037) at the Project site that are considered significant under CEQA. The Project avoids these two (2) significant archaeological resources and would be required to implement Mitigation Measure MM 4.4-1 to protect these resources during construction activities, and would implement Mitigation Measure MM 4.4-3 which would create easements to protect the two (2) resources throughout the operation of the Project. Mitigation Measure MM 4.4-2 would also require an archaeological monitor and Native American monitor to be present throughout grading activities to



ensure that any inadvertent discoveries of undiscovered potentially significant subsurface cultural resources (including tribal cultural resources) during ground disturbance activities would not result in the destruction of such resources. Additionally, no significant historic resources (as defined in CCR § 15064.5) were identified at the Project site in the Cultural Resources Assessment (EIR *Technical Appendix F1*) or the City of Colton General Plan. Thus, the Project would not directly or indirectly result in the destruction of any ancient artifacts or historical sites, as erroneously asserted by this comment.

As discussed under Threshold d of Subsection 4.1 of the DEIR, required compliance with the City's nighttime lighting standards (Chapter 18.42, *Performance Standards*, § 18.42.090, *Light*, and § 18.42.100, *Glare*, of the City's Zoning Code) and the applicable provisions of Section IV, *Design Guidelines*, of the Roquet Ranch Specific Plan, would ensure that the proposed Project would not produce substantial amounts of light from artificial lighting sources that would adversely affect the day or nighttime views of the surrounding area.

With respect to noise, a Project-specific Noise Impact Analysis (*Technical Appendix K*) was prepared and utilized to evaluate the Project's noise impacts in Subsection 4.10, *Noise*, of the DEIR. As concluded in DEIR Subsection 4.10, the Project's noise impacts would be less than significant with the implementation of the required mitigation measures (including construction hours, designated staging areas, and proper operation and maintenance of construction equipment; installation of noise control barriers; and installation of windows with a minimum STC rating of 32). As a proposed residential community, the Project does not have the potential to expose off-site properties to noise levels that exceed applicable standards.

Lastly, this comment states that the Project would result in demand on local public services which would lead to increases in taxes and fees. A project's impacts to taxes and other public fees is not within the scope of CEQA; as such, the Project's impacts to taxes and public fees were not evaluated in the DEIR. Subsection 4.12, *Public Services*, of the DEIR fully evaluates the Project's impacts to public services, including: fire protection, police protection, schools, parks, and other public facilities. The DEIR concluded that although the Project would result in an increase in demand for some public services, it would not necessitate the construction of new or expanded public facilities that could result in additional physical impacts that were not already addressed throughout the DEIR, and further concluded that implementation of the Project would not adversely affect service ratios, response times, or other performance objectives for the provision of public services. Accordingly, with mandatory payment of the City's development impact fees and school district fees, the Project would result in less-than-significant impacts related to public services. Additionally, the Project Applicant would be required to satisfy the City's development impact fee program requirements, which is intended to alleviate a project's financial impact to public service providers.

Based on the foregoing, the DEIR has fully evaluated the Project's impacts in the areas of aesthetics, biological resources, cultural resources, and public services, and the commenter has not introduced



substantial evidence that the analysis provided in the DEIR related to these environmental subjects was deficient. As such, no revision to the DEIR was necessitated by this comment.

**M-8:**

The DEIR accurately concluded that the Project site is not officially designated as a scenic vista by the City of Colton General Plan. The determination of the locations of scenic vistas was made using objective criteria based on the City of Colton's designation of scenic vistas within the City. While the commenter expresses opinions regarding the quality of the views at of the Project site, the DEIR properly relied on objective criteria in the evaluation of the potential for impacts to scenic vistas and the commenter did not introduce substantial evidence that the criteria used in this evaluation was deficient. Moreover, the DEIR discloses that the Project would permanently alter the existing hillside setting that characterizes the visual character of the Project site resulting in a significant impact to visual resources and that there are no feasible mitigation measures that would reduce the Project's impacts to the visual quality of the site to levels that are less than significant. Accordingly, although the DEIR found that the Project site does not constitute a scenic vista per the City of Colton General Plan, the impacts to the visual resources on the Project site that are the subject of the commenter's concerns were fully disclosed in the DEIR as a significant and unavoidable impact.

**M-9:**

Comments regarding the ecology of the hills and the well-being and heritage of the community are acknowledged and will be provided to City decision makers for their consideration.

**M-10:**

The City acknowledges the commenter's appreciation for the biological and cultural significance of the La Loma Hills region within which the Project site is located. As previously stated above in the City's response to comment M-7, the DEIR has fully evaluated the Project's impacts to biological and cultural resources in DEIR Subsections 4.3 and 4.4, respectively. With implementation of the required mitigation measures, the Project's impacts to biological resources and cultural resources would be reduced to levels below significance. The response to comment M-8 addresses concerns regarding impacts to visual resources. Therefore, no further analysis of these topics is required, and this comment does not warrant any revisions to the EIR.

The commenter accurately states that the Project's Cultural Resources Assessment (EIR *Technical Appendix F1*) identified 25 archaeological sites within the Project's study area. It should be noted that only 16 of the 25 archaeological sites that were identified are located within the Project's area of physical disturbances (refer to Figure 3-11, *Proposed Physical Disturbances*). The DEIR does not disclose the precise location of these archaeological sites, and confidential information has been redacted from EIR *Technical Appendix F1* for purposes of public review. The purpose of this redaction is to avoid or limit the potential that these archaeological sites would be placed at risk of being defaced or destroyed. Subsection 4.4, *Cultural Resources*, of the DEIR is based on the Cultural Resources Assessment (EIR *Technical Appendix F1*) that determined that only two (2) of the archaeological sites (Site SBR-29,034 and Site SBR-29,037) on the Project site are significant under CEQA Guidelines



§ 21083.2 and both resources are located outside of the development footprint of the proposed Project. The Project would be required to implement Mitigation Measure MM 4.4-1 to protect Site SBR-29,034 and Site SBR-29,037 during construction activities, and would implement Mitigation Measure MM 4.4-3 which would create easements to protect Site SBR-29,034 and Site SBR-29,037 throughout the operation of the Project. Mitigation Measure MM 4.4-2 would also require an archaeological monitor and Native American monitor to be present throughout grading activities to ensure that any inadvertent discoveries of potentially significant subsurface cultural resources (including tribal cultural resources) during ground disturbance activities do not result in the destruction of such resources. With implementation of mitigation, the Project's impacts to archaeological resources would be reduced to below a level of significance.

The City appreciates and acknowledges the commenter's extensive interpretation of the cultural and historical setting for the Project site and the surrounding communities. The purpose of Subsection 4.4, *Cultural Resources*, of the DEIR is intended to provide a summary of the paleontological, archeological, and historical background of the Project area and evaluate whether significant historical and cultural resources (pursuant to CEQA Guidelines) would be impacted by the Project; it is not the intent of the DEIR to provide a comprehensive history of the region and/or the Project area. The DEIR adequately evaluates the Project's impacts to historical, archaeological, and tribal cultural resources, and no revisions to the EIR are necessary in response to this comment. Nonetheless, the commenter's comment letter, including the narrative describing the cultural and historical setting for the Project site and surrounding communities, are included in the Final EIR and record of decision for the proposed Project.

**M-11:**

The City acknowledges the commenter's appreciation for the cultural significance of the La Loma Hills region within which the Project site is located. The purpose of Subsection 4.4, *Cultural Resources*, of the DEIR is intended to provide a summary of the paleontological, archeological, and historical background of the Project area and evaluate whether significant historical and cultural resources (pursuant to CEQA Guidelines) would be impacted by the Project; it is not the intent of the DEIR to provide a comprehensive history of the region and/or the Project area. The DEIR has fully evaluated the Project's impacts to cultural resources in DEIR Subsection 4.4. The DEIR's evaluation of the Project's impacts to cultural resources is based on the Cultural Resources Assessment (EIR *Technical Appendix F1*), and page 3.0-9 of the Cultural Resources Assessment (EIR *Technical Appendix F1*) provides a specific history of Roquet Ranch area. Furthermore, the commenter does not indicate how the addition of a detailed history of the region to the DEIR would affect the DEIR's conclusion that impacts to cultural resources would be reduced to less-than-significant levels with the implementation of the required mitigation measures. Therefore, this comment does not warrant any revisions to the EIR.

**M-12:**

The Trujillo Ditch (P1074-113/H) was identified in the Cultural Resources Assessment (EIR *Technical Appendix F1*) via the records search and discussed as an historic water transmission line that traverses



a portion of the Project's off-site improvement corridor. According to the DEIR and the Cultural Resources Assessment, the Trujillo Ditch was never formally recorded with the SBAIC nor could the feature be visually identified during the field survey performed as part of the Cultural Resources Assessment (BFSA, 2017a, p. 1.0-2). Therefore, the Trujillo Ditch was not identified as a significant historic resource. A specific history of Roquet Ranch is provided on page 3.0-9 of the Cultural Resources Assessment (EIR *Technical Appendix F1*). The Cultural Resources Assessment is not intended to provide an exhaustive history of the region, but rather to summarize the historical setting of the Project area and evaluate the historic significance of the land that would be physically impacted by the Project (refer to EIR Figure 3-11, *Proposed Physical Disturbances*). The "Agua Mansa Story" by Bruce Harley was utilized by Brian F. Smith and Associates, Inc. (preparer of the Cultural Resources Assessment) to assist in developing a general understanding of the historic setting of the Project, which is discussed in section 3.0 of the Cultural Resources Assessment. Since no information was specifically sourced from "Agua Mansa Story" by Bruce Harley in the text of the Cultural Resources Assessment, the source is not cited within the text. Based on the foregoing, this comment does not warrant any revisions to the DEIR.

**M-13:**

Please see responses to comments M-11 and M-12. The DEIR provides an adequate summary of the historical setting for the Project site and evaluation of the potential for impacts to historic resources. While the locations where a comprehensive history of the Project area can be located is acknowledged, the inclusion of a comprehensive historical background in the DEIR is unwarranted. Furthermore, and as disclosed in DEIR Subsection 4.4, *Cultural Resources*, of the DEIR, Project impacts to historical, archaeological, and tribal cultural resources would be reduced to less-than-significant levels with implementation of mitigation. No revision to the DEIR is warranted pursuant to this comment.

**M-14:**

The City acknowledges the additional topics suggested by the commenter. However, as previously stated in the City's responses to comments M-12 and M-13 above, the Cultural Resources Assessment (EIR *Technical Appendix F1*) is not intended to serve as an exhaustive history of the region, but rather evaluate the historic significance of the land that would be physically impacted by the Project (refer to EIR Figure 3-11, *Proposed Physical Disturbances*). Furthermore, it is unclear from this comment how the inclusion of an exhaustive description of the topics listed in this comment would affect the DEIR's conclusion that impacts to cultural resources would be less than significant following mitigation.

**M-15:**

The City appreciates and acknowledges the commenter's extensive interpretation of the cultural and historical setting for the Project site and the surrounding communities. The purpose of Subsection 4.4, *Cultural Resources*, of the DEIR is intended to provide a summary of the paleontological, archeological, and historical background of the Project area and evaluate whether significant historical and cultural resources (pursuant to CEQA Guidelines) would be impacted by the Project; it is not the intent of the DEIR to provide a comprehensive history of the region and/or the Project area. The DEIR adequately evaluates the Project's impacts to historical, archaeological, and tribal cultural resources,



and no revisions to the EIR are necessary in response to this comment. Nonetheless, the commenter's comment letter, including the narrative describing the cultural and historical setting for the Project site and surrounding communities, are included in the Final EIR and record of decision for the proposed Project. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

**M-16:**

Please see response to comment M-13, above. While the DEIR does not contain a comprehensive historical setting for the Project area, the DEIR includes a thorough evaluation of the physical impacts of the Project on historical resources. The commenter does not introduce substantial evidence that potentially significant historic resources occur on the Project site or that the Project would otherwise result in potentially significant impacts to historical resources.

**M-17:**

The DEIR was circulated for a 45-day public review period between August 7, 2017 and September 21, 2017. The length of the DEIR public review period (45 days) adhered to the 45-day public review period required for EIRs that are submitted to the State Clearinghouse for review, pursuant to CEQA Guidelines § 15105 and § 21091(a). City staff was not made aware of any issues accessing the webpage where the DEIR was made available online, as noted in the Notice of Availability (NOA) for the Project. Furthermore, the CEQA statutes or guidelines do not require making NOAs or DEIRs available online. Additionally, in accordance with CEQA Guidelines § 15087(a), the City provided the DEIR and NOA to all organizations and individuals who have previously requested such notice in writing prior to the commencement of the 45-day public review period for the DEIR. The City directly mailed the NOA to owners and occupants of properties located within a 1,000-foot radius of the Project site prior to the commencement of the 45-day public review period. An electronic copy of the DEIR was available for download using the hyperlink provided in the NOA for the full 45-day public review period. Hard copies of the DEIR with reference documents and technical appendices on CD were made for the public to review at the following locations for the full 45-day public review period:

- City of Colton Planning Division, located at 659 N. La Cadena Drive Colton, CA;
- Colton Public Library (main branch), located at 656 North 9th Street, Colton, CA;
- Colton Public Library (Luque Branch), located at 294 East "O" Street, Colton, CA; and
- Colton City Clerk Office, located at 650 N. La Cadena Drive, Colton, CA.

Based on the foregoing, the public review period provided for the DEIR fully adhered to the applicable requirements established in § 15105, § 15087, and § 21091 of the CEQA Guidelines.

**M-18:**

The City acknowledges the commenter's concerns regarding the sequencing of the proposed Project with the development and approval of the Northside Specific Plan. The Roquet Ranch Specific Plan and the Northside Specific Plan are two distinct projects that would occur on separate properties. The purpose of the Roquet Ranch EIR is to evaluate the physical environmental impacts that would result from implementation of the proposed Roquet Ranch Specific Plan. At the time that the Notice of Preparation was filed and the DEIR was prepared, applications for the Northside Specific Plan had not



yet been filed. Although the City of Riverside is undergoing a public workshop process to assess the community's desires with regard to the potential land uses which may be planned within the Northside SP boundary, the development of the SP has not reached a point where the specific land uses have been identified or stabilized for evaluation. Accordingly, because the land use plan associated with the Northside SP has not been identified, any evaluation of the development of the Northside SP would not be reasonable or practical as it would be highly speculative. This comment does not identify address any specific deficiency within the DEIR, and therefore does not necessitate any further analysis or revisions in the DEIR.

**M-19:**

The City acknowledges the commenter's objection to the Project. The City's decisionmakers will ultimately consider comments regarding the merits of the proposed Project during public hearings.

**M-20:**

The City acknowledges the undersigned parties for their review of the DEIR and provision of comments, as well as the availability of additional references.



LETTER N (Page 1 of 1)

**From:** Alexander King [<mailto:avking@live.com>]  
**Sent:** Thursday, September 21, 2017 4:58 PM  
**To:** [msuarez@coltonca.gov](mailto:msuarez@coltonca.gov); [mtomich@coltonca.gov](mailto:mtomich@coltonca.gov); Shawn Nevill <[sneville@tbplanning.com](mailto:sneville@tbplanning.com)>  
**Subject:** RE: ROQUET RANCH PROJECT DRAFT EIR SCH No. 2016061056

Gentlemen,

I see little to no reference to the cultural resources extant on an nearby the west face of La Loma in the EIR or the supporting documents.

For example, the historic Trujillo Ditch--both the 1845 ditch and the re-built post-1862 ditch--are not referenced at all even though it ran along the western most edge of the proposed project's property. (The Trujillo Ditch was later acquired and incorporated into the Riverside Water Company's "Lower Riverside Ditch".)

←  
N-1  
←

Neither is their any mention of the impact to or mitigation of the proposed widening and increased traffic on Old Pellissier Road/N. Orange Drive less than 200 feet from the historic Trujillo Adobe.

←  
N-2  
←

The EIR should not be accepted until such 19th century cultural resources are thoroughly evaluated, mitigation proposed, and mentioned in the document.

--Alex. King  
h: 310-397-8900  
VoIP: 310-424-9500 (please leave a voice message)

Director-at-large  
Old Spanish Trail Association  
[www.oldspanishtrail.org](http://www.oldspanishtrail.org)

←  
N-3  
←



## Old Spanish Trail Association – Comment Letter N

### **N-1:**

The Cultural Resources Assessment (EIR *Technical Appendix F1*) surveyed the entire 336.2-acre Project site and the proposed off-site improvement areas for historical and archaeological resources. Additionally, the Cultural Resources Assessment included a records search conducted by the San Bernardino Archaeological Information Center (SBAIC) at the San Bernardino County Museum (SBCM) that included a one-mile buffer around the project in order to determine the presence of any previously recorded sites within and around APE. Therefore, the Cultural Resources Assessment and DEIR fully evaluated the Project's impacts to all previously recorded archaeological and historical records on-site and within one-mile of the Project site, as well as any archaeological and historical resources that were identified during the field survey. The SBAIC also provided the standard review of the National Register of Historic Places (NRHP) and the Office of Historic Preservation (OHP) Historic Property Directory. Land patent records, held by the Bureau of Land Management (BLM) and accessible through the BLM General Land Office (GLO) website, were also reviewed for information pertinent to the Project. In addition, the research library of the consulting archaeologist, Brian F. Smith and Associates, Inc. (BFS), was consulted for any relevant historical information. The Project's impacts to any historical resources that were disclosed in the DEIR.

As concluded in the Cultural Resources Assessment performed for the Project (EIR *Technical Appendix F1*), although the Trujillo Ditch and the Riverside canals are considered potentially significant resources, the survey of the Project site and off-site improvement corridors did not result in the identification of any remnants of any of the historic waterways. Therefore, no remaining portions of the alignments would be directly impacted by the Project. The following is provided for informational purposes with respect to the Trujillo Ditch, and does not warrant any revisions to the DEIR or the Cultural Resources Assessment prepared for the Project (EIR *Technical Appendix F1*).

The historic Trujillo Ditch is included in the cultural resources assessment as Site SBR-7172/H. The ditch was recorded in 1992 by Robert Wlodarski as an earthen and cement ditch. Additional information about the Trujillo Ditch and the community it serviced is provided herein. Although the information provided below contains additional detail regarding potential historical resources at the Project site, none of the information provided below constitutes "significant new information" that would affect the DEIR's conclusion that impacts to cultural resources would be less than significant following mitigation.

The Project site is located to the east of the former community of La Placita de los Trujillos, also known as San Salvador. While this is a known historic settlement, the townsite itself is not a recorded archaeological site recognized by the local information centers, and therefore, has not been assigned a site number. However, historic research indicates that in the 1840s, a group of Genízaros (displaced hispanicized Indians) from New Mexico, led by Lorenzo Trujillo, established the community of La Placita de los Trujillos on the southeastern side of the Santa Ana River and the community of Agua



Mansa on the northwestern side of the river<sup>12</sup>. Don Juan Bandini, to whom the Mexican government had granted Rancho Jurupa in 1838, donated the land, which encompassed both settlements, to the Genízaros on the condition that they would assist in protecting livestock from Indian raids.

During the establishment of the La Placita de los Trujillos community, an extensive irrigation system was developed, which included the Trujillo Ditch. The water conveyance system serviced the farms, orchards, and vineyards of the new community. In the areas located to the southeast of what is now the city of Riverside, livestock was grazed on a mesa pasture. In 1852, the Board of Supervisors of Los Angeles County established the town of San Salvador, which encompassed Jurupa, Agua Mansa, La Placita de los Trujillos, and other adjacent settlements. During this time, Trujillo's house (the Trujillo Adobe) was established as the official location for elections<sup>13</sup>. The town of San Salvador and most of its structures were destroyed in 1861 and 1862 as a result of massive flooding<sup>14</sup>. Although the inhabitants quickly rebuilt after the floods, the rich soil that was once present had been washed away, leaving heavy sand deposits. As a result, many residents relocated to the mesa north of the Santa Ana River, while some moved to the southeast bank.

After the town of Riverside was founded in 1870, work began on the Riverside Upper Canal. The northern portion of the canal, which extended from the Santa Ana River to a quarter-mile below the town of Riverside, running along the eastern boundary of La Placita de los Trujillos, was completed in early July of 1871. The canal served 30 to 40 families in Riverside. The canal was described as being "very crooked," but was widened and straightened in various locations between 1871 and 1874 in an attempt to increase the amount of water flowing to the town of Riverside below.<sup>15</sup>

In 1875, the workers building the Riverside Lower Canal discovered that the Trujillo Ditch was located within the alignment they were trying to use. The owners of the Trujillo Ditch water claim allowed the new Riverside canal to take the place of theirs under the agreement that the Trujillos would take their water from the canal at a lower point to the southwest of the final alignment<sup>15</sup>. An 1888 irrigation map of the region (see Figure 1 prepared by Brian F. Smith and Associates which is included as Attachment C) shows the land that Bandini donated (labeled as "The Bandini Donation") and the alignments of the Trujillo Ditch, the Riverside Upper Canal, and the Riverside Lower Canal, all of which are located outside of the western Project site boundary.

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<sup>12</sup> Gunther, Jane Davies, 1984. *Riverside County, California, Place Names: Their Origins and Their Stories*. Ruidoux Printing, Riverside, California.

<sup>13</sup> City of Riverside, 2015. Historic Property Results: 195 Orange Street. Electronic document: <http://www.sbcounty.gov/museum/branches/agua.htm>. Accessed August 21, 2017.

<sup>14</sup> County of San Bernardino, 2017. The Agua Mansa Pioneer Cemetery. Electronic document: <http://www.sbcounty.gov/museum/branches/agua.htm>. Accessed August 21, 2017.

<sup>15</sup> Hall, W.M. Ham., 1888. *Irrigation in California (Southern): The Field, Water-Supply, and Works, Organization and Operation in San Diego, San Bernardino, and Los Angeles Counties*. The Second Part of the Report of the State Engineer of California on Irrigation and the Irrigation Question. Sacramento: State Office, J.D. Young, Supt. State Printing, Sacramento, California.



**N-2:**

The Trujillo Adobe is surrounded by existing industrial development, and would not be directly or indirectly impacted by the Project, including improvements to the intersection of Old Pellissier Road and N. Orange Drive. While the Project would contribute traffic to this intersection, an increase in traffic would have no impact on the Trujillo Adobe. No revisions to the DEIR are necessary with respect to this comment.

**N-3:**

As discussed in the City's response to comment N-1, the Cultural Resources Assessment fully evaluated the Project's potential impacts to historic resources. No significant historic resources were identified within the Project's development footprint (including the Trujillo Ditch); therefore, the Project's impact on historic resources would be less than significant, and no mitigation would be required. This comment does not describe or identify any cultural resources that would be affected by the Project beyond what is already evaluated and disclosed by the EIR. No revisions to the DEIR are necessary with respect to this comment.



LETTER O (Page 1 of 1)



OLD SPANISH TRAIL  
ASSOCIATION

Old Spanish National Historic Trail – October 10, 2006

September 20, 2017

Mr. Mario Suarez, Senior Planner  
City of Colton Planning Department  
659 North La Cadena Drive  
Colton, CA 92324

RE: ROQUET RANCH PROJECT – DRAFT CEQA REPORT, SCH #2016061056

Dear Mr. Suarez:

As President for the Agua Mansa Chapter- Old Spanish Trail Association (AM-OSTA), I am writing to express our concerns with the lack of a complete acknowledgement of historic places and trail within the Draft CEQA report for the proposed Roquet Ranch Project.

O-1

The Aqua Mansa Chapter for the Old Spanish Trail Association is focused on the preservation of the Old Spanish National Historic Trail (OSNHT) routes within San Bernardino and Riverside Counties from the Cajon Pass to the City of Pomona. The Old Spanish Trail Association (OSTA) specifically promotes public awareness of the OSNHT and its multicultural heritage by encouraging research and publication and partnering with governments and private organizations.

O-2

For your reference, please read the Bureau of Land Management/National Park Service "Draft" CAS of October, 2016, which provides a quick review of the following references related to the OST routes within the scope of the proposed Roquet Ranch project:

- The listing of Politana, Agua Mansa, and the Trujillo Adobe as high potential sites of the OSNHT ("Table 2 High Potential Sites", p. 21);

- What appears to be a proposed realignment of the OSNHT (a continual section - north to south and then west) through the Politana and Agua Mansa areas ("Map 5a Old Spanish Trail High Potential Sites and Segments - California" p.29);

O-3

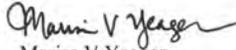
- A section on Agua Mansa as a hispanic community/settlement "resource" of the OSNHT ("Chapter 3 - Resources of the Old Spanish National Historic Trail - Hispano Communities", p. 88-90, and sub-sections on "Communities . . .," "Churches," "Cemeteries," and "Ranches" at pp. 104-105).

The Aqua Mansa Chapter respectfully requests that this CEQA document acknowledge the existence of the OST within the Roquet Ranch Project scope and ensure appropriate preservation of the documented routes (signage and trail designation pathways) as part of any design within the approved project development plan.

O-4

Thank you for your attention to our request and we look forward to hearing from you.

Sincerely,

  
Marisa V Yeager  
President, Agua Mansa Chapter  
Old Spanish Trail Association

O-5

Agua Mansa Chapter-Old Spanish Trails Association, 3643 University Ave, Suite 1, Riverside, CA 92501



## Old Spanish Trail Association, Agua Mansa Chapter – Comment Letter O

### **O-1:**

The City acknowledges the concerns expressed by the Old Spanish Trail Association, Agua Mansa Chapter regarding potential impacts to historic places and trails. Please refer to the responses below to the individual concerns expressed by this letter.

### **O-2:**

The City acknowledges the mission of the Old Spanish Trail Association. No revisions to the DEIR are warranted with respect to this comment.

### **O-3:**

The City acknowledges that the National Park Service (NPS) has identified Politana, Agua Mansa, and the Trujillo Adobe as high potential sites for trails. According to Section 12 of the National Trails System Act:

*High potential sites are those historic sites related to the route or sites in close proximity thereto, which provide opportunity to interpret the historic significance of the trail during the period of its major use; criteria for consideration as high potential sites include historic significance, presence of visible historic remnants, scenic quality, and relative freedom from intrusion.<sup>16</sup>*

Although identified as being high potential sites by the NPS, Politana, Agua Mansa, and the Trujillo Adobe are all located outside the Roquet Ranch Project physical disturbance areas and would not be impacted by the proposed Project. In addition, although Politana, Agua Mansa, and the Trujillo Adobe meet the National Trails System Act's definition of high potential sites, that does not mean that they have been evaluated, or listed, as significant resources under National Register of Historic Places criteria.

Additionally, although the exact location of the original trail is currently unknown, the NPS (2016) maps the trail along the present location of Agua Mansa Road, which is located approximately 1,500 feet northwest of the western Project site boundary. As no remnants of the trail were observed on the Project site or within the off-site improvement areas during the cultural resources survey (EIR *Technical Appendix F1*), it is not expected that the Project would have any impact on the any remnant portions of the trail.

Based on the foregoing, no revisions to the DEIR are warranted with respect to this comment.

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<sup>16</sup> U.S. Department of the Interior, National Park Service, 2016. Old Spanish National Historic Trail Final Comprehensive Administrative Strategy, 20.



**O-4:**

As discussed in the City's response to comment O-3 above, there is no evidence to indicate that any segment of the Old Spanish Trail alignment occurs on the Project site or within the Project's proposed off-site improvement areas. Therefore, the Project would not conflict with any preservation efforts of any remnant portions of the Old Spanish Trail. Additionally, since the 2016 NPS maps depict the trail along the existing location of Agua Mansa Road (approximately 1,500 feet northwest of the western Project site boundary), there is no need for the Project to be designed to incorporate signage or trail designation pathways with respect to the Old Spanish Trail. Based on the foregoing, no revisions to the DEIR are necessary with respect to this comment.

**O-5:**

The City acknowledges the Old Spanish Trail Association, Agua Mansa Chapter for providing comments on the DEIR.



**LETTER P (Page 1 of 3)**



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Director at Large - NA  
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[jj1492@q.com](mailto:jj1492@q.com)

**\*\*\* ELECTRONIC TRANSMISSION ONLY \*\*\***

Re: Roquet Ranch Specific Plan – EIR – City of Colton

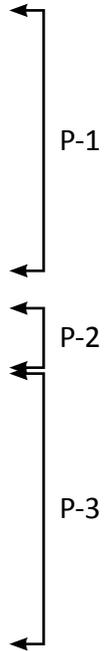
September 21, 2017

Mr. Mario Saurez  
[msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)

Dear Mr. Saurez:

I am writing to you at this time as Association Manager of the Old Spanish Trail Association (OSTA), a IRS Section 501(c)(3) non-profit organization founded for the purpose of research, promotion, education, planning, and management assistance for the Old Spanish National Historic Trail (OSNHT), designated by Congress and the President of the United States in 2002 (Public Law 107-325, 116 Stat. 2790) and administered under the National Trails System Act (16 U.S.C. §§1241, et. seq.). The OSNHT is federally co-administered by the Bureau of Land Management (BLM) and the National Park Service (NPS), both of which OSTA works closely with in consultation regarding the Trail.

We have recently become aware of the Roquet Ranch development proposal in the City of Colton. Unfortunately, we have not had adequate time to review the City's Environmental Impact Report (EIR) in its entirety. As we understand it the development is intended to take place on privately held lands. Consequently, the outright protective mandates of the NTSA applicable to federal lands do not necessarily apply to this project. Nevertheless, the acknowledgement of the OSNHT in the project area by the federal Co-Administrators of the Trail, expresses not only the local, but national cultural heritage value of this historic route of travel and related sites. We advocate that the City of Colton and responsible California and local government authorities pay particular attention to these resources in planning and environmental review efforts related to the proposed development.



John W. Hiscock, Association Manager P.O Box 324 Kanab, UT 84741  
 Phone: 435-689-1620 E-Mail: [ostamgr@gmail.com](mailto:ostamgr@gmail.com)



LETTER P (Page 2 of 3)

National Historic Trails are administered pursuant to management plans developed by the federal Co-Administrators with authority for each Trail. In the case of the OSNHT, such a draft management plan, titled "Old Spanish National Historic Trail Final [sic] Comprehensive Administrative Strategy" (CAS) was released for public review in August 2016 by the BLM and NPS. The draft CAS is currently being finalized by the BLM and NPS. The CAS can be referenced at:

<https://parkplanning.nps.gov/document.cfm?parkID=454&projectID=12591&documentID=74062>.

Importantly to the current project and analysis of environmental impacts is the fact that in the CAS, the federal Co-Administrators of the Trail, identified OSNHT routing and sites in the project area. The CAS identifies the following OSNHT routing and "high potential historic sites" in the project vicinity:

- The listing of Politana, Agua Mansa, and the Trujillo Adobe as high potential sites of the OSNHT ("Table 2 High Potential Sites", p. 21);
- A proposed realignment of the OSNHT (a continual section - north to south and then west) through the Politana and Agua Mansa areas ("Map 5a Old Spanish Trail High Potential Sites and Segments - California" p.29);
- A section on Agua Mansa as a Hispanic community/settlement "resource" of the OSNHT ("Chapter 3 - Resources of the Old Spanish National Historic Trail - Hispano Communities", p. 88-90, and sub-sections on "Communities . . .," "Churches," "Cemeteries," and "Ranches" on related cultural resources at pp. 104-105).

It is our understanding that the Roquet Ranch EIR fails to recognize or analyze the impact of the noted project on the suggested rerouting of the OSNHT, or the related historic sites and resources outlined in the CAS. We request that the City of Colton revise its project analysis to take the existence of the OSNHT and related resources into account. At the very least project development planning should evaluate mitigation actions in the area of said Trail routing and sites to protect the Trail corridor and archeological resources related to the Trail, as well as opportunities for public recreation and education related to such.

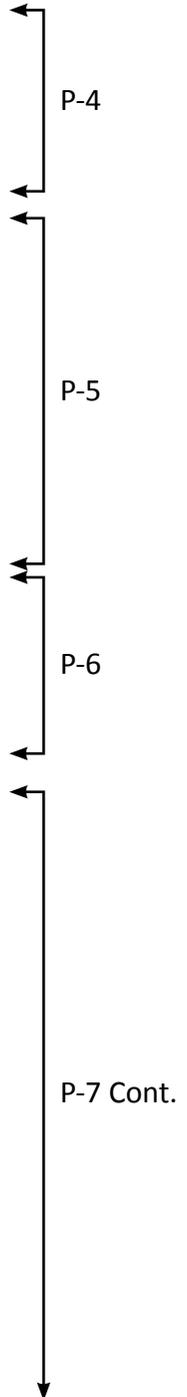
We appreciate your attention and consideration of our comments in this regard. If we can be of further assistance, please don't hesitate to contact us.

Sincerely,

John W. Hiscock  
Association Manager



John W. Hiscock, Association Manager P.O Box 324 Kanab, UT 84741  
Phone: 435-689-1620 E-Mail: [ostamgr@gmail.com](mailto:ostamgr@gmail.com)





LETTER P (Page 3 of 3)

P-7 Cont.



*John W. Hiscock, Association Manager P.O Box 324 Kanab, UT 84741  
Phone: 435-689-1620 E-Mail: [ostamgr@gmail.com](mailto:ostamgr@gmail.com)*



## **Old Spanish Trail Association, National Chapter – Comment Letter P**

### **P-1:**

The City acknowledges description and mission the Old Spanish Trail Association (OSTA), National Chapter.

### **P-2:**

The DEIR was circulated for a 45-day public review period between August 7, 2017 and September 21, 2017. The length of the DEIR public review period (45 days) adhered to the 45-day public review period required for EIRs that are submitted to the State Clearinghouse for review, pursuant to CEQA Guidelines § 15105 and § 21091(a). Additionally, in accordance with CEQA Guidelines § 15087(a), the City provided the DEIR and NOA to all organizations and individuals who have previously requested such notice in writing prior to the commencement of the 45-day public review period for the DEIR. An electronic copy of the DEIR was available for download using the hyperlink provided in the NOA for the full 45-day public review period. Hard copies of the DEIR with reference documents and technical appendices on CD were made for the public to review at the following locations for the full 45-day public review period:

- City of Colton Planning Division, located at 659 N. La Cadena Drive Colton, CA;
- Colton Public Library (main branch), located at 656 North 9th Street, Colton, CA;
- Colton Public Library (Luque Branch), located at 294 East “O” Street, Colton, CA; and
- Colton City Clerk Office, located at 650 N. La Cadena Drive, Colton, CA.

Based on the foregoing, the public review period provided for the DEIR fully adhered to the applicable requirements established in § 15105, § 15087, and § 21091 of the CEQA Guidelines.

### **P-3:**

The Cultural Resources Assessment (EIR *Technical Appendix F1*) and EIR Subsection 4.4, *Cultural Resources*, fully evaluated the Project’s impacts to historic resources and did not identify any portion of the Old Spanish National Historic Trail (OSNHT) alignment within the Project’s proposed physical disturbances area (depicted on Figure 3-11, *Proposed Physical Disturbances*). Therefore, the Project would have no potential to impact the OSNHT. Notwithstanding, the City appreciates the concerns of the OSTA with respect to the OSNHT, and will consider these resources in the planning and environmental review efforts of future planning efforts that may have an adverse effect on the OSNHT.

### **P-4:**

The City acknowledges the commenter’s reference to the draft “Old Spanish National Historic Trail Final Comprehensive Administrative Strategy (CAS)” developed by the Bureau of Land Management and National Parks Service. However, the CAS is not applicable to the proposed Project. Accordingly, no revision to the DEIR is warranted pursuant to this comment.



**P-5:**

The City acknowledges that the National Park Service (NPS) has identified Politana, Agua Mansa, and the Trujillo Adobe as high potential sites for trails. According to Section 12 of the National Trails System Act:

*High potential sites are those historic sites related to the route or sites in close proximity thereto, which provide opportunity to interpret the historic significance of the trail during the period of its major use; criteria for consideration as high potential sites include historic significance, presence of visible historic remnants, scenic quality, and relative freedom from intrusion.<sup>17</sup>*

Although identified as being high potential sites by the NPS, Politana, Agua Mansa, and the Trujillo Adobe are all located outside the Roquet Ranch Project physical disturbance areas and would not be impacted by the proposed Project. In addition, although Politana, Agua Mansa, and the Trujillo Adobe meet the National Trails System Act's definition of high potential sites, that does not mean that they have been evaluated, or listed, as significant resources under National Register of Historic Places criteria.

Additionally, although the exact location of the original trail is currently unknown, the NPS (2016) maps the trail along the present location of Agua Mansa Road, which is located approximately 1,500 feet northwest of the western Project site boundary. As no remnants of the trail were observed on the Project site or within the off-site improvement areas during the cultural resources survey (EIR *Technical Appendix F1*), it is not expected that the Project would have any impact on the any remnant portions of the trail.

Based on the foregoing, no revisions to the DEIR are warranted with respect to this comment.

**P-6:**

Please see response to comment P-5. As indicated in that response, the Project would not result in any adverse effects to the OSNHT or related historic sites and resources outlined in the CAS. As such, mitigation measures for impacts to the OSNHT are not necessary, as no such impacts would occur. No revision to the DEIR is warranted pursuant to this comment.

**P-7:**

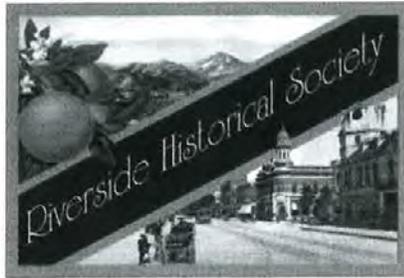
The City acknowledges the Old Spanish Trail Association, National Chapter for providing comments on the DEIR.

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<sup>17</sup> U.S. Department of the Interior, National Park Service, 2016. Old Spanish National Historic Trail Final Comprehensive Administrative Strategy, 20.



LETTER Q (Page 1 of 2)



Riverside Historical Society  
P. O. Box 246  
Riverside, CA 92502  
[www.riversidehistoricalsociety.org](http://www.riversidehistoricalsociety.org)  
[riversidehistoricalsociety@gmail.com](mailto:riversidehistoricalsociety@gmail.com)

September 14, 2017

Mr. Mario Suarez, Senior Planner  
City of Colton, California  
650 N. La Cadena Drive  
Colton, CA 92324

RE: Roquet Ranch Specific Plan Cultural Impacts

Dear Mr. Suarez,

The Riverside Historical Society has reviewed the draft EIR for the Roquet Ranch Specific Plan and has the following comments to make:

The western boundary of the project site is perilously close to the original earthen alignments of both the Riverside Upper Canal and Riverside Lower Canal, dating from 1871 and 1875 respectively (see attached photos of these alignments). These remnants appear now as broken yet very delineable features in the landscape between North Orange Street and the Santa Ana River to the north. In the case of the Riverside Lower Canal, these remnants are the ONLY surviving pieces of that canal.

In reviewing the Draft EIR, we find no mention of these canal alignments at all. We do not know whether this was an oversight or if the canal alignments are not actually on the Roquet Ranch property.

Regardless of where the alignments lie, it appears that they may be in danger of significant impacts from grading and other development activities as a part of this proposal. Therefore, the Riverside Historical Society requests the following:

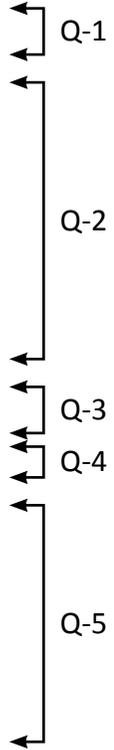
1. Steps must be taken to delineate the original earthen alignments of the Riverside Upper and Lower Canals as they correspond to the extent of development of the Roquet Ranch.
2. During grading activities, a historical archaeologist must be present to ensure that the original alignments are protected from project impacts.

Thank you for the opportunity to comment on this proposal. If you have any questions regarding our comments, please don't hesitate to contact us at [riversidehistoricalsociety@gmail.com](mailto:riversidehistoricalsociety@gmail.com).

Sincerely,

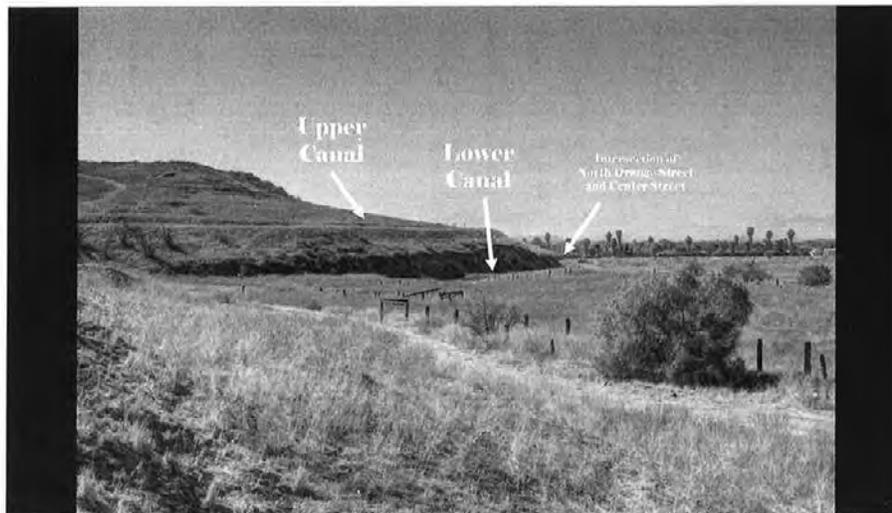
Steve Lech, President  
Riverside Historical Society

(Enc)





LETTER Q (Page 2 of 2)



Q-6



### **Riverside Historical Society – Comment Letter Q**

#### **Q-1:**

The City acknowledges and appreciates the comments from the Riverside Historical Society, which are addressed in the comment responses below.

#### **Q-2:**

The Cultural Resources Assessment (EIR *Technical Appendix F1*) surveyed the entire 336.2-acre Project site and the proposed off-site improvement areas for historical and archaeological resources. Additionally, the Cultural Resources Assessment included a records search conducted by the San Bernardino Archaeological Information Center (SBAIC) at the San Bernardino County Museum (SBCM) that included a one-mile buffer around the project in order to determine the presence of any previously recorded sites within and around the Area of Potential Effect (APE). The SBAIC also provided the standard review of the National Register of Historic Places (NRHP) and the Office of Historic Preservation (OHP) Historic Property Directory. Land patent records, held by the Bureau of Land Management (BLM) and accessible through the BLM General Land Office (GLO) website, were also reviewed for information pertinent to the Project. In addition, the research library of the consulting archaeologist, Brian F. Smith and Associates, Inc. (BFSA), was consulted for any relevant historical information. As concluded in the Cultural Resources Assessment, although the Trujillo Ditch and the Riverside Canals are considered potentially significant resources, the survey of the Project site and off-site improvement corridors did not result in the identification of any remnants of any of the historic waterways. Therefore, no remaining portions of the alignments would be directly or indirectly impacted by the Project. Please refer also to the response to comment N-1, which provides additional discussion of the regions historical context, including the Trujillo Ditch and the Riverside canals.

#### **Q-3:**

Please see the response to comment Q-2. As indicated in that response, although the Trujillo Ditch and the Riverside canals are considered potentially significant resources, the survey of the Project site and off-site improvement corridors by the Project's archaeologist did not result in the identification of any remnants of the Riverside Canals. Because the canals do not occur within the Project's potential impact footprint, delineation of the original earthen alignments of the Riverside Upper and Lower Canals is not necessary to demonstrate that impacts to these features would not occur. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

#### **Q-4:**

Subsection 4.4, *Cultural Resources*, of the DEIR is based on the Cultural Resources Assessment (EIR *Technical Appendix F1*). The Cultural Resources Assessment of the Project site and the proposed off-site improvement corridors did not identify any remnants of the historic waterways that could be directly or indirectly impacted by Project development. Nonetheless, DEIR Mitigation Measure MM 4.4-2 would require an archaeological monitor and Native American monitor to be present throughout grading activities to ensure that any inadvertent discoveries of potentially significant subsurface cultural resources (including historical resources) during ground disturbance activities do not result in



the destruction of such resources. With implementation of mitigation, the Project's impacts to archaeological resources would be reduced to below a level of significance.

**Q-5:**

The City of Colton acknowledges the contact information, and will reach out to the commenter with any further questions.

**Q-6:**

The acknowledges the reference photos that were provided as attachments. Please see response to comments Q-2 through Q-4 regarding the potential to impact historic water conveyance facilities.

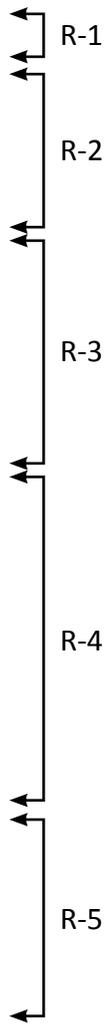


LETTER R (Page 1 of 5)

Administrative Draft Environmental Impact Report  
Roquet Ranch Specific Plan, City of Colton, California  
SCH No. 2016061056  
Public Review Draft  
August 2, 2017

San Manuel Band of Mission Indians (SMBMI) Comments  
September 15, 2017

- SMBMI reaffirms the on-going consultation efforts with the City of Colton, Planning Department, pertaining to the aforementioned proposed project.
- Section: 4.4 Cultural Resources, Summary of Impacts; Mitigation Measures (MM)
  - Page S-29 MM 4.4-2  
Under #1 – ADD to read as *Written verification that a certified archaeologist(s), defined as meeting the Secretary of the Interior’s Standards for professional archaeology (U.S. Department of the Interior, 2011) has been retained. . . .letter from the project archaeologist to the City of Colton.*
  - Page S-29 MM 4.4-2  
Under #2, 3, 4, – ADD to read as *Native American monitor(s)* throughout the MM’s. Under #2 - Add to read as *archaeological monitor(s)* throughout the MM’s. (In the event, ground disturbing activities are in operation simultaneously, the archaeological monitor(s) and Native American monitor(s) will be assigned to appropriately monitor those areas of activities, especially when inadvertent discovery occurs and/or human remains/cremations are discovered)
  - Page S-29 MM 4.4-2  
ADD: An Archaeological Monitoring Plan, A Discovery and Treatment Plan must be developed; as these are separate Plans, instead of *Archeological Monitoring Program and Data Recovery Protocol*. (Please see SMBMI CEQA-AB521 language template, of which has been readily adopted and implemented by these agencies: County of San Bernardino, County of Kern, City of Loma Linda, City of Rancho Cucamonga, and the City of Redlands. The language template provides for clear guidance in avoidance and protection of the cultural resources. Ground disturbing activities include (i.e. grubbing, tree removal, vegetation clearing, demolition, conventional mass grading, trenching, potholing, excavation, planting, geotechnical investigations, and ground surface leveling, etc.)
  - Page S-30 MM 4.4-2  
The sentence starting with: *For significant cultural resources, a Research Design and Data Recovery.....City of Colton Building Official or their designee before being carried out using professional archaeological methods.* ADD: The City of Colton shall consult with the appropriate consulting Tribe(s), in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature.





LETTER R (Page 2 of 5)

- Page S-30 MM 4.4-2  
A new numerical element introduces this: *If any human bones (change to human remains and/or cremations) are discovered...determine proper treatment and disposition of the remains.* This numeric element must be a stand-alone; as it addresses human remains.
  - Page S-30 MM 4.4-2  
The paragraph beginning with *Before construction activities are allowed to resume.....amount of material to be recovered for an adequate artifact sample for analysis,* a treatment plan(s) shall be developed and reviewed in consultation with the consulting Tribe(s). [SMBMI has worked with agencies and developers and their consultants (Environmental and CRM firms) to assist with the development of such treatment plans.]
  - Page S-31 MM 4.4-3  
Request clarification on this mitigation measure. Who is the 501c Tribal entity that will be responsible for overseeing the protection of the cultural resources in perpetuity?
  - Page S-32 Threshold e) SMBMI did inform the City of Colton on Thursday, August 18, 2016, via email from Leslie Mouriquand to Mario Suarez pertaining to the proposed project location, which is within the Tribe’s ancestral territory and the Santa Ana River and nearby hills are considered sensitive for tribal cultural resources. Subsequent to this initial notification, a conference call was held on Thursday, April 13, 2017 with Mario Suarez and Mr. Shawn Nevill, TB Planning to discuss the Tribes concerns pertaining to the impacts on the cultural resources; as a follow-up the cultural resource reports were requested by Tribe and the draft mitigation measures. On Wednesday, July 26, 2017 Mario Suarez, City of Colton Planning Manager sent an email, identifying consultation closed, with a reply back from Ann Brierty, SMBMI, Cultural Resources Specialist indicted that *this project was not completed,* consultation was not completed. The public DEIR was released and Mario Suarez forwarded the report.
- SMBMI is requesting a conference call during the week of September 25, to properly discuss the draft mitigation measures the City of Colton has developed and the Tribes preferred language.
  - SMBMI is requesting an on-site visit to the proposed project during the week of September 25, with the City of Colton, developer and CRM firm.
  - SMBMI commends the City of Colton and developer for creating an “open space” for eight (8) of the archaeological sites.
  - SMBMI references that in the City of Colton, General Plans the Cultural Resources Element: Goal #1, Policy 1a, Goal #2, Policy 2f , which implements measures designed to protect and maintain the City’s historic resources, which are also important to the Tribe.





LETTER R (Page 3 of 5)

The following language is preferred by SMBMI because it is 1) more complete, 2) provides information on how to proceed in many circumstances, and 3) protects the interests of all parties.

CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

I. If an archaeological deposit or tribal cultural resource is discovered within the project area, ground disturbing activities (i.e. grubbing, tree removal, vegetation clearing, demolition, conventional mass grading, trenching, potholing, excavation, planting, geotechnical investigations, and ground surface leveling, etc.) shall be suspended 60 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. Representatives from both San Manuel Band of Mission Indians (SMBMI) and other consulting tribes, the applicant/developer, and the City of \_\_\_\_\_ Planning Department shall confer regarding treatment of the discovered resource(s). A treatment plan shall be prepared, reviewed and adopted by all Parties, and then implemented to protect the identified resources from damage and destruction. The treatment plan shall contain a research design to evaluate the resource for significance under both NHPA and CEQA criteria. Then, should the resource be determined to be significant under either federal- or state-level criteria, and should the resource not be a candidate for avoidance or preservation in place, a data recovery plan shall be developed, reviewed by all Parties, and implemented. The research design and/or data recovery plan shall list the sampling procedures appropriate to ascertain the boundaries, nature, and content of the resource in accordance with current, professional archaeological best practices. Additionally, the data recovery plan will be designed to exhaust the research potential of the resource in accordance with current professional archaeology standards.

a. The treatment plans and data recovery plans shall be developed in consultation with the SMBMI and other consulting tribes.

b. All fieldwork related to treatment plans and data recovery plans shall require monitoring by both a SMBMI Tribal Monitor(s) (.....and monitor(s) from any other consulting tribe. This will be dependent on the number of Tribes requesting monitors.). Should more than one tribe be consulting, those tribes will, confer with the City of \_\_\_\_\_ and the Project proponent to arrive at a monitoring agreement in order to share monitoring assignments.

c. All draft reports containing the significance and treatment findings and data recovery results shall be prepared by a DOI-qualified archaeologist hired by the applicant/developer and submitted to the City of \_\_\_\_\_ Planning Department and the consulting Native American Tribes for their review and comment.

d. All final reports are to be submitted to the local CHRIS Information Center, the City of \_\_\_\_\_, and the consulting Native American Tribes.

II. The SMBMI requests that culturally-appropriate and professionally proper procedures shall be followed with respect to all artifacts and remains affiliated with Native peoples—whether prehistoric, protohistoric, or historic.

a. Any sacred/ceremonial objects or objects of cultural patrimony discovered within the project area are to be offered to the Most Likely Descendant (MLD) of record for appropriate treatment and all claims of ownership to such materials waived by the applicant/developer/landowner.

b. SMBMI requests that all other artifacts be permitted to be either (1) left *in situ* should avoidance or protection in place be guaranteed or (2) reburied, on site, in a location that will be protected from future disturbance *vis a vis* project plans, conservation/ preservation easements, deed riders, etc.



R-14 Cont.



LETTER R (Page 4 of 5)

c. Should it occur that avoidance, preservation in place, or on-site reburial are not an option for some artifacts, SMBMI requests that the applicant/developer/landowner relinquish all ownership and rights to this material and provide the artifacts to representatives of SMBMI and/or other consulting tribe(s) for the Tribes to jointly and collaboratively conduct proper treatments and delineate long-term care protocols.

d. Where appropriate and agreed upon in advance by both SMBMI and other consulting tribe(s), the DOI-qualified archaeologist hired by the applicant/developer may conduct analyses of certain artifact classes (including, but not limited to, shell, non-human bone, ceramic, stone) if required by CEQA, Section 106 of NHPA, the Project's mitigation measures, or conditions of approval for the Project. Furthermore, upon completion of authorized and mandatory archeological analyses, the applicant/developer shall provide said artifacts to SMBMI and any other consulting tribe—jointly and simultaneously --within sixty (60) days from the completion of analyses and not to exceed one hundred and twenty (120) days after the initial recovery of the items from the field.

HUMAN REMAINS AND FUNERARY OBJECTS; OBJECTS OR CULTURAL PATRIMONY

III. The City of \_\_\_\_\_ and the applicant/developer shall immediately contact the Coroner and the SMBMI in the event that any human remains are discovered during implementation of the Project. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c).

IV. The NAHC-identified Most Likely Descendant (MLD), shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how any human remains and funerary objects shall be treated and disposed of with appropriate dignity. The MLD, applicant/developer/landowner, and Lead Agency agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.

V. The MLD shall complete its inspection within twenty-four (24) hours of receiving notification from either the Developer or the NAHC, as required by California Public Resources Code § 5097.98.

VI. Reburial of human remains and/or funerary objects shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The MLD in consultation with the applicant/developer/landowner shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains and funerary objects.

VII. All parties are aware that the MLD may wish to rebury the human remains and associated funerary objects, as well as ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The applicant/developer/landowner should accommodate on-site reburial in a location mutually agreed upon by the Parties.

VIII. The term "human remains" encompasses more than human bones because the SMBMI traditions periodically necessitated the ceremonial burning of human remains and funerary objects. Funerary objects are those artifacts associated with any human remains or funerary rites. These

R-14 Cont.



LETTER R (Page 5 of 5)

items, and other funerary remnants and their ashes, are to be treated in the same manner as human bone fragments or bones that remain intact.

IX. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

R-14 Cont.

DO NOT COPY

San Manuel Band of Mission Indians CEQA\_AB52 language template.



## **San Manuel Band of Mission Indians – Comment Letter R**

### **R-1:**

City staff welcomes the continuation of dialog with the SMBMI regarding their concerns about the Project. In response to this comment letter, and in an effort to better understand the concerns of SMBMI in relation to the Project, City of Colton staff met with representatives of SMBMI on November 30, 2017. City of Colton staff remains open to further dialog regarding the Roquet Ranch Specific Plan Project and other projects that may affect tribal cultural resources affiliated with SMBMI.

### **R-2:**

Subsection 4.4, *Cultural Resources*, fully evaluates the Project's potential impacts on tribal cultural resources (TCRs) and archaeological resources, and provides mitigation measures to reduce the Project's impacts to these resources to a level below significance. Two (2) archaeological resources are considered significant resources, which includes Site SBR-29,034 and Site SBR-29,037. The Project has been designed to avoid and preserve Site SBR-29,034 and Site SBR-29,037. The implementation of Mitigation Measure MM 4.4-2 would ensure that undiscovered subsurface archaeological resources that may be inadvertently uncovered during Project grading and excavation activities would not be destroyed through the use of Native American and archaeological monitoring during such activities. The City has revised Mitigation Measure MM 4.4-2 in response to this comment. Revisions to Mitigation Measure MM 4.4-2 are summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.

### **R-3:**

The City has revised Mitigation Measure MM 4.4-2 in response to this comment. Revisions to Mitigation Measure MM 4.4-2 are summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.

### **R-4:**

The City has revised Mitigation Measure MM 4.4-2 in response to this comment. Revisions to Mitigation Measure MM 4.4-2 are summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.

### **R-5:**

The City has revised Mitigation Measure MM 4.4-2 in response to this comment. Revisions to Mitigation Measure MM 4.4-2 are summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.

### **R-6:**

The City has revised Mitigation Measure MM 4.4-2 in response to this comment. Revisions to Mitigation Measure MM 4.4-2 are summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.



**R-7:**

The City has revised Mitigation Measure MM 4.4-2 in response to this comment. Revisions to Mitigation Measure MM 4.4-2 are summarized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*.

**R-8:**

The Project site is within the ancestral territory of SMBMI, the SMBMI would be the 501c tribal entity responsible for overseeing the protection of Site SBR-29,034 and Site SBR-29,037 in perpetuity per Mitigation Measure MM 4.4-3.

**R-9:**

The City acknowledges the SMBMI's summary of correspondence between the City and the tribe as part of the AB 52 consultation process. Please refer to the City's response to comment R-1.

**R-10:**

Please see response to comment R-1. The City acknowledges SMBMI's request for further communication regarding the proposed Project. In response to this comment letter, and in an effort to better understand the concerns of SMBMI in relation to the Project, City of Colton staff met with representatives of SMBMI on November 30, 2017. City of Colton staff remains open to further dialog regarding the Roquet Ranch Specific Plan Project and other projects that may affect tribal cultural resources affiliated with SMBMI.

**R-11:**

Please see response to comments R-10.

**R-12:**

The City acknowledges SMBMI's comment expressing gratitude for the creation of open space for eight of the archaeological sites identified during the cultural resource survey.

**R-13:**

The City acknowledges SMBMI's reference to the goals and policies of the City's General Plan that are intended to protect and maintain cultural resources within the City. Subsection 4.4, *Cultural Resources*, of the DEIR fully evaluates the Project's impacts to cultural resources, and concluded that the Project would not impact any significant historic resources.

**R-14:**

The City acknowledges the preferred language provided by SMBMI concerning cultural resources and Tribal Cultural Resources (TCRs). The DEIR fully evaluated the Project's impacts to cultural resources and TCRs, and where potentially significant impacts have been identified, the DEIR identifies mitigation measures to reduce impacts to levels that are below significance. As indicated in the preceding responses, revisions were made to several mitigation measures related to cultural resources. However, those revisions primarily represent minor clarifications based on the



Commenter's preferred language and/or best practices and would result in mitigation measures that are functionally equivalent to those identified in the DEIR. Accordingly, no additional revisions to the mitigation measures (beyond those revisions discussed above) are warranted in response to this comment.



LETTER S (Page 1 of 1)



September 20, 2017

Mr. Mario Suarez, Senior Planner  
City of Colton Planning Department  
659 North La Cadena Drive  
Colton, CA 92324

RE: Roquet Ranch Project—Draft CEQA Report  
SCH #2016061056

Dear Mr. Suarez:

Spanish Town Heritage Foundation’s mission to champion the Hispanic Legacy of the Inland Empire’s first settlers is endangered by the City of Colton’s planned Roquet Ranch development. Noted by the National Park Service, the Bureau of Land Management, and the Old Spanish Trail Association, the area once known as La Placita de los Trujillos, Agua Mansa, San Salvador and Spanish Town is a site of “high historical potential.” Two historical structure/areas are immediately at risk and require further study.

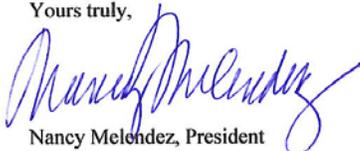
- The Trujillo Adobe is Riverside County Landmark #009, City of Riverside Landmark #130, and a California Site of Historical Significance #75 through the CA Office of Historic Preservation.
- The Agua Mansa Pioneer Cemetery, California Historical Landmark # 121.

Further, a nomination of the Trujillo Adobe to the National Register of Historic Places (and concurrently to the California Historic Preservation Office) is being prepared in partnership with the City of Riverside’s Historic Preservation Office.

The proposed area development can potentially cause extreme degradation and harm to this historic area. The Environmental Impact Report does not address this potential loss of archaeologically and historically significant site.

Spanish Town Heritage Foundation respectfully requests a response to the historic preservation issues listed above.

Yours truly,

  
Nancy Melendez, President  
Spanish Town Heritage Foundation

  
Darlene Trujillo Elliot, Vice-President  
Spanish Town Heritage Foundation

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S-1

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S-2

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S-3

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S-4

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## Spanish Town Heritage Foundation – Comment Letter S

### **S-1:**

The acknowledges the mission of the Spanish Town Heritage Foundation and further acknowledges that the National Park Service (NPS) has identified Politana, Agua Mansa, and the Trujillo Adobe as high potential sites for trails. According to Section 12 of the National Trails System Act:

*High potential sites are those historic sites related to the route or sites in close proximity thereto, which provide opportunity to interpret the historic significance of the trail during the period of its major use; criteria for consideration as high potential sites include historic significance, presence of visible historic remnants, scenic quality, and relative freedom from intrusion.<sup>18</sup>*

Although identified as being high potential sites by the NPS, Politana, Agua Mansa, and the Trujillo Adobe are all located outside the Roquet Ranch Project physical disturbance areas and would not be impacted by the proposed Project. In addition, although Politana, Agua Mansa, and the Trujillo Adobe meet the National Trails System Act's definition of high potential sites, that does not mean that they have been evaluated, or listed, as significant resources under National Register of Historic Places criteria.

Additionally, although the exact location of the original trail is currently unknown, the NPS (2016) maps the trail along the present location of Agua Mansa Road, which is located approximately 1,500 feet northwest of the western Project site boundary. As no remnants of the trail were observed on the Project site or within the off-site improvement areas during the cultural resources survey (EIR *Technical Appendix FI*), it is not expected that the Project would have any impact on the any remnant portions of the trail. In addition, the Agua Mansa Pioneer Cemetery is located approximately 0.74-mile to the northwest of the Project site and is not located within the development impact area of the Project. Therefore, the Project would have no impact on the Agua Mansa Pioneer Cemetery. Accordingly, the DEIR adequately analyzed the potential for impacts to historical resources at the Project site and no revisions are warranted in the DEIR.

Based on the foregoing, no revisions to the DEIR are warranted with respect to this comment.

### **S-2:**

The City acknowledges that the Trujillo Adobe has been nominated to be added to the National Register of Historic Places. As stated in comment S-1, the Trujillo Adobe is located outside of the Project's development footprint and would not be impacted by the Project. No revisions to the DEIR are warranted with respect to his comment.

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<sup>18</sup> U.S. Department of the Interior, National Park Service, 2016. Old Spanish National Historic Trail Final Comprehensive Administrative Strategy, 20.



**S-3:**

As discussed in the City's responses to comments S-1 and S-2 above, the Project would not affect the Trujillo Adobe or the Agua Mansa Pioneer Cemetery. Furthermore, the Project's impacts to historic, archaeological, and tribal cultural resources were fully evaluated in the DEIR. With mitigation, the Project would result in less-than-significant impacts to cultural resources. No revisions to the DEIR are warranted with respect to his comment.

**S-4:**

Please refer to the City's responses to comments S-1 through S-3 above for a response to the historic preservation issues discussed in this comment letter.



### F.3 ADDITIONS, CORRECTIONS, AND REVISIONS TO THE DRAFT EIR

Substantive changes made to the text, tables and/or exhibits of the DEIR in response to public comments on the DEIR are discussed below and/or itemized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*. Additions are shown in Table F-2 as underline text and deletions shown as ~~stricken~~ text. No corrections or additions made to the DEIR are considered substantial new information requiring recirculation or additional environmental review under CEQA Guidelines §15088.5.

**Table F-2 Errata Table of Additions, Corrections, and Revisions**

| PAGE(S)       | SECTION       | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| S-15 & 4.2-28 | S.6.2 & 4.2.8 | In response to Comment J-14 from GSESJA, Mitigation Measure MM 4.2-1 has been revised as follows:<br><br>MM 4.2-1 Prior to issuance of grading permits, the City of Colton Building Official or his/her designee shall ensure that grading plans include a note that specifies that that all construction equipment greater than 150 horsepower is California Air Resources Board (CARB) Tier 4 <del>3</del> Certified <del>or better</del> , <u>provided that Tier 3 Certified equipment may be used if the Lead Agency determines that Tier 4 Certified equipment is not reasonably available on a timely basis within a 200-mile radius of the Project site.</u> The Grading Contractor shall be responsible for ensuring compliance with this note throughout the duration of grading activities <u>and permit periodic inspection of the construction site by City of Colton staff or its designee to confirm compliance. These notes also shall be specified in bind documents and contracts issued to prospective construction contractors.</u> |
| S-15 & 4.2-27 | S.6.2 & 4.2.8 | In response to Comment E-11 from SCAQMD, Mitigation Measure MM 4.2-2 has been added as follows:<br><br><u>MM 4.2-2 Require the use of 2010 model year diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export), and if the Lead Agency determines that 2010 model year or newer diesel haul trucks cannot be obtained, the Lead Agency shall use trucks that meet EPA 2007 model year NO<sub>x</sub> emissions requirements, at a minimum. Additionally, consider other measures such as incentives, phase-in schedules for clean trucks, etc., during construction period.</u>                                                                                                                                                                                                                                                                                                                                                                                 |
| S-26 & 4.3-38 | S.6.2 & 4.3.8 | In response to Comment F-7 from the San Bernardino County Department of Public Works, subpart 1 of Mitigation Measure MM 4.3-7 within EIR Subsection 4.3, <i>Biological Resources</i> , and EIR Section S.0, <i>Executive Summary</i> , was revised to clarify the nesting seasons for songbirds and raptors. Subpart 1 of Mitigation Measure MM 4.3-7 was revised as follows:<br><br>1. <u>Nesting season is typically February 15 to August 31 for songbirds, and January 15 to August 31 for raptors. Therefore,</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



Table F-2 Errata Table of Additions, Corrections, and Revisions

| PAGE(S)                                              | SECTION                  | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                      |                          | <p>Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p>S-29 through S-31 &amp; 4.4-30 through 4.4-31</p> | <p>S.6.2 &amp; 4.4.7</p> | <p>In response to Comment C-4 from NAHC and Comments R-2 through R-7 from the San Manuel Band of Mission Indians, Mitigation Measure MM 4.4-2 in EIR Subsection 4.4, <i>Cultural Resources</i>, has been revised as follows:</p> <p>MM 4.4-2 Prior to the issuance of grading permits, the City of Colton Public Works Director or City Engineer or their designee and Development Services Director shall approve an Archeological Monitoring <del>Plan</del><u>Program</u> and <del>Data Recovery Protocol</del><u>Discovery and Treatment Plan</u>. The Archeological Monitoring <del>Program</del><u>Plan</u> and <del>Data Recovery Protocol</del><u>Discovery and Treatment Plan</u> shall include, at a minimum, the following elements:</p> <ol style="list-style-type: none"> <li>1. Written verification that a certified archaeologist <u>defined as meeting the Secretary of the Interior’s Standards for professional archaeology (U.S. Department of Interior, 2011)</u> has been retained to monitor grading activities and implement the Archeological Monitoring <del>Program</del><u>Plan</u> and <del>Data Recovery Protocol</del><u>Discovery and Treatment Plan</u>. This verification shall be presented in a letter from the project archaeologist to the City of Colton.</li> <li>2. Written verification to the City of Colton that a Native American monitor(s) has been retained to be present during grading activities. The Native American monitor(s) shall work in concert with the archaeological monitor(s) to observe ground disturbances.</li> <li>3. The Project archaeologist and Native American monitor(s) shall attend a pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring <del>program</del><u>plan</u>.</li> <li>4. During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and Native American monitor(s) shall be on-site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections shall depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.</li> <li>5. Isolates and clearly non-significant deposits shall be documented in the field so that the monitored grading can continue.</li> <li>6. In the event that previously unidentified cultural resources are discovered (other than isolates and clearly non-significant</li> </ol> |



Table F-2 Errata Table of Additions, Corrections, and Revisions

| PAGE(S) | SECTION | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|         |         | <p>deposits), the consulting archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of the discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the City of Colton Building Official or their designee at the time of discovery. The archaeologist, in consultation with the City of Colton Building Official or their designee, shall determine the significance of the discovered resources. The City of Colton Building Official or their designee must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the City of Colton Building Official or their designee before being carried out using professional archaeological methods. <u>The City of Colton shall consult with the appropriate consulting Native American tribe(s) in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature. In the event that previously unidentified tribal cultural resources are discovered, the Native American monitors shall have the authority to divert or temporarily halt ground disturbance operation in the area of the discovery to allow for the evaluation of potentially significant tribal cultural resources.</u> If any human <del>bones</del> <u>remains and/or cremations</u> are discovered, the San Bernardino County coroner and City of Colton Building Official or their designee shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeological monitor(s) shall determine the amount of material to be recovered for an adequate artifact sample for analysis, <u>and a treatment plan shall be developed and reviewed in consultation with the consulting Native American tribe(s).</u></p> <p>7. Any cultural resource material collected during the implementation of the Archeological Monitoring <del>Program Plan</del> and <del>Data Recovery Protocol</del> <u>Discovery and Treatment Plan</u> shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an</p> |



Table F-2 Errata Table of Additions, Corrections, and Revisions

| PAGE(S)       | SECTION       | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|               |               | <p>appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.</p> <p>8. A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the City of Colton Building Official or their designee prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| S-48 & 4.2-28 | S.6.2 & 4.2.8 | <p>In response to Comment J-23 issued by GSESJA, Mitigation Measure MM 4.10-1 has been revised as follows:<br/>MM 4.10-1 Prior to issuance of any grading and building permits, the City of Colton shall review grading and building plans to ensure the following notes are included on the plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Colton upon request. <u>The Grading Contractor shall permit periodic inspection of the construction site by City of Colton staff or its designee to confirm compliance. These notes also shall be specified in bind documents and contracts issued to prospective construction contractors.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 3-28          | 3.4.1         | <p>EIR Section 3.0, <i>Project Description</i>, was revised to state that Phase I of the Project would include the demolition and removal of the existing on-site Roquet Paving facility structures and associated improvements located on the southeast portion of the Project site. Subpart C of subsection 3.4.1 was revised as follows:</p> <p>Phase I generally covers the southern and eastern portions of the Roquet Ranch Specific Plan, and would include: residential Planning Areas 2, 3, 6 through 10, 13, and would encompass Open Space-Resource Planning Areas 20A, 20B, 20E, the Neighborhood Commercial area within Planning Area 11, and the Fire Station Site (or residential alternative). The neighborhood parks within Planning Areas 18 and 19 would also be constructed as part of Phase I. Pellissier Road, Orange Street, and Roquet Ranch Road would also be constructed as part of this phase. Maryknoll Drive would be re-aligned to connect with Graymoor Avenue which would allow Pellissier Road at La Cadena Drive to be the primary access point to the Roquet Ranch community. The associated roads and all necessary utilities would also be constructed. <u>Additionally, Phase I would include the demolition and removal of the existing on-site Roquet Paving facility structures and associated improvements located on the southeast portion of the Project site to accommodate the proposed Project.</u></p> |



Table F-2 Errata Table of Additions, Corrections, and Revisions

| PAGE(S)                                    | SECTION           | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| S-55 through S-56, 4.14-36 through 4.14-37 | S.6.2 and 4.14.10 | <p>Mitigation Measure MM 4.14-4 was added to EIR Subsection 4.14, <i>Transportation and Traffic</i>. Mitigation Measure MM 4.14-4 is identified as follows:</p> <p><u>The Project Applicant shall use reasonable efforts to work with the City of Riverside to prepare a fee study and establish a mitigation fee program that identifies fair share funding sources attributable to and paid from private and public development to supplement other funding sources to construct the following improvements:</u></p> <ul style="list-style-type: none"> <li>• <u>Intersection #3 – Main Street / Strong Street: Restripe eastbound approach to provide for a dedicated left turn lane and a shared through-right turn lane.</u></li> <li>• <u>Intersection #5 – Orange Street / West Center Street: Install a traffic signal.</u></li> </ul> <p><u>The Project Applicant shall use reasonable efforts to engage the City of Riverside to undertake this study, but it is acknowledged that the Project Applicant cannot compel the City of Riverside to participate in this process. The study shall identify fair-share fees related to private and/or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a)(4). The fee study shall also be compliant with Government Code § 66001(g) and any other applicable provisions of law. If the fee study is completed and a mitigation fee program is adopted by the City of Riverside for the above-listed improvements to Intersection #3 – Main Street / Strong Street and Intersection #5 – Orange Street / West Center Street, the Project Applicant shall pay the fair share amount to the City of Riverside within one year of the issuance of the Project's first certificate of occupancy. If the City of Riverside chooses to accept the Project Applicant's fair share payment, the City of Riverside shall apply the payment to the fee program adopted by the City of Riverside to construct the above-listed improvements to Intersection #3 – Main Street / Strong Street and Intersection #5 – Orange Street / West Center Street. The City of Riverside shall only accept the fair share payment if the fair share fee study has been completed and mitigation fee program established. If, within three (3) years from the date that the first certificate of occupancy is issued for the Project, the City of Riverside has not completed the fair share fee study and established a mitigation fee program for construction of above-listed improvements to Intersection #3 – Main Street / Strong Street and Intersection #5 – Orange Street / West Center Street, then the Project Applicant shall have no further obligation to attempt to comply with this mitigation measure.</u></p> |



Table F-2 Errata Table of Additions, Corrections, and Revisions

| PAGE(S)                       | SECTION           | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| S-56 through S-57 and 4.14-37 | S.6.2 and 4.14.10 | <p>In response to Comment G-4 issued by the City of Grand Terrace, EIR Subsection 4.14, <i>Transportation and Traffic</i>, Mitigation Measure MM 4.14-5 was added to address the concerns expressed by the City of Grand Terrace regarding the Project’s significant and unavoidable cumulatively considerable impacts to the intersections of Michigan Avenue and West Main Street (Intersection #36) and Mt. Vernon Avenue and Main Street (Intersection #38). Mitigation Measure MM 4.14-5 imposes the following:</p> <p><u>The Project Applicant shall use reasonable efforts to work with the City of Grand Terrace to prepare a fee study and establish a mitigation fee program that identifies fair share funding sources attributable to and paid from private and public development to supplement other funding sources to construct the following improvements:</u></p> <ul style="list-style-type: none"> <li>• <u>Intersection #36 – Michigan Avenue / West Main Street: Add southbound right-turn lane; and</u></li> <li>• <u>Intersection #38 – Mt. Vernon Avenue / Main Street: (1) Install a traffic signal; (2) Add eastbound left-turn lane.</u></li> </ul> <p><u>The Project Applicant shall use reasonable efforts to engage the City of Grand Terrace to undertake this study, but it is acknowledged that the Project Applicant cannot compel the City of Grand Terrace to participate in this process. The study shall identify fair-share fees related to private and/or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a)(4). The fee study shall also be compliant with Government Code § 66001(g) and any other applicable provisions of law. If the fee study is completed and a mitigation fee program is adopted by City of Grand Terrace for the improvements to Intersection #36 and Intersection #38 described above, the Project Applicant shall pay the fair share amount to the City of Grand Terrace within one year of the issuance of the Project's first certificate of occupancy. If the City of Grand Terrace chooses to accept the Project Applicant’s fair share payment, the City of Grand Terrace shall apply the payment to the fee program adopted by the City of Grand Terrace to construct the improvements to Intersection #36 and Intersection #38 described above. The City of Grand Terrace shall only accept the fair share payment if the fair share fee study has been completed and mitigation fee program established. If, within three (3) years from the date that the first certificate of occupancy is issued for the Project, the City of Grand Terrace has not completed the fair share</u></p> |



**Table F-2 Errata Table of Additions, Corrections, and Revisions**

| PAGE(S)                 | SECTION           | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                         |                   | <p><u>fee study and established a mitigation fee program for the improvements to Intersection #36 and Intersection #38 described above, then the Project Applicant shall have no further obligation to attempt to comply with this mitigation measure.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| S-58 and 4.14-38        | S.6.2 and 4.14.10 | <p>On page 4.14-38 of EIR Subsection 4.14, <i>Transportation and Traffic</i>, Mitigation Measure MM 4.14-4 has changed to Mitigation Measure MM 4.14-6 due to the addition of Mitigation Measures MM 4.14-4 and MM 4.14-5 (as discussed above). References to Mitigation Measure MM 4.14-6 (formerly Mitigation Measure MM 4.14-4) have been updated throughout EIR Subsection 4.14, <i>Transportation and Traffic</i>, and in all other references throughout the EIR.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4.14-39 through 4.14-41 | 4.14.11           | <p>On page 4.14-39 in EIR subsection 4.14.11, <i>Significance of Impacts After Mitigation</i>, the discussion of the Project’s cumulatively considerable impacts to Intersection #3, Intersection #5, and Intersection #36 under the Opening Year Cumulative (2020) scenario was modified to incorporate a reference to implementation of the newly added Mitigation Measure MM 4.14-4. This paragraph was revised as follows:</p> <p>The Project would also result in cumulatively considerable impacts to Intersections #1, #3, #5, #14 and #36 under the Opening Year Cumulative (2020) conditions scenario. Intersections #3, #5, and #14 are located outside of the geographic limits of the City of Colton. Because there is no funding mechanism available for development projects to contribute toward the construction of needed improvements located outside of the geographic limits of the City of Colton (<u>including the improvements to Intersections #3 and #5 stated in Mitigation Measure MM 4.14-4 and improvements to Intersection #36 stated in Mitigation Measure MM 4.14-5</u>), the Project’s cumulatively considerable impacts to Intersections #3, #5, #14, and #36 would be significant and unavoidable. As stated above, because the improvements to Intersection #1 that are listed in Mitigation Measure MM 4.14-3 are not part of an established City of Colton fee program, there is no assurance that the improvements will be implemented at their time of need and therefore the Project’s cumulatively considerable impacts to Intersection #1 would be unavoidable.</p> <p>On page 4.14-39 in EIR subsection 4.14.11, <i>Significance of Impacts After Mitigation</i>, the discussion of the Project’s cumulatively considerable impacts to Intersections #3, #5, and #38 under the Horizon Year (2040) scenario was modified to incorporate a reference</p> |



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| PAGE(S) | SECTION | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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|         |         | <p>to implementation of the newly added Mitigation Measure MM 4.14-4. This paragraph was revised as follows:</p> <p>The Project would result in cumulatively considerable impacts to Intersections #3, #5, #18, #20, #22, and #38 under the Horizon Year (2040) conditions scenario. Intersections #3 and #5 are located outside of the geographic limits of the City of Colton. Because there is no funding mechanism available for development projects to contribute toward the construction of needed improvements located outside of the geographic limits of the City of Colton <u>(including the improvement to Intersections #3 and #5 stated in Mitigation Measure MM 4.14-4 and improvements to Intersection #38 stated in Mitigation Measure MM 4.14-5)</u>, the Project’s cumulatively considerable impacts to Intersections #3 and #5 would be significant and unavoidable. Because the improvements to Intersections #18, #20, and #22 that are listed in Mitigation Measure MM 4.14-3 are not part of an established City of Colton fee program, there is no assurance that the improvements will be implemented at their time of need. Therefore, the Project’s cumulatively considerable impacts to Intersections #18, #20, and #22 would be unavoidable. Under the Horizon Year Cumulative (2040) scenario, the Project would result in a cumulatively considerable impact to Roadway Segment #5 – La Cadena Drive between West Litton Avenue and Barton Road, which is located outside of the geographic limits of the City of Colton. Because there is no funding mechanism available for development projects to contribute toward the construction of needed improvements located outside of the geographic limits of the City of Colton, the Project’s cumulatively considerable impacts to Roadway Segment #5 would be unavoidable.</p> <p>On page 4.14-40 in EIR subsection 4.14.11, <i>Significance of Impacts After Mitigation</i>, the discussion of the Project’s direct impacts to Intersection #3 under the E+P scenario was modified to incorporate a reference to implementation of the newly added Mitigation Measure MM 4.14-4. This paragraph was revised as follows:</p> <p>As shown in Table 4.14-11, <i>Intersection Analysis for E+P Conditions with Improvements</i>, Intersection #21 (South La Cadena Drive / West Maryknoll Drive), #27 (South Iowa Avenue / South La Cadena Drive / I-215 southbound off-ramp), and #29 (South Iowa Avenue / I-215 northbound ramps) would operate at an acceptable LOS (LOS D or better) under the Existing plus Project scenario with implementation of the improvements identified in Mitigation Measure MM 4.14-2. Because Intersection #3 (Main Street / Strong Street) is located in the City of Riverside outside of</p> |



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| PAGE(S) | SECTION | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|         |         | <p>the geographic limits of the City of Colton (Lead Agency), there is no funding mechanism in place to allow development projects within the City of Colton to contribute a fair-share payment to contribute to future improvements and off-set significant traffic impacts within another jurisdiction. <u>Mitigation Measure MM 4.14-4 has been identified to require the Project Applicant to make a good faith effort to work with the City of Riverside to establish a mitigation fee program that would allow for the Project Applicant to make fair share payments to the City to fund the construction of recommended improvements to Intersection #3.</u> <del>As such,</del> <u>Notwithstanding implementation of Mitigation Measure MM 4.14-4,</u> the Lead Agency could not assure that construction of improvements within a different jurisdiction would be completed in a timely manner to fully mitigate impacts resulting from the Project. Accordingly, the Project would have a direct significant and unavoidable impact on Intersection #3 (Main Street / Strong Street) in the City of Riverside under the E+P conditions scenario.</p> <p>On page 4.14-41 in EIR subsection 4.14.11, <i>Significance of Impacts After Mitigation</i>, the discussion of the Project’s cumulatively considerable impacts to Intersections #3, #5, and #36 under the Opening Year Cumulative (2020) Conditions scenario was modified to incorporate a reference to implementation of the newly added Mitigation Measure MM 4.14-4. This paragraph was revised as follows:</p> <p>As shown in Table 4.14-12, <i>Intersection Analysis for Opening Year Cumulative (2020) Conditions with Improvements</i>, all intersections in the Project study area would operate at acceptable LOS with implementation of the recommended improvements. Implementation of the improvements required by Mitigation Measure MM 4.14-2 would reduce the Project’s cumulatively considerable impacts to Intersection #21 to less than cumulatively considerable (as shown in Table 4.14-12). However, the Project would result in cumulatively considerable impacts to five intersections (#1, #3, #5, #14 and #36) which the Project would have cumulatively considerable impacts under the Open Year Cumulative (2020) conditions scenario would require improvements that are: 1) located outside the geographic limits of the City of Colton (meaning the City of Colton cannot assure that the recommended improvements would be implemented); 2) funded by existing mitigation funding programs, for which a timetable for construction is not yet available (meaning the necessary improvements may not be in place when the Project becomes operational and starts to contribute traffic to the</p> |



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|         |         | <p>facilities); and/or 3) not included in any existing mitigation funding program (meaning there is no mechanism available for development projects to contribute toward the construction of needed improvements). Intersections #3, #5, #14, and #36 are located outside of the geographic limits of the City of Colton. Because there is no funding mechanism available for development projects to contribute toward the construction of needed improvements located outside of the geographic limits of the City of Colton <u>(including the improvements to Intersections #3 and #5 stated in Mitigation Measure MM 4.14-4, and improvements to Intersection #36 stated in Mitigation Measure MM 4.14-5)</u>, the Project’s cumulatively considerable impacts to Intersections #3, #5, #14, and #36 would be unavoidable. Because the improvements to Intersection #1 that are listed in Mitigation Measure MM 4.14-3 are not part of an established City of Colton fee program, there is no assurance that the improvements will be implemented at their time of need and therefore the Project’s cumulatively considerable impacts to Intersection #1 would be unavoidable. No other feasible mitigation measures for these cumulatively considerable impacts are available to the Project that would have a proportional nexus to the Project’s traffic impact to these facilities.</p> <p>On page 4.14-41 in EIR subsection 4.14.11, <i>Significance of Impacts After Mitigation</i>, the discussion of the discussion of the Project’s cumulatively considerable impacts to Intersections #3, #5, and #38 under the Horizon Year (2040) Conditions scenario was modified to incorporate a reference to implementation of the newly added Mitigation Measure MM 4.14-4. This paragraph was revised as follows:</p> <p>As shown in Table 4.14-14, <i>Intersection Analysis for Horizon Year (2040) Conditions with Improvements</i>, all intersections in the Project study area would operate at acceptable LOS with recommended improvements. Implementation of the improvements required by Mitigation Measure MM 4.14-2 would reduce the Project’s cumulatively considerable impacts to Intersection #21 to levels that are less than cumulatively considerable (as shown in Table 4.14-14). The Project would result in cumulatively considerable impacts to Intersections #3, #5, #18, #20, #22, and #38 under the Horizon Year (2040) conditions scenario. Intersections #3 and #5 are located outside of the geographic limits of the City of Colton. Because there is no funding mechanism available for development projects to contribute toward the construction of needed improvements located outside of the geographic limits of the City of Colton</p> |



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|               |               | <p><u>(including the improvement to Intersections #3 and #5 stated in Mitigation Measure MM 4.14-4, and improvements to Intersection #38 stated in Mitigation Measure MM 4.14-5), the Project’s cumulatively considerable impacts to Intersections #3 and #5 would be significant and unavoidable. Because the improvements to Intersections #18, #20, and #22 that are listed in Mitigation Measure MM 4.14-3 are not part of an established City of Colton fee program, there is no assurance that the improvements will be implemented at their time of need. Therefore, the Project’s cumulatively considerable impacts to Intersections #18, #20, and #22 would be unavoidable. No other feasible mitigation measures for these cumulatively considerable impacts are available to the Project that would have a proportional nexus to the Project’s traffic impact to these facilities.</u></p> |
| 7-8           | 7.3.2         | <p>In order to respond to Comment A-8 issued by DTSC, two (2) Phase I Environmental Site Assessment reports were added to the administrative record. The following two references were added to EIR Section 8.0, <i>References</i>:</p> <p><u>LAI, 2014b. Leighton and Associates, Inc. (LAI). 2014b. <i>Phase I Environmental Site Assessment, Roquet Ranch, Northwest and Southeast of 2699 Maryknoll Drive, APNs 1167-021-05, 1167-021-21, and Portions of 1167-011-01 and 1167-021-01, City of Colton, San Bernardino County, California.</i> Dated October 13, 2014.</u></p> <p><u>LAI. 2015b. <i>Phase I Environmental Site Assessment, Roquet Ranch, 9-Acre Parcel North of Center Street and Orange Street, APNs 1167-021-23 and a Portion of 1167-021-22, City of Colton, San Bernardino County, California.</i> Dated June 18, 2015.</u></p>                                                |
| S-26 & 4.3-38 | S.6.2 & 4.3.8 | <p>In response to Comment F-7 from the San Bernardino County Department of Public Works, subpart 1 of Mitigation Measure MM 4.3-7 within EIR Subsection 4.3, <i>Biological Resources</i>, and EIR Section S.0, <i>Executive Summary</i>, was revised to clarify the nesting seasons for songbirds and raptors. Subpart 1 of Mitigation Measure MM 4.3-7 was revised as follows:</p> <ol style="list-style-type: none"> <li><u>Nesting season is typically February 15 to August 31 for songbirds, and January 15 to August 31 for raptors. Therefore, vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.</u></li> </ol>                                                                                                                       |



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| S-30 & 4.4-31 | S.6.2 & 4.4.7 | <p>In response to Comment C-4 from NAHC, subpart 6 of Mitigation Measure MM 4.4-2 within EIR Subsection 4.4, <i>Cultural Resources</i>, and EIR Section S.0, <i>Executive Summary</i>, was revised to explicitly state that the Native American monitor shall have the authority to divert or temporarily halt excavation activities in the event that a potentially significant tribal cultural resource is inadvertently discovered. Subpart 6 of Mitigation Measure MM 4.4-2 was revised as follows:</p> <p>6. In the event that previously unidentified cultural resources are discovered (other than isolates and clearly non-significant deposits), the consulting archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of the discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the City of Colton Building Official or their designee at the time of discovery. The archaeologist, in consultation with the City of Colton Building Official or their designee, shall determine the significance of the discovered resources. The City of Colton Building Official or their designee must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the City of Colton Building Official or their designee before being carried out using professional archaeological methods. <u>In the event that previously unidentified tribal cultural resources are discovered, the Native American monitor shall have the authority to divert or temporarily halt ground disturbance operation in the area of the discovery to allow for the evaluation of potentially significant tribal cultural resources.</u> If any human bones are discovered, the San Bernardino County coroner and City of Colton Building Official or their designee shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeological monitor(s) shall determine the amount of material to be recovered for an adequate artifact sample for analysis.</p> |
| 3-28          | 3.4.1         | <p>In response to Comment J-5, EIR Section 3.0, <i>Project Description</i>, was revised to state that Phase I of the Project would include the demolition and removal of the existing on-site Roquet Paving facility structures and associated improvements located on the southeast portion of the Project site. Subpart C of subsection 3.4.1 was revised as follows:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |



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| PAGE(S)                                           | SECTION                  | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|                                                   |                          | <p>Phase I generally covers the southern and eastern portions of the Roquet Ranch Specific Plan, and would include: residential Planning Areas 2, 3, 6 through 10, 13, and would encompass Open Space-Resource Planning Areas 20A, 20B, 20E, the Neighborhood Commercial area within Planning Area 11, and the Fire Station Site (or residential alternative). The neighborhood parks within Planning Areas 18 and 19 would also be constructed as part of Phase I. Pellissier Road, Orange Street, and Roquet Ranch Road would also be constructed as part of this phase. Maryknoll Drive would be re-aligned to connect with Graymoor Avenue which would allow Pellissier Road at La Cadena Drive to be the primary access point to the Roquet Ranch community. The associated roads and all necessary utilities would also be constructed. <u>Additionally, Phase I would include the demolition and removal of the existing on-site Roquet Paving facility structures and associated improvements located on the southeast portion of the Project site to accommodate the proposed Project.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>S-55 through S-56, 4.14-36 through 4.14-37</p> | <p>S.6.2 and 4.14.10</p> | <p>In response to Comments H-9 and H-10 issued by the City of Riverside, Mitigation Measure MM 4.14-4 was added to EIR Subsection 4.14, <i>Transportation and Traffic</i>, to address the concerns expressed by the City of Riverside regarding the Project’s significant and unavoidable impacts to the intersection of Main Street and Strong Street and the intersection of Orange Street and West Center Street (respectively identified as Intersection #3 and Intersection #5 in the TIA and EIR Subsection 4.14, <i>Transportation and Traffic</i>). Mitigation Measure MM 4.14-4 imposes the following:</p> <p><u>The Project Applicant shall use reasonable efforts to work with the City of Riverside to prepare a fee study and establish a mitigation fee program that identifies fair share funding sources attributable to and paid from private and public development to supplement other funding sources to construct the following improvements:</u></p> <ul style="list-style-type: none"> <li>• <u>Intersection #3 – Main Street / Strong Street: Restripe eastbound approach to provide for a dedicated left turn lane and a shared through-right turn lane.</u></li> <li>• <u>Intersection #5 – Orange Street / West Center Street: Install a traffic signal.</u></li> </ul> <p><u>The Project Applicant shall use reasonable efforts to engage the City of Riverside to undertake this study, but it is acknowledged that the Project Applicant cannot compel the City of Riverside to participate in this process. The study shall identify fair-share fees related to private and/or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code §</u></p> |



Table F-2 Errata Table of Additions, Corrections, and Revisions

| PAGE(S)                       | SECTION           | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                   | <p><u>66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a)(4). The fee study shall also be compliant with Government Code § 66001(g) and any other applicable provisions of law. If the fee study is completed and a mitigation fee program is adopted by the City of Riverside for the above-listed improvements to Intersection #3 – Main Street / Strong Street and Intersection #5 – Orange Street / West Center Street, the Project Applicant shall pay the fair share amount to the City of Riverside within one year of the issuance of the Project's first certificate of occupancy. If the City of Riverside chooses to accept the Project Applicant's fair share payment, the City of Riverside shall apply the payment to the fee program adopted by the City of Riverside to construct the above-listed improvements to Intersection #3 – Main Street / Strong Street and Intersection #5 – Orange Street / West Center Street. The City of Riverside shall only accept the fair share payment if the fair share fee study has been completed and mitigation fee program established. If, within three (3) years from the date that the first certificate of occupancy is issued for the Project, the City of Riverside has not completed the fair share fee study and established a mitigation fee program for construction of above-listed improvements to Intersection #3 – Main Street / Strong Street and Intersection #5 – Orange Street / West Center Street, then the Project Applicant shall have no further obligation to attempt to comply with this mitigation measure.</u></p> |
| S-56 through S-57 and 4.14-37 | S.6.2 and 4.14.10 | <p>In response to Comment G-4 issued by the City of Grand Terrace, EIR Subsection 4.14, <i>Transportation and Traffic</i>, Mitigation Measure MM 4.14-5 was added to address the concerns expressed by the City of Grand Terrace regarding the Project's significant and unavoidable cumulatively considerable impacts to the intersections of Michigan Avenue and West Main Street (Intersection #36) and Mt. Vernon Avenue and Main Street (Intersection #38). Mitigation Measure MM 4.14-5 imposes the following:</p> <p><u>The Project Applicant shall use reasonable efforts to work with the City of Grand Terrace to prepare a fee study and establish a mitigation fee program that identifies fair share funding sources attributable to and paid from private and public development to supplement other funding sources to construct the following improvements:</u></p> <ul style="list-style-type: none"> <li>• <u>Intersection #36 – Michigan Avenue / West Main Street: Add southbound right-turn lane; and</u></li> <li>• <u>Intersection #38 – Mt. Vernon Avenue / Main Street: (1) Install a traffic signal; (2) Add eastbound left-turn lane.</u></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                          |



Table F-2 Errata Table of Additions, Corrections, and Revisions

| PAGE(S)                 | SECTION           | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         |                   | <p><u>The Project Applicant shall use reasonable efforts to engage the City of Grand Terrace to undertake this study, but it is acknowledged that the Project Applicant cannot compel the City of Grand Terrace to participate in this process. The study shall identify fair-share fees related to private and/or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a)(4). The fee study shall also be compliant with Government Code § 66001(g) and any other applicable provisions of law. If the fee study is completed and a mitigation fee program is adopted by City of Grand Terrace for the improvements to Intersection #36 and Intersection #38 described above, the Project Applicant shall pay the fair share amount to the City of Grand Terrace within one year of the issuance of the Project's first certificate of occupancy. If the City of Grand Terrace chooses to accept the Project Applicant's fair share payment, the City of Grand Terrace shall apply the payment to the fee program adopted by the City of Grand Terrace to construct the improvements to Intersection #36 and Intersection #38 described above. The City of Grand Terrace shall only accept the fair share payment if the fair share fee study has been completed and mitigation fee program established. If, within three (3) years from the date that the first certificate of occupancy is issued for the Project, the City of Grand Terrace has not completed the fair share fee study and established a mitigation fee program for the improvements to Intersection #36 and Intersection #38 described above, then the Project Applicant shall have no further obligation to attempt to comply with this mitigation measure.</u></p> |
| S-58 and 4.14-38        | S.6.2 and 4.14.10 | <p>On page 4.14-38 of EIR Subsection 4.14, <i>Transportation and Traffic</i>, Mitigation Measure MM 4.14-4 has changed to Mitigation Measure MM 4.14-6 due to the addition of Mitigation Measures MM 4.14-4 and MM 4.14-5 (as discussed above). References to Mitigation Measure MM 4.14-6 (formerly Mitigation Measure MM 4.14-4) have been updated throughout EIR Subsection 4.14, <i>Transportation and Traffic</i>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4.14-39 through 4.14-41 | 4.14.11           | <p>On page 4.14-39 in EIR subsection 4.14.11, <i>Significance of Impacts After Mitigation</i>, the discussion of the Project's cumulatively considerable impacts to Intersection #3, Intersection #5, and Intersection #36 under the Opening Year Cumulative (2020) scenario was modified to incorporate a reference to implementation of the newly added Mitigation Measure MM 4.14-4. This paragraph was revised as follows:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



Table F-2 Errata Table of Additions, Corrections, and Revisions

| PAGE(S) | SECTION | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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|         |         | <p>The Project would also result in cumulatively considerable impacts to Intersections #1, #3, #5, #14 and #36 under the Opening Year Cumulative (2020) conditions scenario. Intersections #3, #5, and #14 are located outside of the geographic limits of the City of Colton. Because there is no funding mechanism available for development projects to contribute toward the construction of needed improvements located outside of the geographic limits of the City of Colton (<u>including the improvements to Intersections #3 and #5 stated in Mitigation Measure MM 4.14-4 and improvements to Intersection #36 stated in Mitigation Measure MM 4.14-5</u>), the Project’s cumulatively considerable impacts to Intersections #3, #5, #14, and #36 would be significant and unavoidable. As stated above, because the improvements to Intersection #1 that are listed in Mitigation Measure MM 4.14-3 are not part of an established City of Colton fee program, there is no assurance that the improvements will be implemented at their time of need and therefore the Project’s cumulatively considerable impacts to Intersection #1 would be unavoidable.</p> <p>On page 4.14-39 in EIR subsection 4.14.11, <i>Significance of Impacts After Mitigation</i>, the discussion of the Project’s cumulatively considerable impacts to Intersections #3, #5, and #38 under the Horizon Year (2040) scenario was modified to incorporate a reference to implementation of the newly added Mitigation Measure MM 4.14-4. This paragraph was revised as follows:</p> <p>The Project would result in cumulatively considerable impacts to Intersections #3, #5, #18, #20, #22, and #38 under the Horizon Year (2040) conditions scenario. Intersections #3 and #5 are located outside of the geographic limits of the City of Colton. Because there is no funding mechanism available for development projects to contribute toward the construction of needed improvements located outside of the geographic limits of the City of Colton (<u>including the improvement to Intersections #3 and #5 stated in Mitigation Measure MM 4.14-4 and improvements to Intersection #38 stated in Mitigation Measure MM 4.14-5</u>), the Project’s cumulatively considerable impacts to Intersections #3 and #5 would be significant and unavoidable. Because the improvements to Intersections #18, #20, and #22 that are listed in Mitigation Measure MM 4.14-3 are not part of an established City of Colton fee program, there is no assurance that the improvements will be implemented at their time of need. Therefore, the Project’s cumulatively considerable impacts to Intersections #18, #20, and #22 would be unavoidable. Under the Horizon Year Cumulative (2040) scenario, the Project would result in a cumulatively considerable impact to Roadway Segment #5 – La Cadena Drive</p> |



Table F-2 Errata Table of Additions, Corrections, and Revisions

| PAGE(S) | SECTION | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|         |         | <p>between West Litton Avenue and Barton Road, which is located outside of the geographic limits of the City of Colton. Because there is no funding mechanism available for development projects to contribute toward the construction of needed improvements located outside of the geographic limits of the City of Colton, the Project’s cumulatively considerable impacts to Roadway Segment #5 would be unavoidable.</p> <p>On page 4.14-40 in EIR subsection 4.14.11, <i>Significance of Impacts After Mitigation</i>, the discussion of the Project’s direct impacts to Intersection #3 under the E+P scenario was modified to incorporate a reference to implementation of the newly added Mitigation Measure MM 4.14-4. This paragraph was revised as follows:</p> <p>As shown in Table 4.14-11, <i>Intersection Analysis for E+P Conditions with Improvements</i>, Intersection #21 (South La Cadena Drive / West Maryknoll Drive), #27 (South Iowa Avenue / South La Cadena Drive / I-215 southbound off-ramp), and #29 (South Iowa Avenue / I-215 northbound ramps) would operate at an acceptable LOS (LOS D or better) under the Existing plus Project scenario with implementation of the improvements identified in Mitigation Measure MM 4.14-2. Because Intersection #3 (Main Street / Strong Street) is located in the City of Riverside outside of the geographic limits of the City of Colton (Lead Agency), there is no funding mechanism in place to allow development projects within the City of Colton to contribute a fair-share payment to contribute to future improvements and off-set significant traffic impacts within another jurisdiction. <u>Mitigation Measure MM 4.14-4 has been imposed to require the Project Applicant to make a good faith effort to work with the City of Riverside to establish a mitigation fee program that would allow for the Project Applicant to make fair share payments to the City to fund the construction of recommended improvements to Intersection #3. As such, Notwithstanding implementation of Mitigation Measure MM 4.14-4,</u> the Lead Agency could not assure that construction of improvements within a different jurisdiction would be completed in a timely manner to fully mitigate impacts resulting from the Project. Accordingly, the Project would have a direct significant and unavoidable impact on Intersection #3 (Main Street / Strong Street) in the City of Riverside under the E+P conditions scenario.</p> <p>On page 4.14-41 in EIR subsection 4.14.11, <i>Significance of Impacts After Mitigation</i>, the discussion of the Project’s cumulatively considerable impacts to Intersections #3, #5, and #36 under the Opening Year Cumulative (2020) Conditions scenario was modified to</p> |



**Table F-2 Errata Table of Additions, Corrections, and Revisions**

| PAGE(S) | SECTION | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|         |         | <p>incorporate a reference to implementation of the newly added Mitigation Measure MM 4.14-4. This paragraph was revised as follows:</p> <p>As shown in Table 4.14-12, <i>Intersection Analysis for Opening Year Cumulative (2020) Conditions with Improvements</i>, all intersections in the Project study area would operate at acceptable LOS with implementation of the recommended improvements. Implementation of the improvements required by Mitigation Measure MM 4.14-2 would reduce the Project’s cumulatively considerable impacts to Intersection #21 to less than cumulatively considerable (as shown in Table 4.14-12). However, the Project would result in cumulatively considerable impacts to five intersections (#1, #3, #5, #14 and #36) which the Project would have cumulatively considerable impacts under the Open Year Cumulative (2020) conditions scenario would require improvements that are: 1) located outside the geographic limits of the City of Colton (meaning the City of Colton cannot assure that the recommended improvements would be implemented); 2) funded by existing mitigation funding programs, for which a timetable for construction is not yet available (meaning the necessary improvements may not be in place when the Project becomes operational and starts to contribute traffic to the facilities); and/or 3) not included in any existing mitigation funding program (meaning there is no mechanism available for development projects to contribute toward the construction of needed improvements). Intersections #3, #5, #14, and #36 are located outside of the geographic limits of the City of Colton. Because there is no funding mechanism available for development projects to contribute toward the construction of needed improvements located outside of the geographic limits of the City of Colton <u>(including the improvements to Intersections #3 and #5 stated in Mitigation Measure MM 4.14-4, and improvements to Intersection #36 stated in Mitigation Measure MM 4.14-5)</u>, the Project’s cumulatively considerable impacts to Intersections #3, #5, #14, and #36 would be unavoidable. Because the improvements to Intersection #1 that are listed in Mitigation Measure MM 4.14-3 are not part of an established City of Colton fee program, there is no assurance that the improvements will be implemented at their time of need and therefore the Project’s cumulatively considerable impacts to Intersection #1 would be unavoidable. No other feasible mitigation measures for these cumulatively considerable impacts are available to the Project that would have a proportional nexus to the Project’s traffic impact to these facilities.</p> |



Table F-2 Errata Table of Additions, Corrections, and Revisions

| PAGE(S) | SECTION | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|         |         | <p>On page 4.14-41 in EIR subsection 4.14.11, <i>Significance of Impacts After Mitigation</i>, the discussion of the discussion of the Project’s cumulatively considerable impacts to Intersections #3, #5, and #38 under the Horizon Year (2040) Conditions scenario was modified to incorporate a reference to implementation of the newly added Mitigation Measure MM 4.14-4. This paragraph was revised as follows:</p> <p>As shown in Table 4.14-14, <i>Intersection Analysis for Horizon Year (2040) Conditions with Improvements</i>, all intersections in the Project study area would operate at acceptable LOS with recommended improvements. Implementation of the improvements required by Mitigation Measure MM 4.14-2 would reduce the Project’s cumulatively considerable impacts to Intersection #21 to levels that are less than cumulatively considerable (as shown in Table 4.14-14). The Project would result in cumulatively considerable impacts to Intersections #3, #5, #18, #20, #22, and #38 under the Horizon Year (2040) conditions scenario. Intersections #3 and #5 are located outside of the geographic limits of the City of Colton. Because there is no funding mechanism available for development projects to contribute toward the construction of needed improvements located outside of the geographic limits of the City of Colton <u>(including the improvement to Intersections #3 and #5 stated in Mitigation Measure MM 4.14-4, and improvements to Intersection #38 stated in Mitigation Measure MM 4.14-5)</u>, the Project’s cumulatively considerable impacts to Intersections #3 and #5 would be significant and unavoidable. Because the improvements to Intersections #18, #20, and #22 that are listed in Mitigation Measure MM 4.14-3 are not part of an established City of Colton fee program, there is no assurance that the improvements will be implemented at their time of need. Therefore, the Project’s cumulatively considerable impacts to Intersections #18, #20, and #22 would be unavoidable. No other feasible mitigation measures for these cumulatively considerable impacts are available to the Project that would have a proportional nexus to the Project’s traffic impact to these facilities.</p> |
| 7-8     | 7.3.2   | <p>In order to respond to Comment A-8 issued by DTSC, two (2) Phase I Environmental Site Assessment reports were added to the administrative record. The following two references were added to EIR Section 8.0, <i>References</i>:</p> <p><u>LAI, 2014b. Leighton and Associates, Inc. (LAI). 2014b. <i>Phase I Environmental Site Assessment, Roquet Ranch, Northwest and Southeast of 2699 Maryknoll Drive, APNs 1167-021-05, 1167-</i></u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



**Table F-2 Errata Table of Additions, Corrections, and Revisions**

| PAGE(S) | SECTION | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                       |
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|         |         | <p><u>021-21, and Portions of 1167-011-01 and 1167-021-01, City of Colton, San Bernardino County, California. Dated October 13, 2014.</u></p> <p><u>LAI. 2015b. Phase I Environmental Site Assessment, Roquet Ranch, 9-Acre Parcel North of Center Street and Orange Street, APNs 1167-021-23 and a Portion of 1167-021-22, City of Colton, San Bernardino County, California. Dated June 18, 2015.</u></p> |

Additionally, Table 4.0-1 has been updated to include additional details regarding cumulative projects that were considered in the cumulative project analyses for each issue area throughout the DEIR. While additional details regarding each cumulative project have been provided to clarify the location and nature of the project, no new cumulative projects were added to Table 4.0-1. The replacement Table 4.0-1 is provided below.

**Table 4.0-1 Cumulative Projects List**

| #                     | Project/Location                                                                                    | Land Use                                 | Quantity | Units |
|-----------------------|-----------------------------------------------------------------------------------------------------|------------------------------------------|----------|-------|
| <b>CITY OF COLTON</b> |                                                                                                     |                                          |          |       |
| COL1                  | CUSM Campus (300 N. Pepper Av.) File No.: DAP-001-233                                               | Medical College                          | 150      | STU   |
| COL2                  | City Hub Center (1601 W. Valley Blvd.) 7.26 acres<br>File No.: DAP-                                 | Hotel                                    | NA       | RM    |
|                       |                                                                                                     | Gas Station                              | NA       | VFP   |
| COL3                  | Howard Industries (1600 Agua Mansa Road) 42.67 acres<br>File No.: DAP-001-390                       | Warehouse                                | 805.500  | TSF   |
| COL4                  | Cal-Med Surgery Center (1281 W. C St.) 2.18 acres File No.:<br>DAP-001-240                          | Medical Office                           | NA       | TSF   |
| COL5                  | Valley Orange Ent. Chevron Redevelopment (1600 W. Valley Blvd.) 1.82 acres File No.: DAP-001-362    | Service Station                          | 8        | VFP   |
| COL6                  | Ostoich Diesel Service, Diesel injection (1610 Fairway Dr.) 1.9 acres File No.: DAP-001-268         | Auto Shop                                | 1.350    | TSF   |
| COL7                  | New Juan Colorado Family Restaurant (195 W. Valley Bl.) 27,050 s.f. File No.: DAP-001-428           | Restaurant                               | NA       | TSF   |
| COL8                  | Commercial building (1175 S. Mt. Vernon Av.) 104,000 s.f. building                                  | Commercial                               | 104.000  | TSF   |
| COL9                  | Used car lot (495 W. Valley Bl.) 6,500 s.f. File No.:<br>DAP-001-165                                | Church                                   | NA       | Seats |
| COL10                 | Smart & Final Extra (1023 N. Mt. Vernon) 27,870 s.f. File No.:<br>DAP-001-249                       | Discount Super Store                     | 27.870   | TSF   |
|                       |                                                                                                     | Fast Food w/ Drive-Thru                  | 4.400    | TSF   |
| COL11                 | Assisted Living Extension (839 Fairway Dr.) 61,400 s.f. File No.: DAP-001-413                       | Assisted Living and Memory Care Facility | 103      | Beds  |
| COL12                 | Cap Rock Partners warehouse with office space (1601 Fairway Dr.) 178,980 s.f. File No.: DAP-001-262 | Industrial                               | 178.980  | TSF   |
| COL13                 | Medical Office (1550 E. Washington St.) 9,000 s.f.                                                  | Church                                   | 120      | Seats |
| COL14                 | Warehouse, Office and Manufacturing facility (1559 Steel Rd.) 4.09 acres File No.: DAP-001-297      | Industrial                               | 60.000   | TSF   |
| COL15                 | Steel Road Industrial Building (1603 Steel Rd.) 4.09 acres File No.: DAP 001-188                    | Industrial                               | 159.271  | TSF   |



**Table 4.0-1 Cumulative Projects List**

| #                            | Project/Location                                                                                                                                                                                                                                     | Land Use                  | Quantity | Units |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------|-------|
| COL16                        | Recycling facility (785 E. M Street)                                                                                                                                                                                                                 | Metal Building            | 20.600   | TSF   |
| COL17                        | Colton Iron Metal (790 E. M St.) 3.63 acres File No.: DAP-000-881 and DAP-001-023                                                                                                                                                                    | Recycling Center          | 3.630    | AC    |
| COL18                        | Single family residential (644-660 Laurel Lane) approximately 5 homes                                                                                                                                                                                | SFDR                      | 5        | DU    |
| COL19                        | CF Equipment (1200 Jefferson Ln.) 71,891 s.f. File No.: DAP-001-234                                                                                                                                                                                  | Office                    | NA       | TSF   |
| COL20                        | Southwest Regional Operations Center (602 Agua Mansa Rd.) 19,913 s.f. File No.: DAP-001-230                                                                                                                                                          | Trucking Facility         | 19.919   | TSF   |
| COL21                        | Tire store (1395 Washington St.)                                                                                                                                                                                                                     | Tire Store                | NA       | TSF   |
| <b>COUNTY OF RIVERSIDE</b>   |                                                                                                                                                                                                                                                      |                           |          |       |
| RIVCO1                       | TR28957 8.86 acres to be divided into 37 dwelling units with a minimum lot size of 7,200 s.f.                                                                                                                                                        | Single-Family Residential | 37       | DU    |
| RIVCO2                       | TR32989 10.01 acres to be divided into 27 dwelling units with a minimum lot size of 7,200 s.f.                                                                                                                                                       | Single-Family Residential | 27       | DU    |
| RIVCO3                       | TR32291 27.13 acres to be divided into 69 dwelling units with a minimum lot size of 7,200 s.f.                                                                                                                                                       | SFDR                      | 69       | DU    |
| RIVCO4                       | CUP03718 40,611 s.f. industrial building containing offices shop space, parts and storage area.                                                                                                                                                      | Light Industrial          | 19.988   | TSF   |
| RIVCO5                       | Economy Melteades, PP24798, 2-story building with retail and offices and laundromat facility.                                                                                                                                                        | Retail                    | 2.400    | TSF   |
|                              |                                                                                                                                                                                                                                                      | Offices                   | 3.405    | TSF   |
|                              |                                                                                                                                                                                                                                                      | Laundromat                | 2.961    | TSF   |
| RIVCO6                       | PP25482 Develop 2 general office buildings. Approved November 5, 2015.                                                                                                                                                                               | General Office            | 2.632    | TSF   |
| RIVCO7                       | Truck Sales Facility (PP25505) with 1,952 s.f. office, 6,000 s.f. storage area and 900 s.f. display area. Approved April 20, 2015.                                                                                                                   | Office                    | 1.952    | TSF   |
|                              |                                                                                                                                                                                                                                                      | Storage                   | 6.000    | TSF   |
| RIVCO8                       | TR36668 (Bixby Highgrove) 65.2 acres to be divided into 200 dwelling units with a minimum lot size of 7,200 s.f. and include three water quality basins, two park sites, and eleven open space lots.                                                 | Single-Family Residential | 200      | DU    |
| RIVCO9                       | Spring Mountain Ranch (SP 323) (PM36448; TR29597; TR29598; TR29600; TR29741; TR30908; TR30909) 792 acres of mixed use with the following uses: 1,461 dwelling units, school, institutional use, neighborhood commercial, public facilities, and open | Single-Family Residential | 1,461    | DU    |
|                              |                                                                                                                                                                                                                                                      | Elementary School         | 750      | STU   |
|                              |                                                                                                                                                                                                                                                      | Day Care Center           | 4.000    | TSF   |
|                              |                                                                                                                                                                                                                                                      | Commercial Retail         | 104.000  | TSF   |
| <b>CITY OF GRAND TERRACE</b> |                                                                                                                                                                                                                                                      |                           |          |       |
| GT1                          | SA-14-03 1 single-family residential property on .36 acres. Approved by the Planning Commission on November 3, 2016.                                                                                                                                 | Single-Family Residential | 1        | DU    |
| GT2                          | TT18071 (Karger Pico Tract) 8.26 acres to be divided into 17 single-family lots. Approved June 8, 2006.                                                                                                                                              | Single-Family Residential | 17       | DU    |
| GT3                          | SA 13-05 1-acre site to construct 66 parking lot spaces. Approved February 24, 2014.                                                                                                                                                                 | SFDR                      | 1        | DU    |
| GT4                          | Site and Architectural Review 12-04, .78-acres proposes to construct 12 attached two-story dwelling units. Approved December 18, 2013.                                                                                                               | Townhomes                 | 12       | DU    |
| GT5                          | Grand Terrace Town Square Master Plan, 20.83 acres. Approved July 2010.                                                                                                                                                                              | Commercial Retail         | 209.611  | TSF   |
|                              |                                                                                                                                                                                                                                                      | Retail                    | 65.730   | TSF   |



**Table 4.0-1 Cumulative Projects List**

| #                        | Project/Location                                                                                                                                                | Land Use                                | Quantity  | Units  |
|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------|--------|
| GT6                      | SA 14-05; SA14-07 1 two-story single-family residential property on .626 acres. Approved by the Planning Commission on November 3, 2016.                        | SFDR                                    | 1         | DU     |
|                          | SA 14-06 1 single-family residential property on .36 acres. Approved by the Planning Commission on November 3, 2016.                                            | SFDR                                    | 1         | DU     |
| GT7                      | Barton Plaza Commercial Center (Phase 2), 10,581 s.f. grocery store and 5,400 s.f. restaurant and retail building. Approved July 14, 2011.                      | Commercial Center                       | 16.251    | TSF    |
| GT8                      | SA 15-01, .52-acre project to construct new Starbucks retail store.                                                                                             | Commercial                              | 1.800     | TSF    |
| GT9                      | SA 15-06 ACUP15-07 E15-08 Develop medical office on a 20,000 s.f. lot. Approved June 2, 2016.                                                                   | Medical Office                          | 2.870     | TSF    |
| GT10                     | SA 15-07 E15-09, 1,800 s.f. Project to remodel a hair salon. Approved November 19, 2015.                                                                        | Commercial Hair Salon                   | 1.800     | TSF    |
| GT11                     | SA 15-04 E15-07 Establish a pallet business on 3.7 acres with 6,420 s.f. for office space, 2,400 s.f. metal shop, and four work canopies                        | Office/Shop                             | 8.800     | TSF    |
| GT12                     | SA 15-05; ACUP15-06; V15-02, 4.09-acre Project to develop two 270 s.f. modular office units and one 192 s.f. truck storage trailer. Approved December 17, 2015. | Office                                  | 1.400     | TSF    |
| GT13                     | TTM 15-01; SA 15-03; E15-05 Develop 12 single-family residential property. Approved September 3, 2015.                                                          | SFDR                                    | 12        | DU     |
| GT14                     | SA05-19-A1; E15-06 Develop 35 detached condominiums. Approved on September 17, 2015.                                                                            | Condo/Townhomes                         | 35        | DU     |
| <b>CITY OF RIALTO</b>    |                                                                                                                                                                 |                                         |           |        |
| RIA1                     | Panattoni I-10 (Cactus Av. & El Rivino Rd.) Develop 2 warehouse building that are 1.26 million and 1.21 million s.f. in size. PPD2642                           | Warehouse                               | 2,475.745 | TSF    |
| RIA2                     | CapRock III 525,110 s.f. warehouse on 24.37 acres of land.                                                                                                      | Warehouse                               | 582.000   | TSF    |
| RIA3                     | Newmark Merrill Companies (Riverside Av.) Shopping center. PPD 2102R and CDP 595-597                                                                            | Discount Super Store                    | 198.000   | TSF    |
|                          |                                                                                                                                                                 | Tire Store                              | 9.861     | TSF    |
|                          |                                                                                                                                                                 | Retail                                  | 25.436    | TSF    |
|                          |                                                                                                                                                                 | Fast Food w/ Drive-Thru                 | 5.484     | TSF    |
| RIA4                     | Kore Infrastructure (Riverside Av. and Aline Ranch Road) PPD2364                                                                                                | Biosolids Facility                      | 288       | TPD    |
| <b>CITY OF RIVERSIDE</b> |                                                                                                                                                                 |                                         |           |        |
| R1                       | P09-0749 Rezoning of 72 acres with business office park, industrial buildings and single-family residential to industrial land uses.                            | Industrial                              | 54.22     | AC     |
| R2                       | TR34908 (P06-0782) Divide 3.38 vacant acres to 14 single-family residential lots.                                                                               | Single-Family Residential               | 14        | DU     |
| R3                       | TR33550 (P05-0269; P08-0416) Divide 2.01 vacant acres into 9 single-family residential lots.                                                                    | Single-Family Residential               | 9         | DU     |
| R4                       | Adult Day Care Facility (P09-0612) 7.6 acres. Approved December 15, 2009                                                                                        | Adult DayCare                           | 39        | STU    |
| R5                       | Hunter Park Metrolink Station (P11-0329; P11-0330; P11-0332) 408,343s.f. Approved December 11, 2012                                                             | Metrolink train station and parking lot | 600.00    | Spaces |
| R6                       | New Car Wash and Service Station (P10-0685; P10-0794) 27,579 s.f. Approved May 24, 2011.                                                                        | Gas Station & Car Wash                  | 16        | VFP    |
| R7                       | CUP change of use from office to church (P10-0733) 153,177 s.f. Approved March 1, 2011.                                                                         | Church                                  | 598       | Seats  |



**Table 4.0-1 Cumulative Projects List**

| #   | Project/Location                                                                                                         | Land Use                        | Quantity | Units |
|-----|--------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------|-------|
| R8  | Add store and car wash to gas stations (P09-0419; P10-0476) 33,750 s.f. Approved March 8, 2011.                          | Gas Station & Car Wash          | 16       | VFP   |
| R9  | Apartment complex (P14-0183_ 125 dwelling units on 2.52 acres. Approved January 26, 2015                                 | Apartments                      | 125      | DU    |
| R10 | Mixed use apartment complex (P06-0028; P06-0029; P06-0031) 95,000 s.f. Approved June 10, 2008.                           | Condos                          | 205      | DU    |
|     |                                                                                                                          | Hotel                           | 125      | DU    |
|     |                                                                                                                          | Commercial                      | 31.600   | TSF   |
| R11 | 6-story building with garage (P09-0835; P10-0002) .82-acres. Approved April 27, 2010.                                    | Office with Parking Structure   | 132.136  | TSF   |
| R12 | GPA for public park (P10-0454) 351 acres. Approved May 17, 2011                                                          | Public Park                     | 43.64    | AC    |
| R13 | TR36516 Develop 7 single-family residential lots and a cul-de-sac(P12-0799;P12-0800) 1.26 acres. Approved April 3, 2014. | Single-Family Residential       | 7        | DU    |
| R14 | Jacobs Medical Office (P06-1237) 4.2 acres. Approved October 7, 2008.                                                    | Medical Office                  | 65.281   | TSF   |
| R15 | Office building to replace security building (P14-0315; P14-0437) 3,150 s.f. Approved August 26, 2014.                   | Security Operations Building    | 3.150    | TSF   |
| R16 | Bus Storage Yard (P10-0212; P10-0213) 4.38 acres. Approved December 17, 2013                                             | School Bus Storage Yard         | 4.38     | AC    |
| R17 | MCUP to convert house into Bed and Breakfast (P13-0650; P13-0651) 9,883 s.f. Approved December 31, 2013.                 | Bed and Breakfast               | 3.650    | TSF   |
| R18 | CUP for material processing center (P14-0132) 2.3 acres. Approved June 19, 2014.                                         | Metal Processing Facility       | 30.324   | TSF   |
| R19 | RTA bus storage facility (P09-0530; P09-0531) 129,000s.f. Approved February 2, 2010.                                     | RTA Bus Storage                 | 2.60     | AC    |
| R20 | CUP for church in BMP zone (P11-0545) 27,878 s.f. Approved November 1, 2011.                                             | Church                          | 80       | Seats |
| R21 | Rezoning of 31 properties (P12-0336). Approved October 22, 2013.                                                         | Mixed Use Urban                 | 17.80    | AC    |
| R22 | 4-story senior housing (P09-0808; P08-0809) 139,720s.f. Approved June 14, 2011.                                          | Senior Housing                  | 134      | Beds  |
| R23 | 55-unit apartment building (P09-0717; P09-0718) 86,676s.f. Approved April 6, 1020.                                       | Apartments                      | 55       | DU    |
| R24 | CUP for indoor rock climbing gym (P07-1161) 121,000s.f. Approved January 15, 2008.                                       | Health/Fitness Club             | 5.580    | TSF   |
| R25 | Abandon senior facility for low-income apartments (P13-0087; P13-0262) 48,420s.f. Approved May 5, 2015.                  | Senior Adult Housing - Attached | 67       | DU    |
| R26 | Revised CUP for apartments (P08-0980; P09-0095) 500,000s.f. Approved April 28, 2009.                                     | Apartments                      | 57       | DU    |
| R27 | CUP to change retail to residential (P08-0960; P09-0025). Approved May 12, 2009.                                         | Apartments                      | 53.5     | DU    |
| R28 | CUP for doubling up of student apartments (P09-0125). Approved July 28, 2009.                                            | Apartments                      | 11.5     | DU    |
| R29 | Hotel development (P15-0535) 17,714s.f. Approved April 19, 2016.                                                         | Hotel                           | 239      | RM    |
| R30 | Townhomes (P15-0653). Application withdrawn January 9, 2017.                                                             | Townhomes                       | NA       | DU    |
| R31 | Construction of 61 residential lots (P15-0812). Application withdrawn on August 30, 2016.                                | Residential Condo/Townhouse     | 61       | DU    |
| R32 | CUP for Planet Fitness (P16-0011) 467,838s.f. Approved May 19, 2016.                                                     | Health/Fitness Club             | 18.000   | TSF   |



**Table 4.0-1 Cumulative Projects List**

| #   | Project/Location                                                                                                                                           | Land Use               | Quantity | Units |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------|-------|
| R33 | 126-room hotel at University Village (P15-0877; P16-0067) .821 acres. Application withdrawn August 10, 2016.                                               | Hotel                  | 144      | RM    |
| R34 | Subdivide into 4 parcels of single-family parcels (P16-0016). Approved June 26, 2017.                                                                      | Single Family Detached | 5        | DU    |
| R35 | Subdivide into 3 Industrial Warehouse parcels (P13-0956; P13-0959; P13-0960; P13-0963; P13-0964 P13-0965; P13-0966) 72.5 acres. Approved October 27, 2015. | Industrial Park        | 1,461.44 | TSF   |
| R36 | Rezone of 31 properties (P12-0334). Approved October 22, 2013.                                                                                             | Single Family Detached | 2.8      | AC    |
| R37 | Mission Lofts Apartments off University (P14-0045; P14-0046; P14-0047; P14-0048; P14-0049) 4.69 acres. Approved June 7, 2016.                              | Apartments             | 208      | DU    |
| R38 | Industrial building (P14-1033; P14-1034) 15.9 acres. Application incomplete as of January 8, 2015.                                                         | Warehousing            | 308.000  | TSF   |

**F.4 NO RECIRCULATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT REQUIRED**

CEQA Guidelines §15088.5 describes the conditions under which a DEIR that was circulated for public review is required to be re-circulated for additional public review and comment. CEQA Guidelines §15088.5 states that new information added to a DEIR is not significant unless the DEIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- a. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- b. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- c. A feasible project alternative or mitigation measure considerably different from the others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
- d. The DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

As summarized in Table F-2, Additions, Corrections, and Revisions to the Draft EIR, and based on the comment letters and responses presented in the Responses To Comments (above), there were no public comments or changes to the text or analysis contained in the DEIR that resulted in the identification of any new significant environmental effect or a substantial increase in the severity of an environmental effects that were disclosed in the DEIR. Based on comments received on the DEIR, no revisions to the Project’s mitigation measures were necessary. Additionally, the DEIR was fundamentally and



basically adequate, and all conclusions within the DEIR were supported by evidence provided within the DEIR or the administrative record for the proposed Project. Furthermore, public comment letters on the DEIR did not identify any alternatives to the proposed Project.

Based on the foregoing, additional recirculation of the DEIR is not warranted according to the guidance set forth in §15088.5 of the CEQA Guidelines.

## **F.5 COMMENTS RECEIVED FOLLOWING THE PUBLIC REVIEW PERIOD**

The City of Colton received one (1) DEIR comment letter following the close of the DEIR public review period, which concluded on September 21, 2017. The DEIR comment letter was submitted by the Morongo Band of Mission Indians Tribal Historic Preservation Office and dated December 28, 2017. Although CEQA does not require the inclusion of a formal response to comments received after the public review period in a Final EIR, the City of Colton has elected to provide responses to the comments issued by the commenter in this subsection of the FEIR. No revisions were made to the text, tables and/or exhibits of the DEIR in response to the public comments on the DEIR contained in the DEIR comment letter submitted by the Morongo Band of Mission Indians and dated December 28, 2017. Furthermore, as evidenced by the responses contained in this subsection, none of the comments from the DEIR comment letter submitted by the Morongo Band of Mission Indians identify any new significant environmental effect or a substantial increase in the severity of an environmental effects that were disclosed in the DEIR.



LETTER MO (Page 1 of 5)



MORONGO BAND OF MISSION INDIANS  
TRIBAL HISTORIC PRESERVATION OFFICE  
12700 PUMARRA RD BANNING, CA 92220  
OFFICE 951-755-5025 FAX 951-572-6004

Date: 12/28/2017

Re: Roquet Ranch Specific Plan and Draft Environmental Impact Report

Dear Mr. Suarez,

The Tribal Historical Preservation Office of the Morongo Band of Mission Indians has numerous concerns about the proposed Roquet Ranch development project, the city’s consultation and outreach process, deficiencies in the cultural resources study and analysis, and adverse impacts on tribal cultural resources.

**Government-to-Government Consultation**

As discussed with the city planning staff, the tribe has not been properly noticed to engage in government-to-government consultation under SB 18 and AB 52. The tribe notified the city in June 2016 regarding noticing requirements to begin meaningful consultation. (Letter attached.)

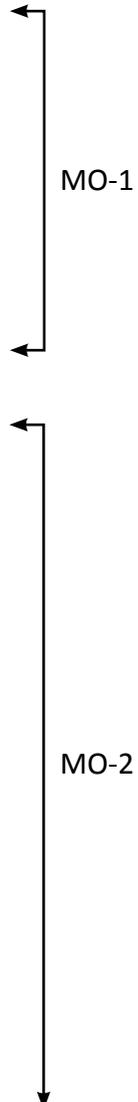
**Significance and Adverse Impacts Evaluation**

La Loma Hills and the surrounding area form a landscape significant to the Morongo and other tribal people in the region. Tribal occupation sites, as well as the 1800s villages of Agua Mansa and San Salvador, also demonstrate the long-term importance of this area along the Santa Ana River as habitation sites from prehistoric to historical times.

In general, the developer’s archaeological consulting company has taken a piecemeal approach to the prehistoric cultural resources within and near the project area. This approach is not scientifically justifiable and has been used as a vehicle to degrade the significance of these resources and the direct and indirect adverse impacts on them.

The city should reevaluate the cultural resources element, including engaging an independent consultant not selected by the project proponent to examine these cultural resources and landscape.

The cultural resources report states: The Area of Potential Effects contains 25 prehistoric and historic cultural resource sites, and “the proposed housing development project will impact 15 of the 25 sites discovered on the property. However, the impacts to the sites will not be adverse because they have been evaluated as not significant according to CEQA guidelines” (1.0-2).





LETTER MO (Page 2 of 5)

The draft document outlines a series of past archaeological investigations in the proposed project area. These surveys have continued to discover additional resources, including 11 newly identified ones in the most recent surveys. This history of continual discovery suggests other resources may be present. This history also indicates that archaeologists recorded the resources individually solely for site record-keeping purposes, rather than because of any scientific evidence that these locations are unrelated in time and space. The draft document states that “the primary goal of the research design is to attempt to understand the way in which humans have used the land and resources within the project area through time” (3.0-9). This was not done.

Instead, the draft document states: “Of the 25 cultural resources identified, only two rock art features are listed as significant. It appears that both of these rock art sites will not be impacted. The 15 sites that will be impacted are being evaluated as not significant cultural resources as defined by CEQA guidelines” (2.0-1).

One of these locations alone, CA-SBR-314, contains 15 bedrock milling features with more than 80 milling elements and a rock shelter. These resources would be destroyed under the development plan. CA-SBR-314 and other tribal cultural resources in the development footprint should be avoided as they constitute significant resources in this cultural landscape.

Numerous other milling stations, rock shelters, petroglyphs, pictographs and artifacts such as manos, metates, pottery and a quartzite core have been found in La Loma Hills.

For example, two sites near the Area of Potential Effects are CA-SBR-144 (P-SBR-000144) and CA-SBR-1004 (P-36-001004). CA-SBR-144 was recorded in 1965. The cultural resources survey for the Pellissier Specific Plan Project (2008) states that the site description mentions red pictographs on boulders. It notes: “A pictograph from the site is depicted in Heizer and Clewlow’s *Prehistoric Rock Art of California*. It appears to be a divided sun, consisting of a circle with radiating lines and divided by a single line. Site CA-SBR-144 also mentions in the site record for CA-SBR-1004 ... The record mentions faint red pictographs.” If these pictographs still exist but are faded, technological advances now would allow them to be discovered and recorded. CA-SBR-144 is a prehistoric milling location.

As background, CA-SBR-144 or CA-SBR-1004 help to demonstrate the varied and extensive prehistoric uses of La Loma Hills as a cultural landscape.

However, just because all these resources were recorded over the past five decades as individual sites upon initial discovery, this does not mean these locations are unconnected to each other or they do not form a larger unified site that is significant under CEQA and eligible for listing on the California Register of Historic Resources. As such adverse impacts on one location will have adverse impacts on the other locations individually and collectively in terms of future CEQA determinations and California Register eligibility. The cultural assessment fails to address this situation.



MO-2 Cont.



**LETTER MO (Page 3 of 5)**

The city must reevaluate these cultural resources on a wholistic basis, particularly if the city intends to subject them to direct and indirect impacts by wrongly deeming them as not significant.

MO-2 Cont.

The draft document attempts to lay out an argument that the research potential for the individual locations has been exhausted by their recordation and through shovel-test pits (STPs). This limited testing technique can prove the presence of buried cultural deposits but cannot prove their absence at a site. This testing was done with 1/8-inch mesh screening rather than a more thorough 1/16-inch screening. It also appears that no wet screening of the soil or floatation was used to locate subsurface finds.

MO-3

In reviewing past archaeological site records from the area, it is clear that prehistoric artifacts have been removed from the vicinity of the features but were previously present, an indication of the probable existence of buried deposits that will yield research potential. Archaeological studies in Southern California also indicate a probability of subsurface finds near milling features even in the absence of surface finds nearby.

MO-4

One example of the faulty analysis involves the CA-SBR-29038 prehistoric rock shelter. The draft document states: "No surface or subsurface artifact deposits were encountered in association with the feature, suggesting that it was a minimally used hunting or camping area. This prehistoric site has been evaluated as not significant due to lack of artifact content" (5.0-121). This statement is speculative and scientifically unsound. As noted, past archaeological records have documented removal or looting of materials from La Loma Hills so the absence of occupation materials within the rock shelter today is meaningless to the determination of whether indigenous peoples used it as an actual shelter. Also, contrary to the implication of the above quotation, it appears that no STP or other subsurface testing was conducted of this undisturbed site to determine the existence of buried artifacts, according to passages in the cultural resources assessment.

MO-5

The significance analysis in the draft document is faulty under California law and archaeological standards. The draft document notes: "The project is located in an area of high cultural resource sensitivity, as is suggested by known site density and predictive modeling. Sensitivity for cultural resources in a given area is usually indicated by known settlement patterns. In southern San Bernardino County, prehistoric cultural activities centered on environments with accessible food and water near bedrock formations" (2.0-1).

MO-6

Despite this acknowledgement of the potential and likelihood of subsurface deposits, the later analysis ignores this potential of the locations individually or collectively to yield more research data and their significance. These locations qualify under Criteria 4 of the California Register because they have yielded, or may be likely to yield, information important in prehistory or history of Southern California.

Additionally, these locations that form a unified archaeological site qualify under Criteria 1 because they are associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. These patterns include seasonal natural

MO-7



LETTER MO (Page 4 of 5)

resource procurement and processing, occupation and migration, and settlement of indigenous peoples in the Inland Empire and Southern California during prehistoric times. The cultural resource analysis has failed to address this area of significance.

MO-7 Cont.

Likewise, the cultural resource analysis has not addressed the indirect impacts such as visual impacts on prehistoric sites within the APE and the one-mile radius of the project area. The increased number of people living near these resources because of this development and the increased access also will only add to the problems of vandalism and looting at these locations.

MO-8

The draft document also has not addressed the potential for harm from cumulative impacts. Notably, the nearby by Pellissier Ranch has been the subject of large development proposals. Another nearby project is the proposed Modern Pacific Homes residential development.

MO-9

**Confidential Information and Treatment of Resources**

We also are concerned that the publication of the draft document may serve to endangered these resources because the photographs in the draft document provide a context for their location despite the city’s obligation to keep these locations confidential.

MO-10

The photographs also indicate the use of chalk or some other substance to outline milling slicks. This practice possibly could harm residue analysis or limit other future techniques that could yield more data, as well as disrespecting the integrity of these tribal cultural resources in general.

MO-11

**Mitigation Measures**

The proposed mitigation measures were found to be inadequate to Morongo. The tribe is requesting the following requests be incorporated in the FEIR:

*Cultural Resources Mitigation Measure 4.4-2 No. 4 states: “During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and Native American monitor shall be on-site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations.”*

- The Morongo Band of Mission Indians requests to have Morongo tribal monitors present during all ground-disturbing activities, if this project proceeds.
- Morongo requests that tribal governments through their tribal cultural resource experts along with the consulting archaeologists should make that determination with disputes settled by the lead agency.

MO-12

*Cultural Resources Mitigation Measure 4.4-2 No. 6 states: “In the event that previously unidentified cultural resources are discovered (other than isolates and clearly non-significant deposits), the consulting archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of the discovery to allow for the evaluation of*



**LETTER MO (Page 5 of 5)**

*potentially significant cultural resources. The archaeologist shall contact the City of Colton Building Official or their designee at the time of discovery. The archaeologist, in consultation with the City of Colton Building Official or their designee, shall determine the significance of the discovered resources.”*

- Morongo requests that Native American cultural monitors also should have this authority rather than solely a consultant hired by the project proponent.

*Cultural Resources Mitigation Measure MM 4.4-2 No. 7 states: “Any cultural resource material collected during the implementation of the Archeological Monitoring Program and Data Recovery Protocol shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.”*

- Morongo requests an amendment to allow tribal governments to repatriate the materials and for reburial on site with the consent of the land owner.
- Morongo requests that mitigation also should include the sourcing and time testing of obsidian or diagnostic materials found.

Sincerely,

Raymond Huaute  
Tribal Historic Preservation Officer  
Morongo Band of Mission Indians  
Email: [rhuaute@morongo-nsn.gov](mailto:rhuaute@morongo-nsn.gov)  
Phone: (951) 755-5025

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MO-12 Cont.



## Morongo Band of Mission Indians Tribal Historic Preservation Office – Comment Letter MO

### **MO-1:**

As detailed in DEIR Subsection 4.4, *Cultural Resources*, as part of the Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52) consultation processes, the City of Colton sent notification of the proposed Project on June 1, 2016 to the Native American tribes with possible traditional or cultural affiliation to the area that previously requested consultation pursuant to AB 52 requirements, which included the Morongo Band of Mission Indians. The City received responses from the San Manuel Band of Mission Indians and the Agua Caliente Band of Cahuilla Indians. In their response to the City’s notification of the Project, the Agua Caliente Band of Cahuilla Indians deferred to the San Manuel Band of Mission Indians and concluded their participation in the AB 52 consultation on August 25, 2016. The consultation with the San Manuel Band of Mission Indians was concluded on July 25, 2017. Notwithstanding this DEIR Comment Letter, the City did not receive any response from representatives of the Morongo Band of Mission Indians to the notification that was to the tribe on June 1, 2016. The City of Colton has completed mandatory compliance with Public Resources Code § 21074 associated with the environmental review of the proposed Project.

### **MO-2:**

Whereas the commenter primarily references archaeological records data as part of the commenter’s archeological evaluation, the archaeological evidence gathered during the field investigations at the Project site was used to provide the data from which the Cultural Resources Assessment (CRA) report preparer concluded that the research potential for each cultural resource site has been exhausted during in evaluating the significance of each potential archeological resource that would be affected by the Project.

Field testing at cultural resource site SBR-314 consisted of the recordation of one rock shelter and 15 bedrock milling features, a visual inspection for the presence of surface artifacts, and the excavation of 21 shovel test pits (STPs). No surface artifacts were observed within the boundaries of site SBR-314 and all STPs were determined to be negative for the presence of cultural material. The CRA (Smith and Hahnen, 2017) determined that site SBR-314 does not meet the criteria for a significant archeological resource under California Environmental Quality Act (CEQA) guidelines.<sup>19</sup> Any further data analysis would go above and beyond the testing and reporting work that is typically conducted to determine if a site meets the definition of significance under California Public Resources Code (PRC) Section 21083.2(g), and would “only be adding to the current body of knowledge.” In addition, neither SBR-314 nor any other sites within the proposed development footprint have been determined to meet the criteria of a “traditional cultural resource” (TCR). CEQA defines a TCR to be either of the following:

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<sup>19</sup> Smith, Brian F. and Jillian L. Hahnen, 2017. *A Cultural Resources Assessment for the Roquet Ranch Project, City of Colton, San Bernardino County, California (Tentative Tract Map No. 19983; APNs 116-701-101, -102, 116-702-101, -105, -121, -122, -123, and 116-703-118)*. Brian F. Smith and Associates, Inc. Unpublished report on file at the City of Colton, Colton, California.



1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - a. Included or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR).
  - b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 5024.1 of the PRC states that a cultural landscape is a TCR if the Traditional Cultural Landscape (TCL) is geographically defined in terms of the size and scope of the landscape, and if it meets the definition of a TCR, as stated in CEQA, Section 21074. As noted above, the TCR must meet the eligibility criteria for the CRHR, which, under Section 5024.1(c), requires that the candidate resource meet any of the following National Register of Historic Places (NRHP) eligibility criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. 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.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The commenter states that the Project meets the eligibility criteria under paragraphs (3) and (4) of subdivision (c) of Section 5024.1 (stated above). In order for the commenter to establish that a TCR is present within the boundaries of the Project site, it must first identify the presence of a TCL. Significance evaluations for sites located outside of the Project site boundaries (i.e., SBR-144 and SBR-1004) are not included in the scope of work for the current Project. Under AB 52, in order for SBR-144 or SBR-1004 to be classified as TCRs, they must be evaluated for significance in accordance with the criteria listed in PRC Section 5024.1. Like any other discipline, the commenter must provide substantial evidence as to the existence and significance of a TCR/TCL. The integrity of that resource must also play a large part in the evaluation of that resource. If a resource does not retain sufficient integrity under CEQA, then it cannot be considered significant. No substantial evidence has been provided by the commenter to establish that the archaeological sites within the Project site or its vicinity (SBR-144 or SBR-1004, specifically) meet the minimum threshold to be a TCL or TCR.

**MO-3:**

The commenter accurately indicates that test excavations “can prove the presence of buried cultural deposits but cannot prove their absence.” The search for buried cultural deposits is the primary reason



for implementing a testing program in relation to the preparation of a CRA, the methods of which follow standard archaeological procedures. STPs are commonly used “to determine site size, boundaries, and general patterns of artifact or feature distribution.”<sup>20</sup> Although STPs cannot verify the absence of cultural deposits, STP excavation is the standard archaeological method for determining the presence and subsurface limits of cultural deposits.

In addition, current standard archaeological excavation methods employ the use of screens with one-fourth-inch mesh for larger items and one-eighth-inch mesh for “small bones, seeds, and other tiny items.”<sup>20</sup> The smaller one-sixteenth-inch mesh screen is primarily utilized when deposits containing extremely small items are encountered. Because no deposits were encountered, and no small bones, seeds, or other tiny items that would have been collected in the one-eighth-inch screens were recovered, one-sixteenth-inch mesh was not utilized during testing at the Project site.

In regard to the comment that only dry screening was conducted, experiments comparing the efficacy of dry, wet, and flotation screening methods revealed that dry screening was “the most effective, wet-screening less so, and flotation a distant third.”<sup>20</sup> Water screening is generally recommended for “processing deposits from coastal middens of mucky (or hard, when dry) clay.”<sup>20</sup> In addition, “wet screening is a much more labor-intensive process than dry screening and can damage artifacts.”<sup>21</sup> Because soils excavated at the Project site did not contain any deposits, nor did the soils possess enough clay content to warrant wet-screening procedures, this method of screening was not used. Similarly, flotation was not used when processing the soils due to the lack of subsurface archaeological features or deposits. While “soils containing microbotanical remains (pollen and phytoliths), macrobotanical items (seeds, nuts, faunal specimens), and other small items including lithic debitage and beads)... may be located throughout the site,” they are most often “concentrated in features reflecting human activities like cooking, tool manufacture, burial, and trash disposal.”<sup>20</sup> Because no subsurface concentrations of human activities were encountered at the Project site, flotation techniques were not required to be implemented.

As the results of the testing program did not verify the absence of archaeological material, a significant environmental impact was disclosed in the DEIR associated with the potential that undiscovered archeological material may be encountered during the implementation of the Project. Mitigation Measure MM 4.4-2 was identified in the DEIR and requires the approval and implementation of an Archaeological Monitoring Plan and Discovery and Treatment Plan, which would reduce this impact to less than significant.

#### **MO-4:**

The commenter accurately states that prehistoric artifacts are often collected or looted from archaeological sites, and that even those sites with no representative surface artifacts may still possess

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<sup>20</sup> Hester, Thomas R., Harry J. Shaffer, and Kenneth L. Feder, 2009. *Field Methods in Archaeology*. Routledge (an imprint of the Taylor & Francis Group), New York, New York.

<sup>21</sup> Burke, Heather, Claire Smith, and Larry J. Zimmerman, 2009. *The Archaeologist's Field Handbook: North American Edition*. AltaMira Press (a division of Rowman & Littlefield Publishers, Inc.), Lanham, Maryland.



a subsurface component. In order to account for the presence of buried archaeological deposits in locations where surface artifacts may have been removed, STPs were excavated at 20 of the 25 cultural resource sites identified within the Project site. All sites subjected to STPs were negative for the presence of subsurface deposits or features. Of the five cultural resource sites that were not tested for subsurface deposits, two (SBR-5110 and SBR-9814/H) had been disturbed to the point where native soils were no longer present, two (SBR-29,036 and SBR-29,038) are located in dedicated open space, and one (SBR-7172/H) is a historic linear feature.

Furthermore, looting of archaeological sites generally consists of the removal of recognized formed artifacts. Artifacts such as lithic production waste are rarely collected because these items do not convey any interest to the public. There is no record of any archaeological site having ever been collected completely, and the commenter does not introduce any substantial evidence that such activities are or have been occurring at the resources identified within the Project site.

**MO-5:**

Site SBR-29,038 was not tested for subsurface deposits due to the surrounding rocky soil and bedrock and its location in dedicated open space, where it will not be within the physical disturbance area of the proposed Project. The shelter itself does not possess any characteristics, such as evidence of milling features, rock art, hearths, or a skirt (“a slope that contains artifacts because inhabitants threw unwanted materials out the front, downslope and away from the shelter”<sup>21</sup>), that would indicate it had been used prehistorically for anything other than minimal hunting or camping activities, if it were ever used at all. In addition, the rocky soil and bedrock surrounding the shelter do not warrant placement of any STPs. Because no STPs were able to be excavated in the vicinity of SBR-29,038, it is also unlikely that any subsurface deposits are present due to a lack of soil. The rock is also highly exfoliated and deteriorated due to general weathering and is a poor candidate for additional studies. Given that no information regarding the SBR-29,038’s potential prehistoric use was gained during the testing program, and no further studies can be conducted that may yield additional information, SBR-29,038 was determined to not be a significant resource under CEQA criteria.

**MO-6:**

Whereas the commenter primarily references archaeological records data as part of the commenter’s archeological evaluation, the archaeological evidence gathered during the field investigations at the Project site was used to provide the data from which the CRA report preparer concluded that the research potential for each cultural resource site has been exhausted during in evaluating the significance of each potential archeological resource that would be affected by the Project. Although it is possible that additional data may be available, that data would not substantially improve or change how the cultural resource sites are understood, and would only produce data for data’s sake. In contrast to the commenter’s claims, no subsurface cultural resource deposits were identified within the Project site<sup>19</sup>.



**MO-7:**

The cultural resource sites identified within the Project site are only representative of “seasonal natural resource procurement and processing ...” This classification is supported by the lack of artifacts throughout the Project site. No evidence has been provided that might associate the features with “... occupation and migration, and settlement ...” Sites representative of occupation and settlement generally contain the full spectrum of material culture, often yielding hundreds of thousands of pieces of debitage, several thousand formed artifacts, several thousand grams of faunal materials, multiple subsurface features, and dark rich midden deposits. None of these elements are present within the Project site. In addition, due to a lack of surface artifacts and subsurface deposits associated with the cultural resource sites located within the project, there is no way to chronologically associate the sites or link them in space and time. Due to this lack of association, the cultural resource sites are also not representative of any specific events that may “have made a significant contribution to the broad patterns of California’s history and cultural heritage.”

**MO-8:**

Visual impacts are only assessed for those cultural resource sites deemed to be significant<sup>21</sup>, and which have culturally sensitive elements that would be affected by the residential development. The only significant cultural resource sites located within the Area of Potential Effect (APE) are SBR-29,034 and SBR-29,037, which are located in an area proposed for open space by the Project. Indirect impacts to the cultural resource sites located in open space within the APE are considered to be less than significant because none of these sites, including SBR-29,034 and SBR-29,037, contain any features or surface artifacts that might be collected.

**MO-9:**

A discussion of the Project’s potential cumulative impacts to cultural resources (including tribal cultural resources) is contained in Subsection 4.4.5 of the DEIR. The DEIR concluded that the Project would result in less-than-cumulatively considerable impacts to cultural resources after implementation of the required mitigation measures.

**MO-10:**

The City acknowledges the potential concerns of Native American tribes associated with publication of details regarding cultural resources. However, confidential material (confidential appendices containing resource location maps and other details) was excluded from the Project-specific Cultural Resources Assessment (DEIR *Technical Appendix F1*) that was published as part of the DEIR public review process. The inclusion of the plates depicting the cultural resource sites identified as part of the Project’s Cultural Resources Assessment was necessary to provide the public and decisionmakers with the minimum level of information to sufficiently disclose the Project’s potential impacts on in relation to cultural resources.



**MO-11:**

Chalk does not affect the results of residue analysis studies as calcium (the main component of chalk) is not an element that is destructive to residues left behind by plant and/or animal remains, nor is it tested for during the study. While high calcium values may skew the results of cation-ratio dating (a technique previously used for dating petroglyphs), there is not currently an “agreement within the rock-varnish community regarding the reliability of C-R dating.”<sup>22</sup> “Rocks continually weather by an interaction of chemical and physical processes from the time of their formation,”<sup>22</sup> and no studies have indicated that chalk accelerates this process or otherwise alters the integrity of the rock.

**MO-12:**

Mitigation Measure MM 4.4-2 requires the City to approve and implement an Archaeological Monitoring Plan and Discovery and Treatment Plan that shall include written verification to the City of Colton that a Native American monitor(s) has been retained to be present during the Project’s grading activities. It would be the responsibility of the Lead Agency (City of Colton) to determine which Native American tribes should be present during Native American monitoring, and Mitigation Measure MM 4.4-2 need not specify which Native American tribes are required to be retained to conduct monitoring during the Project’s ground disturbance activities. No revisions to the DEIR are warranted with respect to this comment.

Regarding the commenter’s requests that Native American monitors be involved in the evaluation of inadvertently discovered cultural resources during grading activities and that the monitors are granted the authority to divert or temporarily halt ground disturbance operation in the area of a discovery: As discussed in Subsection F.3, *Additions, Corrections, and Revisions to the Draft EIR*, of this Final EIR, Mitigation Measure MM 4.4-2 has been revised to state that the Native American monitor(s) shall have the authority to divert or temporarily halt ground disturbance operation in the area of the discovery to allow for the evaluation of potentially significant tribal cultural resources. No additional revisions to Mitigation Measure MM 4.4-2 are warranted with respect to this comment.

Regarding the commenter’s request to revise Mitigation Measure MM 4.4-2 to allow the following: (1) Tribal governments to repatriate the cultural resource material collected during the implementation of the Archaeological Monitoring Program and Data Recovery Protocol, and (2) Rebury the material on-site with the consent of the land owner: As discussed in Subsection F.3, *Additions, Corrections, and Revisions to the Draft EIR*, of this Final EIR, Mitigation Measure MM 4.4-2 has been revised to require the City of Colton to consult with the appropriate consulting Native American tribe(s) in determining appropriate treatment for unearthened cultural resources if the resources are prehistoric or Native American in nature. Furthermore, as discussed above in Subsection F.3, *Additions, Corrections, and Revisions to the Draft EIR*, the revised Mitigation Measure MM 4.4-2 requires that the treatment plan be developed and reviewed in consultation with the consulting Native American tribe(s). Accordingly, pursuant to Mitigation Measure MM 4.4-2, in the event that any cultural resources are discovered during ground disturbance activities, such resources shall be evaluated by the

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<sup>22</sup> R.E. Taylor and Martin J. Aitken, 1997. *Chronometric Dating in Archaeology*. In *Advances in Archaeological and Museum Science 2*. Springer Science+Business Media, New York, New York.



# ATTACHMENTS



ATTACHMENT A  
SUPPLEMENTARY TRAFFIC DATA

October 24, 2017

Mr. Bill Lo  
Sunmeadows, LLC  
27127 Calle Arroyo, Suite 1910  
San Juan Capistrano, CA 92675

**SUBJECT: ROQUET RANCH SPECIFIC PLAN FOCUSED TRAFFIC ASSESSMENT**

Dear Mr. Bill Lo:

This letter serves as a supplement to the [Roquet Ranch Specific Plan Traffic Impact Analysis](#) (November 30, 2016) (referred to as "SP TIA"). This focused traffic analysis has been prepared in response to the City of Grand Terrace's comments, dated September 21, 2017. The City's comments are provided in Attachment A.

Specifically, this focused traffic assessment evaluates the intersections of Vivienda Avenue at Barton Road and Canal Street at Barton Road. Michigan Avenue is proposed to be realigned with Vivienda Avenue as part of the I-215 Freeway and Barton Road Interchange Project. Canal Street and Barton Road is a Congestion Management Program (CMP) monitored intersection. In addition, the intersection of La Crosse Avenue / I-215 SB Ramp at Barton Road has been evaluated with a roundabout for Existing and Existing Plus Project (E+P) traffic conditions. The roundabout is being constructed as part of the I-215/Barton Road interchange improvements. The SP TIA includes evaluation of the roundabout under Opening Year Cumulative (2020) and Horizon Year (2040) traffic conditions.

**SUMMARY OF FINDINGS**

Peak hour operations analysis for the intersections of Vivienda Avenue at Barton Road and Canal Street at Barton Road indicates that the intersections would operate at acceptable levels of service (LOS) during the peak hours for all analysis scenarios. The proposed intersection improvements with the realignment of Michigan Avenue at Vivienda Avenue has been assumed for the analysis of Opening Year Cumulative (2020) and Horizon Year (2040) traffic conditions. As such, although the Project contributes 50 or more peak hour trips to these intersections, the Project's impact at these locations are less than significant.

Peak hour roundabout operations analysis for the intersection of La Crosse Avenue / I-215 SB Ramp at Barton Road indicates that the intersection would operate at acceptable LOS during the peak hours with under Existing and E+P traffic conditions.

## PROJECT OVERVIEW

For the purposes of this focused traffic assessment, the Project trip generation and trip distribution patterns utilized at the study area intersections are consistent with those previously presented in the SP TIA.

## EXISTING TRAFFIC COUNTS

Existing traffic counts were conducted at the intersections of Vivienda Avenue at Barton Road and Canal Street at Barton Road in October 2017 for the purposes of this focused traffic assessment. The existing traffic count worksheets are provided Attachment B. Traffic volumes from the SP TIA was used for the analysis of intersection La Crosse Avenue / I-215 SB Ramp at Barton Road with a roundabout.

## INTERSECTION OPERATIONS ANALYSIS

The peak hour operations analysis assumes the existing lane geometrics that are currently in place today. However, improvements consistent with those proposed as part of the I-215 Freeway/Barton Road interchange have assumed to be in place for Opening Year Cumulative (2020) and Horizon Year (2040) traffic conditions.

As shown in Table 1, the intersections of Vivienda Avenue at Barton Road and Canal Street at Barton Road are shown to operate at an acceptable LOS during the peak hours for all analysis scenarios. The Project is anticipated to contribute 50 or more peak hour trips to both of these intersections. However, the addition of Project traffic to these intersections is not anticipated to result in a peak hour deficiency. As such, the Project's impact to these study area intersections is less than significant.

The intersection of La Crosse Avenue / I-215 SB Ramp at Barton Road is shown to operate at an acceptable LOS during the peak hours with a roundabout under Existing and E+P traffic conditions.

Analysis worksheets for all analysis scenarios are provided in Attachment C.

If you have any questions, please contact me directly at (949) 336-5982.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE  
Senior Associate



Pranesh Tarikere, PE  
Senior Engineer

Table 1

Summary of Intersection Analysis

| #  | Intersection                                           | Traffic Control <sup>3</sup> | Intersection Approach Lanes <sup>1</sup> |          |          |            |          |          |           |   |            |           |          |          | Delay <sup>2</sup><br>(secs.) |      | Level of Service |    |
|----|--------------------------------------------------------|------------------------------|------------------------------------------|----------|----------|------------|----------|----------|-----------|---|------------|-----------|----------|----------|-------------------------------|------|------------------|----|
|    |                                                        |                              | Northbound                               |          |          | Southbound |          |          | Eastbound |   |            | Westbound |          |          | AM                            | PM   | AM               | PM |
|    |                                                        |                              | L                                        | T        | R        | L          | T        | R        | L         | T | R          | L         | T        | R        |                               |      |                  |    |
| 1  | Vivienda Av. & Barton Rd.                              |                              |                                          |          |          |            |          |          |           |   |            |           |          |          |                               |      |                  |    |
|    | <i>Existing (2017)</i>                                 | CSS                          | 0                                        | 0        | 0        | 0          | 1        | 0        | 1         | 2 | 0          | 0         | 2        | 0        | 16.1                          | 12.1 | C                | B  |
|    | <i>E+P (Project Buildout)</i>                          | CSS                          | 0                                        | 0        | 0        | 0          | 1        | 0        | 1         | 2 | 0          | 0         | 2        | 0        | 16.7                          | 12.7 | C                | B  |
|    | <i>Opening Year (2020) Without Project<sup>4</sup></i> | <b>TS</b>                    | <u>2</u>                                 | <u>1</u> | <u>1</u> | <u>1</u>   | 1        | 0        | 1         | 2 | 0          | <u>1</u>  | 2        | 0        | 33.0                          | 27.0 | C                | C  |
|    | <i>Opening Year (2020) With Project<sup>4</sup></i>    | <b>TS</b>                    | <u>2</u>                                 | <u>1</u> | <u>1</u> | <u>1</u>   | 1        | 0        | 1         | 2 | 0          | <u>1</u>  | 2        | 0        | 33.9                          | 27.7 | C                | C  |
|    | <i>Horizon Year (2040) Without Project<sup>4</sup></i> | <b>TS</b>                    | <u>2</u>                                 | <u>1</u> | <u>1</u> | <u>1</u>   | 1        | 0        | 1         | 2 | <u>1</u> > | <u>1</u>  | 2        | 0        | 53.1                          | 52.3 | D                | D  |
|    | <i>Horizon Year (2040) With Project<sup>4</sup></i>    | <b>TS</b>                    | <u>2</u>                                 | <u>1</u> | <u>1</u> | <u>1</u>   | 1        | 0        | 1         | 2 | <u>1</u> > | <u>1</u>  | 2        | 0        | 54.5                          | 54.3 | D                | D  |
| 2  | Canal St. & Barton Rd.                                 |                              |                                          |          |          |            |          |          |           |   |            |           |          |          |                               |      |                  |    |
|    | <i>Existing (2017)</i>                                 | TS                           | 0                                        | 1        | 0        | 1          | 1        | 0        | 1         | 2 | 0          | 1         | 2        | d        | 11.9                          | 9.9  | B                | A  |
|    | <i>E+P (Project Buildout)</i>                          | TS                           | 0                                        | 1        | 0        | 1          | 1        | 0        | 1         | 2 | 0          | 1         | 2        | d        | 12.0                          | 10.2 | B                | B  |
|    | <i>Opening Year (2020) Without Project</i>             | TS                           | 0                                        | 1        | 0        | 1          | 1        | 0        | 1         | 2 | 0          | 1         | 2        | d        | 12.2                          | 11.3 | B                | B  |
|    | <i>Opening Year (2020) With Project</i>                | TS                           | 0                                        | 1        | 0        | 1          | 1        | 0        | 1         | 2 | 0          | 1         | 2        | d        | 12.3                          | 11.8 | B                | B  |
|    | <i>Horizon Year (2040) Without Project</i>             | TS                           | 0                                        | 1        | 0        | 1          | 1        | 0        | 1         | 2 | 0          | 1         | 2        | d        | 13.1                          | 17.3 | B                | B  |
|    | <i>Horizon Year (2040) With Project</i>                | TS                           | 0                                        | 1        | 0        | 1          | 1        | 0        | 1         | 2 | 0          | 1         | 2        | d        | 13.3                          | 17.9 | B                | B  |
| 26 | La Crosse Av./I-215 SB On-Ramp & Barton Rd.            |                              |                                          |          |          |            |          |          |           |   |            |           |          |          |                               |      |                  |    |
|    | <i>Existing (2016)</i>                                 | <b>RA</b>                    | 0                                        | 1        | 0        | 0          | <u>1</u> | <u>1</u> | 1         | 1 | 0          | 0         | <u>1</u> | <u>1</u> | 15.4                          | 11.0 | C                | B  |
|    | <i>E+P Project Buildout</i>                            | <b>RA</b>                    | 0                                        | 1        | 0        | 0          | <u>1</u> | <u>1</u> | 1         | 1 | 0          | 0         | <u>1</u> | <u>1</u> | 21.2                          | 13.7 | C                | B  |

\* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane; 1 = Improvement

<sup>2</sup> Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; RA = Roundabout

<sup>4</sup> Improvements shown are consistent with the I-215 Freeway and Barton Road Interchange improvement project.

**ATTACHMENT A**

**CITY OF GRAND TERRACE COMMENT LETTER, DATED SEPTEMBER 21, 2017**

**ATTACHMENT B**

**EXISTING (2017) TRAFFIC COUNT WORKSHEETS**



LETTER G (Page 1 of 4)



Planning and Development Services Department

Delivered by Electronic Mail

September 21, 2017

Mario Suarez  
City of Colton Planning Division  
659 N. La Cadena Drive  
Colton, CA 92324

Re: Draft Environmental Impact Report – Roquet Ranch Specific Plan  
SCH 2016061056

Dear Mr. Suarez:

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) prepared for the Roquet Ranch Specific Plan. The Specific Plan area is adjacent to the City of Grand Terrace and has the potential to create up to 1,050 dwelling units, and to generate a net total of 10,021 trips per day.

G-1

It is anticipated that motorists will utilize Grand Terrace roadways to either enter onto the 215 Interchange at Barton Road or Mount Vernon, or to bypass the Interchange and travel east on Barton Road.

G-2

We have reviewed the Traffic/Transportation Section of the DEIR, which identifies significant impacts to Grand Terrace roadways and intersections, which must be mitigated.

G-3

The DEIR identifies impacts to City intersections located at Michigan Avenue and West Main Street (#36) and Mount Vernon Avenue and Main Street (#38).

Intersection # 38 will worsen from LOS E to LOS F at Opening Year 2020, and Intersection #36 will worsen from LOS E to LOS F at Horizon Year 2040, exacerbating already deficient conditions. The Roquet Ranch Specific Plan Traffic Impact Analysis identifies a fair share contribution in order to mitigate these significant impacts; however, they are not carried over to the DEIR as a mitigation measure. Further, the mitigation recommended in the Roquet Ranch Specific Plan Traffic Impact Analysis may not be adequate, as Grand Terrace includes these intersections in its Circulation Fee Program. This program would require payment of traffic signal impact fees towards signal improvements in the amount of \$283.53 per detached dwelling unit and \$145.57 per attached dwelling unit.

G-4

22795 Barton Road, Grand Terrace, California, 92313-5295 909/824-6621 Fax 909/824-6624



**LETTER G (Page 2 of 4)**

Comments on Roquet Ranch DEIR  
Page 2

The Barton Road Interchange Project is expected to be completed in 2020. The design will extend Commerce Way at its intersection with Michigan Street and extend it east and west to Barton Road, where it will align with Vivienda Avenue to the north. The DEIR should consider this intersection in the 2016, 2020 and 2040 projections and analysis.

G-5

In addition, the attached memorandum identifies areas within the Roquet Ranch Specific Plan Traffic Impact Analysis that require revision; and which may result in alternative recommendations or mitigation measures.

G-6

Should you have any questions or require additional information, feel free to contact Public Works Director Alan French at (909) 824-6621 ext. 251 or me at (909) 824-6621 ext. 225.

Sincerely,

SANDRA MOLINA  
Planning and Development Services Director

G-7

c: Alan French, Public Works Director

**LETTER G (Page 3 of 4)**



**City of Grand Terrace**  
Memorandum  
Public Works Department

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**DATE:** September 21, 2017

**TO:** Sandra Molina, Planning Director  
**Planning and Development Services Department**

**FROM:** Alan French, P.E., Director  
Public Works Department

**SUBJECT:** TR 19983 Draft Specific Plan Submittal  
Roquet Ranch

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City of Grand Terrace Public Works Department has received the following data:

1. Draft Environmental Impact Report for Roquet Ranch Specific Plan dated August 2, 2017, SCH No. 2016061056
2. Roquet Ranch Specific Plan Traffic Impact Analysis dated November 30, 2016

G-8

Public Works has completed the review of the above reference material and has the following comments on the material reviewed:

Provide corrected study and required documentation for review of the proposed project as follows:

- (1) Revised traffic model
- (1) Update DEIR impact mitigations

G-9

All scoping studies for intersections within the City of Grand Terrace should be reviewed and agreed to by the Grand Terrace.

The traffic model needs to include the configurations that are existing or for the opening year, and should consider future intersections that are in process and will be in operation for first occupancies model year of 2020.

Traffic Study Comments:

1. The mitigation recommended by the traffic study needs to be included in the DEIR. However, as noted in the cover letter, the mitigation recommended in the Roquet Ranch Specific Plan Traffic Impact Analysis may not be adequate, as Grand Terrace includes these intersections in its Circulation Fee Program. This program would require payment of traffic

G-10 Cont.



**LETTER G (Page 4 of 4)**

Memo to Planning Director  
Page 2 of 2

- signal impact fees towards signal improvements in the amount of \$283.53 per detached dwelling unit and \$145.57 per attached dwelling unit. ↑ G-10 Cont.
2. Additional traffic analysis will be required as individual projects are submitted to ensure mitigation is being implemented and effective. ← G-11
3. Extension of Commerce Way to Taylor not included in model and is under preliminary design at this time. ← G-12
4. New signal at Town Square and Barton Road not included and is a CMP intersection. ← G-13
5. Will Palm and Barton be affected? Only the WB left on Palm movement may be affected. Preston and Barton may have more impact. Same intersection configuration is at Canal and Barton which also is a CMP intersection, but was not considered. ← G-14
6. The Michigan and Barton intersection will be moved to align with Vivienda Avenue and Commerce Way. ← G-15
7. Signal on west side of freeway will be eliminated, need round-a-bout modeled. ← G-16
8. Recommendation #18 of table 1-5 has been completed in table. ← G-17
9. Recommendation #26 of Table 1-5 identifies the round-a-bout, but not used in model. ← G-18
10. Traffic signal Warrant not needed at location #24, 25 of Table 2-3. ← G-19
11. Instead of Palm and Barton, there are closer intersections that would get more impact to justify a warrant analysis. ← G-20
12. Analysis of Michigan and Main addressed school am peak. Signal also at main and school entrance. ← G-21
- Specific Plan Comments: ← G-22
1. Traffic Model mitigation recommendations not proposed in the DEIR. ← G-23
2. Requirement for fair share provided in analysis but not implemented in DEIR. ← G-24
- Should you have any questions or require additional information, please do not hesitate to contact me at x251. ←

## **ATTACHMENT C**

### **INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Thu, Oct 19, 17

**LOCATION:** Grand Terrace  
NORTH & SOUTH: Vivienda  
EAST & WEST: Barton

**PROJECT #:** SC  
**LOCATION #:** 1  
**CONTROL:** SIGNAL

**NOTES:**

Queue WB AM

|       |        |     |
|-------|--------|-----|
| AM    | ▲<br>N | E ▶ |
| PM    |        |     |
| MD    | ◀ W    | S   |
| OTHER |        |     |
| OTHER | ▼      | ▶   |

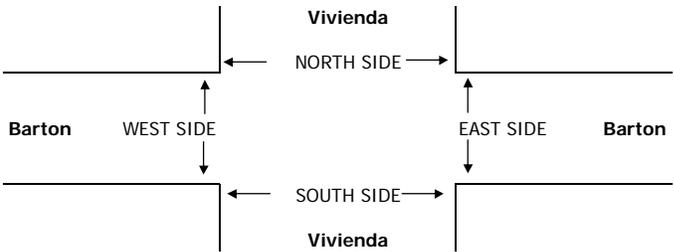
Add U-Turns to Left Turns

| LANES: | NORTHBOUND<br><small>Vivienda</small> |    |    | SOUTHBOUND<br><small>Vivienda</small> |    |    | EASTBOUND<br><small>Barton</small> |    |    | WESTBOUND<br><small>Barton</small> |    |    | TOTAL |
|--------|---------------------------------------|----|----|---------------------------------------|----|----|------------------------------------|----|----|------------------------------------|----|----|-------|
|        | NL                                    | NT | NR | SL                                    | ST | SR | EL                                 | ET | ER | WL                                 | WT | WR |       |
|        | X                                     | X  | X  | 0                                     | X  | 0  | 1                                  | 2  | X  | X                                  | 2  | 0  |       |

| U-TURNS |    |    |    |     |
|---------|----|----|----|-----|
| NB      | SB | EB | WB | TTL |
| 0       | 0  | 0  | 0  | 0   |

|                | NORTHBOUND<br><small>Vivienda</small> |    |     | SOUTHBOUND<br><small>Vivienda</small> |    |     | EASTBOUND<br><small>Barton</small> |       |       | WESTBOUND<br><small>Barton</small> |       |       | TOTAL |
|----------------|---------------------------------------|----|-----|---------------------------------------|----|-----|------------------------------------|-------|-------|------------------------------------|-------|-------|-------|
|                | NL                                    | NT | NR  | SL                                    | ST | SR  | EL                                 | ET    | ER    | WL                                 | WT    | WR    |       |
| <b>AM</b>      |                                       |    |     |                                       |    |     |                                    |       |       |                                    |       |       |       |
| 7:00 AM        | 0                                     | 0  | 0   | 0                                     | 0  | 20  | 29                                 | 94    | 0     | 0                                  | 149   | 9     | 301   |
| 7:15 AM        | 0                                     | 0  | 0   | 5                                     | 0  | 60  | 77                                 | 119   | 0     | 0                                  | 186   | 5     | 452   |
| 7:30 AM        | 0                                     | 0  | 0   | 5                                     | 0  | 43  | 38                                 | 121   | 0     | 0                                  | 205   | 7     | 419   |
| 7:45 AM        | 0                                     | 0  | 0   | 6                                     | 0  | 17  | 7                                  | 140   | 0     | 0                                  | 151   | 3     | 324   |
| 8:00 AM        | 0                                     | 0  | 0   | 0                                     | 0  | 6   | 12                                 | 87    | 0     | 0                                  | 138   | 4     | 247   |
| 8:15 AM        | 0                                     | 0  | 0   | 2                                     | 0  | 19  | 36                                 | 105   | 0     | 0                                  | 115   | 7     | 284   |
| 8:30 AM        | 0                                     | 0  | 0   | 5                                     | 0  | 30  | 4                                  | 103   | 0     | 0                                  | 117   | 2     | 261   |
| 8:45 AM        | 0                                     | 0  | 0   | 2                                     | 0  | 2   | 1                                  | 101   | 0     | 0                                  | 83    | 1     | 190   |
| VOLUMES        | 0                                     | 0  | 0   | 25                                    | 0  | 197 | 204                                | 870   | 0     | 0                                  | 1,144 | 38    | 2,483 |
| APPROACH %     | 0%                                    | 0% | 0%  | 11%                                   | 0% | 88% | 19%                                | 81%   | 0%    | 0%                                 | 97%   | 3%    |       |
| APP/DEPART     | 0                                     | /  | 243 | 223                                   | /  | 0   | 1,077                              | /     | 896   | 1,183                              | /     | 1,344 | 0     |
| BEGIN PEAK HR  | 7:00 AM                               |    |     |                                       |    |     |                                    |       |       |                                    |       |       |       |
| VOLUMES        | 0                                     | 0  | 0   | 16                                    | 0  | 140 | 151                                | 474   | 0     | 0                                  | 691   | 24    | 1,498 |
| APPROACH %     | 0%                                    | 0% | 0%  | 10%                                   | 0% | 90% | 24%                                | 76%   | 0%    | 0%                                 | 97%   | 3%    |       |
| PEAK HR FACTOR | 0.000                                 |    |     | 0.600                                 |    |     | 0.800                              |       |       | 0.843                              |       |       | 0.829 |
| APP/DEPART     | 0                                     | /  | 175 | 156                                   | /  | 0   | 627                                | /     | 490   | 715                                | /     | 833   | 0     |
| <b>PM</b>      |                                       |    |     |                                       |    |     |                                    |       |       |                                    |       |       |       |
| 4:00 PM        | 0                                     | 0  | 0   | 2                                     | 0  | 5   | 2                                  | 146   | 0     | 0                                  | 113   | 2     | 270   |
| 4:15 PM        | 0                                     | 0  | 0   | 1                                     | 0  | 6   | 6                                  | 137   | 0     | 0                                  | 134   | 2     | 286   |
| 4:30 PM        | 0                                     | 0  | 0   | 0                                     | 0  | 2   | 6                                  | 157   | 0     | 0                                  | 134   | 4     | 303   |
| 4:45 PM        | 0                                     | 0  | 0   | 2                                     | 0  | 4   | 12                                 | 160   | 0     | 0                                  | 134   | 1     | 313   |
| 5:00 PM        | 0                                     | 0  | 0   | 2                                     | 0  | 3   | 6                                  | 175   | 0     | 0                                  | 148   | 3     | 337   |
| 5:15 PM        | 0                                     | 0  | 0   | 1                                     | 0  | 5   | 11                                 | 156   | 0     | 0                                  | 146   | 3     | 322   |
| 5:30 PM        | 0                                     | 0  | 0   | 4                                     | 0  | 3   | 9                                  | 185   | 0     | 0                                  | 157   | 5     | 363   |
| 5:45 PM        | 0                                     | 0  | 0   | 2                                     | 0  | 4   | 7                                  | 164   | 0     | 0                                  | 140   | 2     | 319   |
| VOLUMES        | 0                                     | 0  | 0   | 14                                    | 0  | 32  | 59                                 | 1,280 | 0     | 0                                  | 1,106 | 22    | 2,518 |
| APPROACH %     | 0%                                    | 0% | 0%  | 30%                                   | 0% | 70% | 4%                                 | 95%   | 0%    | 0%                                 | 98%   | 2%    |       |
| APP/DEPART     | 0                                     | /  | 81  | 46                                    | /  | 0   | 1,343                              | /     | 1,295 | 1,129                              | /     | 1,142 | 0     |
| BEGIN PEAK HR  | 5:00 PM                               |    |     |                                       |    |     |                                    |       |       |                                    |       |       |       |
| VOLUMES        | 0                                     | 0  | 0   | 9                                     | 0  | 15  | 33                                 | 680   | 0     | 0                                  | 591   | 13    | 1,342 |
| APPROACH %     | 0%                                    | 0% | 0%  | 38%                                   | 0% | 63% | 5%                                 | 95%   | 0%    | 0%                                 | 98%   | 2%    |       |
| PEAK HR FACTOR | 0.000                                 |    |     | 0.857                                 |    |     | 0.920                              |       |       | 0.932                              |       |       | 0.924 |
| APP/DEPART     | 0                                     | /  | 46  | 24                                    | /  | 0   | 714                                | /     | 689   | 604                                | /     | 607   | 0     |

| NB | SB | EB | WB | TTL |
|----|----|----|----|-----|
| 0  | 0  | 0  | 0  | 0   |
| 0  | 0  | 0  | 0  | 0   |
| 0  | 0  | 0  | 0  | 0   |
| 0  | 0  | 2  | 0  | 2   |
| 0  | 0  | 0  | 1  | 1   |
| 0  | 1  | 0  | 0  | 1   |
| 0  | 0  | 1  | 0  | 1   |
| 0  | 0  | 0  | 0  | 0   |
| 0  | 1  | 3  | 1  | 5   |
| 0  | 0  | 3  | 1  | 4   |
| 0  | 0  | 0  | 0  | 0   |
| 0  | 0  | 0  | 0  | 0   |
| 0  | 0  | 1  | 0  | 1   |
| 0  | 0  | 0  | 0  | 0   |
| 0  | 0  | 0  | 0  | 0   |
| 0  | 0  | 0  | 0  | 0   |
| 0  | 0  | 4  | 1  | 5   |

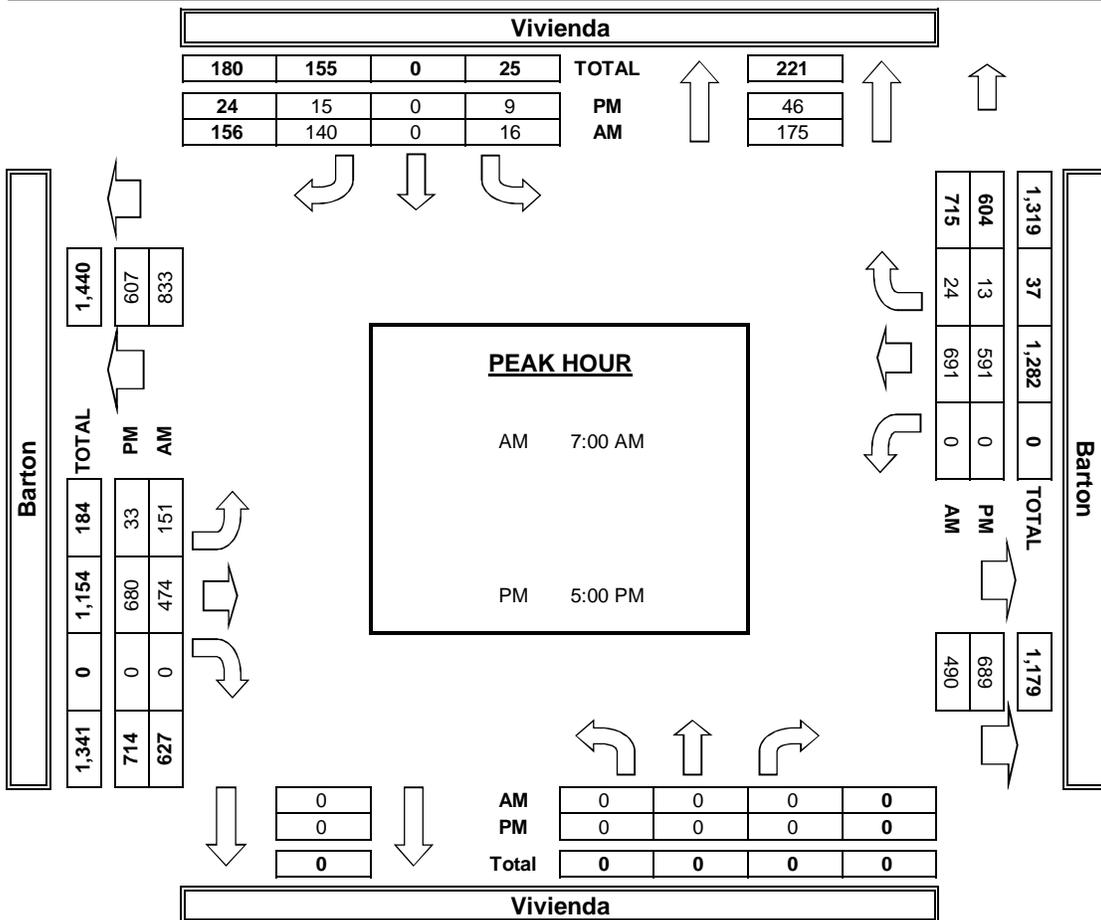
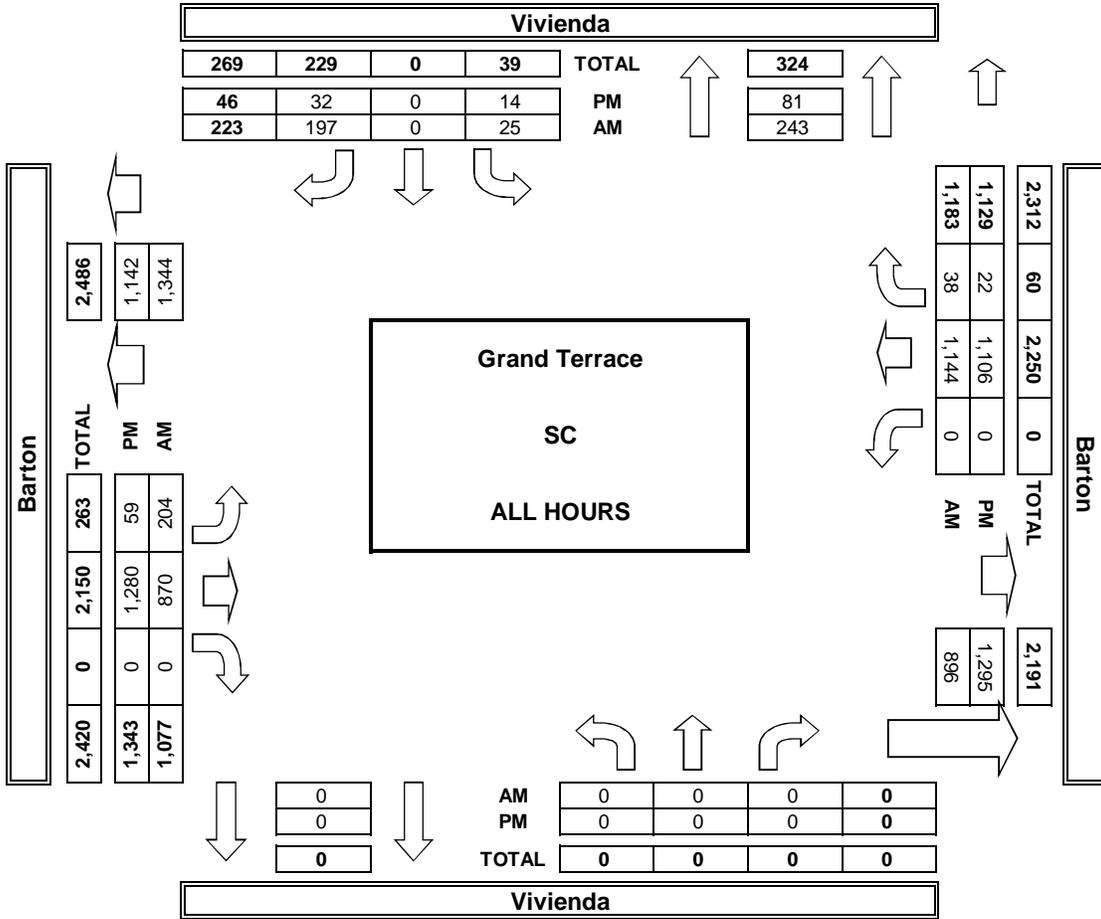


|           | PEDESTRIAN + BIKE CROSSINGS |        |        |        |       |
|-----------|-----------------------------|--------|--------|--------|-------|
|           | N SIDE                      | S SIDE | E SIDE | W SIDE | TOTAL |
| <b>AM</b> |                             |        |        |        |       |
| 7:00 AM   | 0                           | 0      | 0      | 0      | 0     |
| 7:15 AM   | 0                           | 0      | 0      | 0      | 0     |
| 7:30 AM   | 0                           | 0      | 0      | 0      | 0     |
| 7:45 AM   | 0                           | 0      | 0      | 0      | 0     |
| 8:00 AM   | 0                           | 0      | 0      | 0      | 0     |
| 8:15 AM   | 0                           | 0      | 0      | 0      | 0     |
| 8:30 AM   | 0                           | 0      | 0      | 0      | 0     |
| 8:45 AM   | 0                           | 0      | 0      | 0      | 0     |
| TOTAL     | 0                           | 0      | 0      | 0      | 0     |
| <b>PM</b> |                             |        |        |        |       |
| 4:00 PM   | 0                           | 0      | 0      | 0      | 0     |
| 4:15 PM   | 0                           | 0      | 0      | 0      | 0     |
| 4:30 PM   | 0                           | 0      | 0      | 0      | 0     |
| 4:45 PM   | 0                           | 0      | 0      | 0      | 0     |
| 5:00 PM   | 0                           | 0      | 0      | 0      | 0     |
| 5:15 PM   | 0                           | 0      | 0      | 0      | 0     |
| 5:30 PM   | 0                           | 0      | 0      | 0      | 0     |
| 5:45 PM   | 0                           | 0      | 0      | 0      | 0     |
| TOTAL     | 0                           | 0      | 0      | 0      | 0     |

|           | PEDESTRIAN CROSSINGS |        |        |        |       |
|-----------|----------------------|--------|--------|--------|-------|
|           | N SIDE               | S SIDE | E SIDE | W SIDE | TOTAL |
| <b>AM</b> |                      |        |        |        |       |
| 7:00 AM   | 0                    | 0      | 0      | 0      | 0     |
| 7:15 AM   | 0                    | 0      | 0      | 0      | 0     |
| 7:30 AM   | 0                    | 0      | 0      | 0      | 0     |
| 7:45 AM   | 0                    | 0      | 0      | 0      | 0     |
| 8:00 AM   | 0                    | 0      | 0      | 0      | 0     |
| 8:15 AM   | 0                    | 0      | 0      | 0      | 0     |
| 8:30 AM   | 0                    | 0      | 0      | 0      | 0     |
| 8:45 AM   | 0                    | 0      | 0      | 0      | 0     |
| TOTAL     | 0                    | 0      | 0      | 0      | 0     |
| <b>PM</b> |                      |        |        |        |       |
| 4:00 PM   | 0                    | 0      | 0      | 0      | 0     |
| 4:15 PM   | 0                    | 0      | 0      | 0      | 0     |
| 4:30 PM   | 0                    | 0      | 0      | 0      | 0     |
| 4:45 PM   | 0                    | 0      | 0      | 0      | 0     |
| 5:00 PM   | 0                    | 0      | 0      | 0      | 0     |
| 5:15 PM   | 0                    | 0      | 0      | 0      | 0     |
| 5:30 PM   | 0                    | 0      | 0      | 0      | 0     |
| 5:45 PM   | 0                    | 0      | 0      | 0      | 0     |
| TOTAL     | 0                    | 0      | 0      | 0      | 0     |

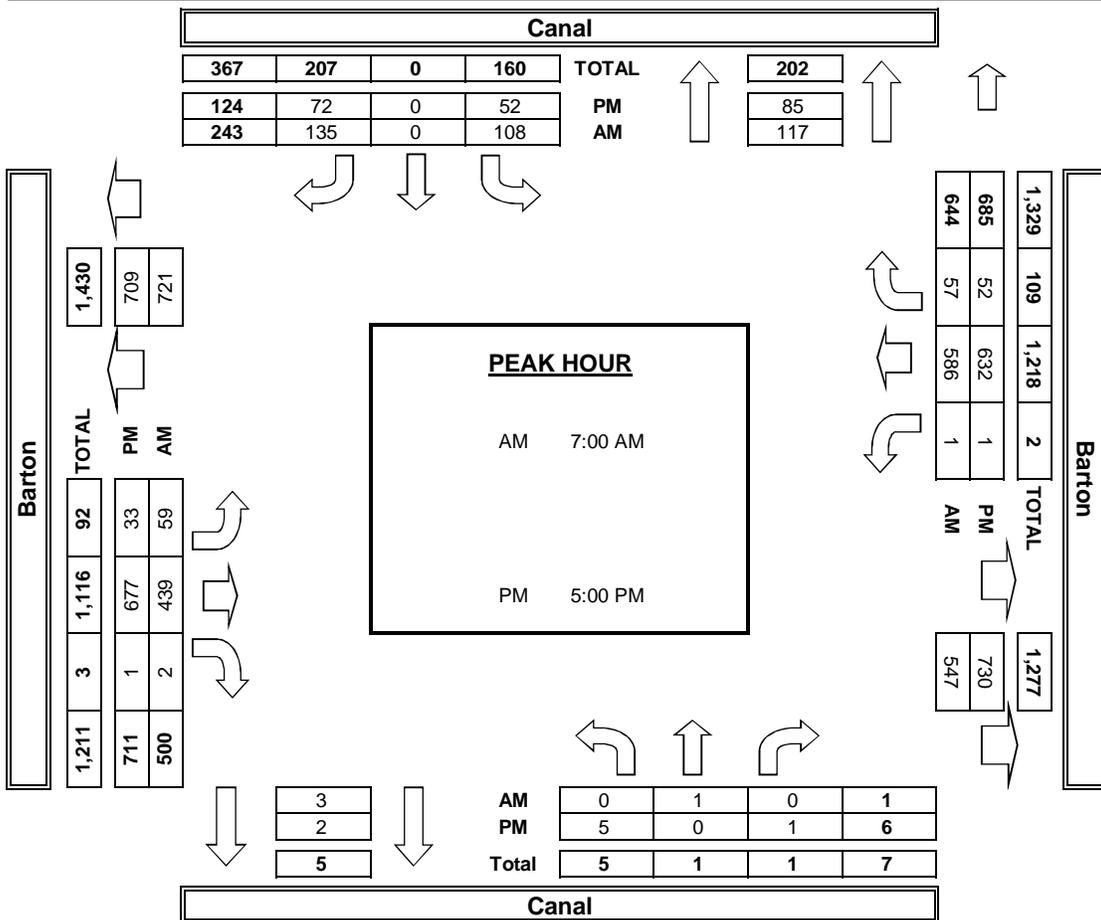
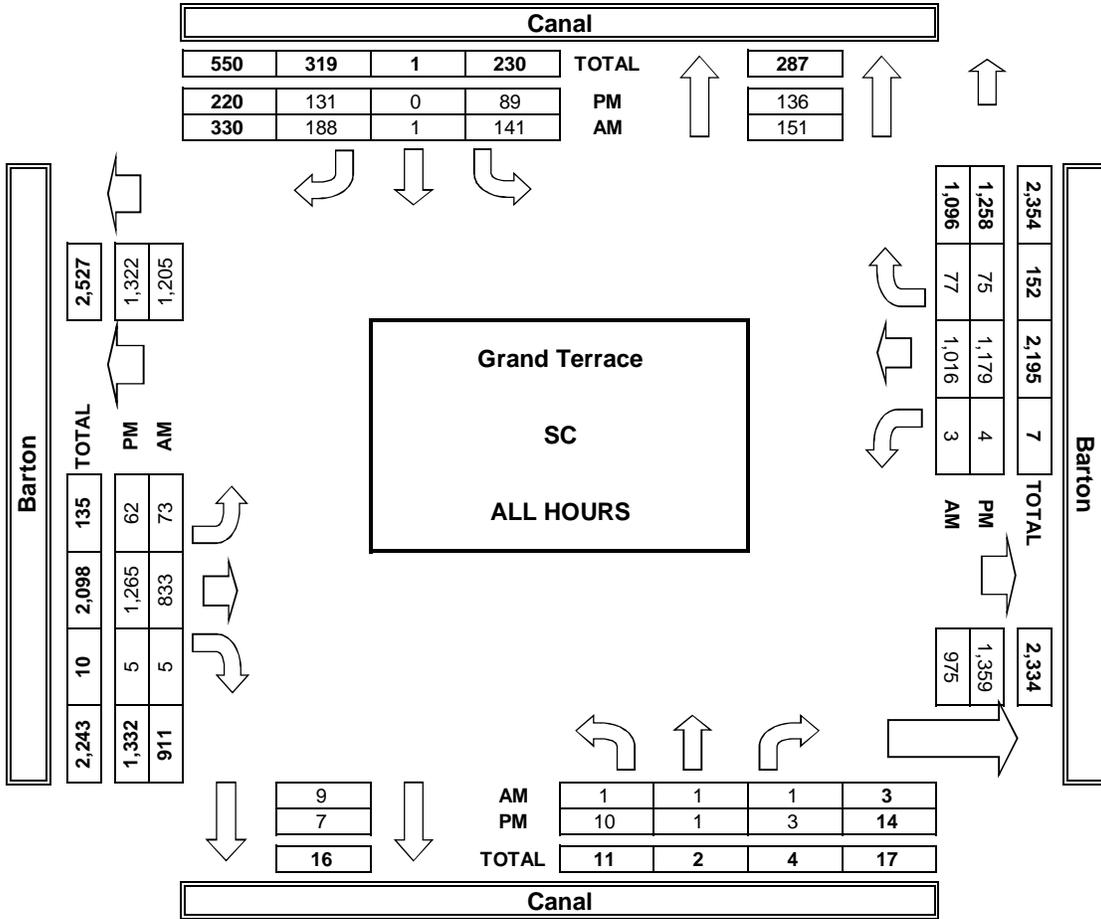
|           | BICYCLE CROSSINGS |    |    |    |       |
|-----------|-------------------|----|----|----|-------|
|           | NS                | SS | ES | WS | TOTAL |
| <b>AM</b> |                   |    |    |    |       |
| 7:00 AM   | 0                 | 0  | 0  | 0  | 0     |
| 7:15 AM   | 0                 | 0  | 0  | 0  | 0     |
| 7:30 AM   | 0                 | 0  | 0  | 0  | 0     |
| 7:45 AM   | 0                 | 0  | 0  | 0  | 0     |
| 8:00 AM   | 0                 | 0  | 0  | 0  | 0     |
| 8:15 AM   | 0                 | 0  | 0  | 0  | 0     |
| 8:30 AM   | 0                 | 0  | 0  | 0  | 0     |
| 8:45 AM   | 0                 | 0  | 0  | 0  | 0     |
| TOTAL     | 0                 | 0  | 0  | 0  | 0     |
| <b>PM</b> |                   |    |    |    |       |
| 4:00 PM   | 0                 | 0  | 0  | 0  | 0     |
| 4:15 PM   | 0                 | 0  | 0  | 0  | 0     |
| 4:30 PM   | 0                 | 0  | 0  | 0  | 0     |
| 4:45 PM   | 0                 | 0  | 0  | 0  | 0     |
| 5:00 PM   | 0                 | 0  | 0  | 0  | 0     |
| 5:15 PM   | 0                 | 0  | 0  | 0  | 0     |
| 5:30 PM   | 0                 | 0  | 0  | 0  | 0     |
| 5:45 PM   | 0                 | 0  | 0  | 0  | 0     |
| TOTAL     | 0                 | 0  | 0  | 0  | 0     |

**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS



## EXISTING (2017) CONDITIONS

**Intersection**

Int Delay, s/veh 2.8

| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↘ ↗  | ↗ ↗  | ↗ ↗  |      | ↘ ↗  |      |
| Traffic Vol, veh/h       | 151  | 474  | 691  | 24   | 16   | 140  |
| Future Vol, veh/h        | 151  | 474  | 691  | 24   | 16   | 140  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 50   | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 2    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 182  | 571  | 833  | 29   | 19   | 169  |

| Major/Minor          | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 861    | 0      | 1496   |
| Stage 1              | -      | -      | 847    |
| Stage 2              | -      | -      | 649    |
| Critical Hdwy        | 4.14   | -      | 6.84   |
| Critical Hdwy Stg 1  | -      | -      | 5.84   |
| Critical Hdwy Stg 2  | -      | -      | 5.84   |
| Follow-up Hdwy       | 2.22   | -      | 3.52   |
| Pot Cap-1 Maneuver   | 776    | -      | 113    |
| Stage 1              | -      | -      | 381    |
| Stage 2              | -      | -      | 482    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 776    | -      | 86     |
| Mov Cap-2 Maneuver   | -      | -      | 264    |
| Stage 1              | -      | -      | 381    |
| Stage 2              | -      | -      | 369    |

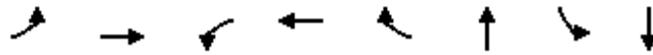
| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 2.7 | 0  | 16.1 |
| HCM LOS              |     |    | C    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 776   | -   | -   | -   | 512   |
| HCM Lane V/C Ratio    | 0.234 | -   | -   | -   | 0.367 |
| HCM Control Delay (s) | 11.1  | -   | -   | -   | 16.1  |
| HCM Lane LOS          | B     | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.9   | -   | -   | -   | 1.7   |

# Timings

## 2: Driveway/Canal St. & Barton Rd.

10/24/2017



| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 59    | 439   | 1     | 586   | 57    | 1     | 108   | 0     |
| Future Volume (vph)  | 59    | 439   | 1     | 586   | 57    | 1     | 108   | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 10.0  | 23.8  | 9.6   | 23.4  | 23.4  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 16.7% | 39.7% | 16.0% | 39.0% | 39.0% | 44.3% | 44.3% | 44.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  |

### Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 47

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



# HCM 2010 Signalized Intersection Summary

## 2: Driveway/Canal St. & Barton Rd.

10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 59                                                                                | 439                                                                               | 2                                                                                 | 1                                                                                 | 586                                                                               | 57                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 108                                                                                 | 0                                                                                   | 135                                                                                 |
| Future Volume (veh/h)        | 59                                                                                | 439                                                                               | 2                                                                                 | 1                                                                                 | 586                                                                               | 57                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 108                                                                                 | 0                                                                                   | 135                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                              | 1800                                                                              | 1667                                                                              | 1765                                                                              | 1765                                                                              | 1700                                                                               | 1765                                                                                | 1800                                                                                | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 69                                                                                | 510                                                                               | 2                                                                                 | 1                                                                                 | 681                                                                               | 66                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 126                                                                                 | 0                                                                                   | 157                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                               | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 102                                                                               | 1594                                                                              | 6                                                                                 | 4                                                                                 | 1350                                                                              | 604                                                                               | 0                                                                                  | 379                                                                                 | 0                                                                                   | 430                                                                                 | 0                                                                                   | 322                                                                                 |
| Arrive On Green              | 0.06                                                                              | 0.47                                                                              | 0.47                                                                              | 0.00                                                                              | 0.40                                                                              | 0.40                                                                              | 0.00                                                                               | 0.21                                                                                | 0.00                                                                                | 0.21                                                                                | 0.00                                                                                | 0.21                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 3425                                                                              | 13                                                                                | 1587                                                                              | 3353                                                                              | 1500                                                                              | 0                                                                                  | 1765                                                                                | 0                                                                                   | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Grp Volume(v), veh/h         | 69                                                                                | 250                                                                               | 262                                                                               | 1                                                                                 | 681                                                                               | 66                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 126                                                                                 | 0                                                                                   | 157                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                              | 1762                                                                              | 1587                                                                              | 1676                                                                              | 1500                                                                              | 0                                                                                  | 1765                                                                                | 0                                                                                   | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Q Serve(g_s), s              | 1.9                                                                               | 4.2                                                                               | 4.2                                                                               | 0.0                                                                               | 6.9                                                                               | 1.2                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 3.9                                                                                 | 0.0                                                                                 | 4.1                                                                                 |
| Cycle Q Clear(g_c), s        | 1.9                                                                               | 4.2                                                                               | 4.2                                                                               | 0.0                                                                               | 6.9                                                                               | 1.2                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.0                                                                                 | 0.0                                                                                 | 4.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.01                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.00                                                                               |                                                                                     | 0.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 102                                                                               | 780                                                                               | 820                                                                               | 4                                                                                 | 1350                                                                              | 604                                                                               | 0                                                                                  | 379                                                                                 | 0                                                                                   | 430                                                                                 | 0                                                                                   | 322                                                                                 |
| V/C Ratio(X)                 | 0.68                                                                              | 0.32                                                                              | 0.32                                                                              | 0.28                                                                              | 0.50                                                                              | 0.11                                                                              | 0.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.29                                                                                | 0.00                                                                                | 0.49                                                                                |
| Avail Cap(c_a), veh/h        | 190                                                                               | 780                                                                               | 820                                                                               | 176                                                                               | 1350                                                                              | 604                                                                               | 0                                                                                  | 859                                                                                 | 0                                                                                   | 773                                                                                 | 0                                                                                   | 730                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                               | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 20.7                                                                              | 7.6                                                                               | 7.6                                                                               | 22.5                                                                              | 10.1                                                                              | 8.4                                                                               | 0.0                                                                                | 13.9                                                                                | 0.0                                                                                 | 15.5                                                                                | 0.0                                                                                 | 15.6                                                                                |
| Incr Delay (d2), s/veh       | 2.9                                                                               | 1.1                                                                               | 1.0                                                                               | 15.6                                                                              | 1.4                                                                               | 0.4                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 1.1                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.9                                                                               | 2.2                                                                               | 2.3                                                                               | 0.0                                                                               | 3.4                                                                               | 0.6                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| LnGrp Delay(d),s/veh         | 23.6                                                                              | 8.7                                                                               | 8.6                                                                               | 38.2                                                                              | 11.5                                                                              | 8.8                                                                               | 0.0                                                                                | 13.9                                                                                | 0.0                                                                                 | 15.9                                                                                | 0.0                                                                                 | 16.7                                                                                |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | A                                                                                 | D                                                                                 | B                                                                                 | A                                                                                 |                                                                                    | B                                                                                   |                                                                                     | B                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 581                                                                               |                                                                                   |                                                                                   | 748                                                                               |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     |                                                                                     | 283                                                                                 |
| Approach Delay, s/veh        |                                                                                   | 10.4                                                                              |                                                                                   |                                                                                   | 11.3                                                                              |                                                                                   |                                                                                    | 13.9                                                                                |                                                                                     |                                                                                     |                                                                                     | 16.3                                                                                |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 26.2                                                                              |                                                                                   | 14.3                                                                              | 7.5                                                                               | 23.4                                                                              |                                                                                    | 14.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 18.6                                                                              |                                                                                   | 22.0                                                                              | 5.4                                                                               | 18.2                                                                              |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 6.2                                                                               |                                                                                   | 6.1                                                                               | 3.9                                                                               | 8.9                                                                               |                                                                                    | 2.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 5.9                                                                               |                                                                                   | 1.3                                                                               | 0.0                                                                               | 4.9                                                                               |                                                                                    | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 11.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection                |       |       |       |       |       |       |        |       |  |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|--|
| Intersection Delay, s/veh   | 15.4  |       |       |       |       |       |        |       |  |
| Intersection LOS            | C     |       |       |       |       |       |        |       |  |
| Approach                    | EB    |       | WB    |       | NB    |       | SB     |       |  |
| Entry Lanes                 | 2     |       | 2     |       | 1     |       | 1      |       |  |
| Conflicting Circle Lanes    | 2     |       | 2     |       | 2     |       | 2      |       |  |
| Adj Approach Flow, veh/h    | 334   |       | 792   |       | 8     |       | 365    |       |  |
| Demand Flow Rate, veh/h     | 386   |       | 839   |       | 8     |       | 402    |       |  |
| Vehicles Circulating, veh/h | 778   |       | 3     |       | 602   |       | 833    |       |  |
| Vehicles Exiting, veh/h     | 360   |       | 607   |       | 562   |       | 9      |       |  |
| Follow-Up Headway, s        | 3.186 |       | 3.186 |       | 3.186 |       | 3.186  |       |  |
| Ped Vol Crossing Leg, #/h   | 0     |       | 0     |       | 0     |       | 2      |       |  |
| Ped Cap Adj                 | 1.000 |       | 1.000 |       | 1.000 |       | 1.000  |       |  |
| Approach Delay, s/veh       | 17.7  |       | 15.9  |       | 5.0   |       | 12.5   |       |  |
| Approach LOS                | C     |       | C     |       | A     |       | B      |       |  |
| Lane                        | Left  | Right | Left  | Right | Left  | Left  | Bypass |       |  |
| Designated Moves            | L     | TR    | LT    | R     | LTR   | LT    | R      |       |  |
| Assumed Moves               | L     | TR    | LT    | R     | LTR   | LT    | R      |       |  |
| RT Channelized              |       |       |       |       |       |       |        | Yield |  |
| Lane Util                   | 0.008 | 0.992 | 0.993 | 0.007 | 1.000 | 1.000 |        |       |  |
| Critical Headway, s         | 4.293 | 4.113 | 4.293 | 4.113 | 4.113 | 4.113 |        |       |  |
| Entry Flow, veh/h           | 3     | 383   | 833   | 6     | 8     | 305   |        | 97    |  |
| Cap Entry Lane, veh/h       | 630   | 655   | 1127  | 1128  | 741   | 631   |        | 788   |  |
| Entry HV Adj Factor         | 1.000 | 0.864 | 0.943 | 1.000 | 1.000 | 0.878 |        | 1.000 |  |
| Flow Entry, veh/h           | 3     | 331   | 786   | 6     | 8     | 268   |        | 97    |  |
| Cap Entry, veh/h            | 630   | 567   | 1063  | 1128  | 741   | 553   |        | 788   |  |
| V/C Ratio                   | 0.005 | 0.584 | 0.739 | 0.005 | 0.011 | 0.484 |        | 0.123 |  |
| Control Delay, s/veh        | 5.8   | 17.8  | 16.0  | 3.2   | 5.0   | 14.9  |        | 5.8   |  |
| LOS                         | A     | C     | C     | A     | A     | B     |        | A     |  |
| 95th %tile Queue, veh       | 0     | 4     | 7     | 0     | 0     | 3     |        | 0     |  |

**Intersection**

Int Delay, s/veh 0.4

| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↖ ↗  | ↗ ↗  | ↖ ↗  |      | ↖ ↗  |      |
| Traffic Vol, veh/h       | 33   | 680  | 591  | 13   | 9    | 15   |
| Future Vol, veh/h        | 33   | 680  | 591  | 13   | 9    | 15   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 50   | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 2    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 36   | 739  | 642  | 14   | 10   | 16   |

| Major/Minor          | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 657    | 0      | 328    |
| Stage 1              | -      | -      | 649    |
| Stage 2              | -      | -      | 441    |
| Critical Hdwy        | 4.14   | -      | 6.94   |
| Critical Hdwy Stg 1  | -      | -      | 5.84   |
| Critical Hdwy Stg 2  | -      | -      | 5.84   |
| Follow-up Hdwy       | 2.22   | -      | 3.32   |
| Pot Cap-1 Maneuver   | 926    | -      | 668    |
| Stage 1              | -      | -      | 482    |
| Stage 2              | -      | -      | 616    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 926    | -      | 668    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | 482    |
| Stage 2              | -      | -      | 592    |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.4 | 0  | 12.1 |
| HCM LOS              |     |    | B    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 926   | -   | -   | -   | 531   |
| HCM Lane V/C Ratio    | 0.039 | -   | -   | -   | 0.049 |
| HCM Control Delay (s) | 9     | -   | -   | -   | 12.1  |
| HCM Lane LOS          | A     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.2   |

# Timings

## 2: Driveway/Canal St. & Barton Rd.

10/24/2017



| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↙     | ↕↗    | ↙     | ↕↕    | ↗     |       | ↕↗    | ↙     | ↗     |
| Traffic Volume (vph) | 33    | 677   | 1     | 632   | 52    | 5     | 0     | 52    | 0     |
| Future Volume (vph)  | 33    | 677   | 1     | 632   | 52    | 5     | 0     | 52    | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     | 8     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 10.0  | 23.8  | 9.6   | 23.4  | 23.4  | 26.6  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 16.7% | 39.7% | 16.0% | 39.0% | 39.0% | 44.3% | 44.3% | 44.3% | 44.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   |       | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  | None  |

### Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 45.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



HCM 2010 Signalized Intersection Summary  
 2: Driveway/Canal St. & Barton Rd.

10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 33                                                                                | 677                                                                               | 1                                                                                 | 1                                                                                 | 632                                                                               | 52                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                   | 52                                                                                  | 0                                                                                   | 72                                                                                  |
| Future Volume (veh/h)        | 33                                                                                | 677                                                                               | 1                                                                                 | 1                                                                                 | 632                                                                               | 52                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                   | 52                                                                                  | 0                                                                                   | 72                                                                                  |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                              | 1800                                                                              | 1667                                                                              | 1765                                                                              | 1765                                                                              | 1700                                                                               | 1765                                                                                | 1800                                                                                | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 34                                                                                | 691                                                                               | 1                                                                                 | 1                                                                                 | 645                                                                               | 53                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                   | 53                                                                                  | 0                                                                                   | 73                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                               | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 62                                                                                | 1614                                                                              | 2                                                                                 | 4                                                                                 | 1449                                                                              | 648                                                                               | 313                                                                                | 14                                                                                  | 34                                                                                  | 420                                                                                 | 0                                                                                   | 280                                                                                 |
| Arrive On Green              | 0.04                                                                              | 0.47                                                                              | 0.47                                                                              | 0.00                                                                              | 0.43                                                                              | 0.43                                                                              | 0.19                                                                               | 0.00                                                                                | 0.19                                                                                | 0.19                                                                                | 0.00                                                                                | 0.19                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 3435                                                                              | 5                                                                                 | 1587                                                                              | 3353                                                                              | 1500                                                                              | 834                                                                                | 73                                                                                  | 181                                                                                 | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Grp Volume(v), veh/h         | 34                                                                                | 337                                                                               | 355                                                                               | 1                                                                                 | 645                                                                               | 53                                                                                | 6                                                                                  | 0                                                                                   | 0                                                                                   | 53                                                                                  | 0                                                                                   | 73                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                              | 1764                                                                              | 1587                                                                              | 1676                                                                              | 1500                                                                              | 1088                                                                               | 0                                                                                   | 0                                                                                   | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Q Serve(g_s), s              | 0.9                                                                               | 5.6                                                                               | 5.6                                                                               | 0.0                                                                               | 5.7                                                                               | 0.9                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| Cycle Q Clear(g_c), s        | 0.9                                                                               | 5.6                                                                               | 5.6                                                                               | 0.0                                                                               | 5.7                                                                               | 0.9                                                                               | 1.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.83                                                                               |                                                                                     | 0.17                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 62                                                                                | 788                                                                               | 829                                                                               | 4                                                                                 | 1449                                                                              | 648                                                                               | 360                                                                                | 0                                                                                   | 0                                                                                   | 420                                                                                 | 0                                                                                   | 280                                                                                 |
| V/C Ratio(X)                 | 0.55                                                                              | 0.43                                                                              | 0.43                                                                              | 0.27                                                                              | 0.45                                                                              | 0.08                                                                              | 0.02                                                                               | 0.00                                                                                | 0.00                                                                                | 0.13                                                                                | 0.00                                                                                | 0.26                                                                                |
| Avail Cap(c_a), veh/h        | 204                                                                               | 788                                                                               | 829                                                                               | 188                                                                               | 1449                                                                              | 648                                                                               | 792                                                                                | 0                                                                                   | 0                                                                                   | 844                                                                                 | 0                                                                                   | 784                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 19.9                                                                              | 7.4                                                                               | 7.4                                                                               | 21.0                                                                              | 8.4                                                                               | 7.0                                                                               | 14.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 14.4                                                                                | 0.0                                                                                 | 14.6                                                                                |
| Incr Delay (d2), s/veh       | 2.8                                                                               | 1.7                                                                               | 1.6                                                                               | 13.3                                                                              | 1.0                                                                               | 0.2                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.4                                                                               | 2.9                                                                               | 3.0                                                                               | 0.0                                                                               | 2.8                                                                               | 0.4                                                                               | 0.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.8                                                                                 |
| LnGrp Delay(d),s/veh         | 22.7                                                                              | 9.1                                                                               | 9.0                                                                               | 34.3                                                                              | 9.4                                                                               | 7.3                                                                               | 14.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 14.5                                                                                | 0.0                                                                                 | 15.1                                                                                |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | A                                                                                 | C                                                                                 | A                                                                                 | A                                                                                 | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 726                                                                               |                                                                                   |                                                                                   | 699                                                                               |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     | 126                                                                                 |
| Approach Delay, s/veh        |                                                                                   | 9.7                                                                               |                                                                                   |                                                                                   | 9.3                                                                               |                                                                                   |                                                                                    | 14.0                                                                                |                                                                                     |                                                                                     |                                                                                     | 14.9                                                                                |
| Approach LOS                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 25.0                                                                              |                                                                                   | 12.5                                                                              | 6.2                                                                               | 23.4                                                                              |                                                                                    | 12.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 18.6                                                                              |                                                                                   | 22.0                                                                              | 5.4                                                                               | 18.2                                                                              |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 7.6                                                                               |                                                                                   | 3.8                                                                               | 2.9                                                                               | 7.7                                                                               |                                                                                    | 3.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.0                                                                               |                                                                                   | 0.5                                                                               | 0.0                                                                               | 5.8                                                                               |                                                                                    | 0.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 9.9                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection                |       |       |       |       |       |       |        |       |  |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|--|
| Intersection Delay, s/veh   | 11.0  |       |       |       |       |       |        |       |  |
| Intersection LOS            | B     |       |       |       |       |       |        |       |  |
| Approach                    | EB    |       | WB    |       | NB    |       | SB     |       |  |
| Entry Lanes                 | 2     |       | 2     |       | 1     |       | 1      |       |  |
| Conflicting Circle Lanes    | 2     |       | 2     |       | 2     |       | 2      |       |  |
| Adj Approach Flow, veh/h    | 411   |       | 578   |       | 54    |       | 401    |       |  |
| Demand Flow Rate, veh/h     | 434   |       | 610   |       | 54    |       | 410    |       |  |
| Vehicles Circulating, veh/h | 595   |       | 6     |       | 707   |       | 605    |       |  |
| Vehicles Exiting, veh/h     | 326   |       | 755   |       | 322   |       | 11     |       |  |
| Follow-Up Headway, s        | 3.186 |       | 3.186 |       | 3.186 |       | 3.186  |       |  |
| Ped Vol Crossing Leg, #/h   | 0     |       | 0     |       | 0     |       | 4      |       |  |
| Ped Cap Adj                 | 1.000 |       | 1.000 |       | 1.000 |       | 0.999  |       |  |
| Approach Delay, s/veh       | 14.6  |       | 9.8   |       | 6.1   |       | 9.6    |       |  |
| Approach LOS                | B     |       | A     |       | A     |       | A      |       |  |
| Lane                        | Left  | Right | Left  | Right | Left  | Left  | Bypass |       |  |
| Designated Moves            | L     | TR    | LT    | R     | LTR   | LT    | R      |       |  |
| Assumed Moves               | L     | TR    | LT    | R     | LTR   | LT    | R      |       |  |
| RT Channelized              |       |       |       |       |       |       |        | Yield |  |
| Lane Util                   | 0.009 | 0.991 | 0.989 | 0.011 | 1.000 | 1.000 |        |       |  |
| Critical Headway, s         | 4.293 | 4.113 | 4.293 | 4.113 | 4.113 | 4.113 |        |       |  |
| Entry Flow, veh/h           | 4     | 430   | 603   | 7     | 54    | 316   |        | 94    |  |
| Cap Entry Lane, veh/h       | 723   | 745   | 1125  | 1125  | 689   | 740   |        | 816   |  |
| Entry HV Adj Factor         | 1.000 | 0.947 | 0.947 | 1.000 | 1.000 | 0.972 |        | 1.000 |  |
| Flow Entry, veh/h           | 4     | 407   | 571   | 7     | 54    | 307   |        | 94    |  |
| Cap Entry, veh/h            | 723   | 705   | 1065  | 1125  | 689   | 718   |        | 815   |  |
| V/C Ratio                   | 0.006 | 0.577 | 0.536 | 0.006 | 0.078 | 0.427 |        | 0.115 |  |
| Control Delay, s/veh        | 5.0   | 14.7  | 9.9   | 3.3   | 6.1   | 10.8  |        | 5.6   |  |
| LOS                         | A     | B     | A     | A     | A     | B     |        | A     |  |
| 95th %tile Queue, veh       | 0     | 4     | 3     | 0     | 0     | 2     |        | 0     |  |

## E+P CONDITIONS

**Intersection**

Int Delay, s/veh 2.7

| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 151  | 541  | 720  | 24   | 16   | 140  |
| Future Vol, veh/h        | 151  | 541  | 720  | 24   | 16   | 140  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 50   | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 2    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 182  | 652  | 867  | 29   | 19   | 169  |

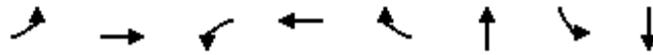
| Major/Minor          | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 896    | 0      | 448    |
| Stage 1              | -      | -      | 882    |
| Stage 2              | -      | -      | 690    |
| Critical Hdwy        | 4.14   | -      | 6.94   |
| Critical Hdwy Stg 1  | -      | -      | 5.84   |
| Critical Hdwy Stg 2  | -      | -      | 5.84   |
| Follow-up Hdwy       | 2.22   | -      | 3.32   |
| Pot Cap-1 Maneuver   | 753    | -      | 558    |
| Stage 1              | -      | -      | 365    |
| Stage 2              | -      | -      | 459    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 753    | -      | 558    |
| Mov Cap-2 Maneuver   | -      | -      | 250    |
| Stage 1              | -      | -      | 365    |
| Stage 2              | -      | -      | 348    |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 2.5 | 0  | 16.7 |
| HCM LOS              |     |    | C    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 753   | -   | -   | -   | 495   |
| HCM Lane V/C Ratio    | 0.242 | -   | -   | -   | 0.38  |
| HCM Control Delay (s) | 11.3  | -   | -   | -   | 16.7  |
| HCM Lane LOS          | B     | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.9   | -   | -   | -   | 1.8   |

Timings

2: Driveway/Canal St. & Barton Rd.



| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 59    | 506   | 1     | 615   | 57    | 1     | 108   | 0     |
| Future Volume (vph)  | 59    | 506   | 1     | 615   | 57    | 1     | 108   | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 10.0  | 23.8  | 9.6   | 23.4  | 23.4  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 16.7% | 39.7% | 16.0% | 39.0% | 39.0% | 44.3% | 44.3% | 44.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  |

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 47

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



HCM 2010 Signalized Intersection Summary  
2: Driveway/Canal St. & Barton Rd.

Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 59                                                                                | 506                                                                               | 2                                                                                 | 1                                                                                 | 615                                                                               | 57                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 108                                                                                 | 0                                                                                   | 135                                                                                 |
| Future Volume (veh/h)        | 59                                                                                | 506                                                                               | 2                                                                                 | 1                                                                                 | 615                                                                               | 57                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 108                                                                                 | 0                                                                                   | 135                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                              | 1800                                                                              | 1667                                                                              | 1765                                                                              | 1765                                                                              | 1700                                                                               | 1765                                                                                | 1800                                                                                | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 69                                                                                | 588                                                                               | 2                                                                                 | 1                                                                                 | 715                                                                               | 66                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 126                                                                                 | 0                                                                                   | 157                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                               | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 102                                                                               | 1595                                                                              | 5                                                                                 | 4                                                                                 | 1350                                                                              | 604                                                                               | 0                                                                                  | 379                                                                                 | 0                                                                                   | 430                                                                                 | 0                                                                                   | 322                                                                                 |
| Arrive On Green              | 0.06                                                                              | 0.47                                                                              | 0.47                                                                              | 0.00                                                                              | 0.40                                                                              | 0.40                                                                              | 0.00                                                                               | 0.21                                                                                | 0.00                                                                                | 0.21                                                                                | 0.00                                                                                | 0.21                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 3427                                                                              | 12                                                                                | 1587                                                                              | 3353                                                                              | 1500                                                                              | 0                                                                                  | 1765                                                                                | 0                                                                                   | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Grp Volume(v), veh/h         | 69                                                                                | 288                                                                               | 302                                                                               | 1                                                                                 | 715                                                                               | 66                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 126                                                                                 | 0                                                                                   | 157                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                              | 1763                                                                              | 1587                                                                              | 1676                                                                              | 1500                                                                              | 0                                                                                  | 1765                                                                                | 0                                                                                   | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Q Serve(g_s), s              | 1.9                                                                               | 5.0                                                                               | 5.0                                                                               | 0.0                                                                               | 7.3                                                                               | 1.2                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 3.9                                                                                 | 0.0                                                                                 | 4.1                                                                                 |
| Cycle Q Clear(g_c), s        | 1.9                                                                               | 5.0                                                                               | 5.0                                                                               | 0.0                                                                               | 7.3                                                                               | 1.2                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.0                                                                                 | 0.0                                                                                 | 4.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.01                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.00                                                                               |                                                                                     | 0.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 102                                                                               | 780                                                                               | 820                                                                               | 4                                                                                 | 1350                                                                              | 604                                                                               | 0                                                                                  | 379                                                                                 | 0                                                                                   | 430                                                                                 | 0                                                                                   | 322                                                                                 |
| V/C Ratio(X)                 | 0.68                                                                              | 0.37                                                                              | 0.37                                                                              | 0.28                                                                              | 0.53                                                                              | 0.11                                                                              | 0.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.29                                                                                | 0.00                                                                                | 0.49                                                                                |
| Avail Cap(c_a), veh/h        | 190                                                                               | 780                                                                               | 820                                                                               | 176                                                                               | 1350                                                                              | 604                                                                               | 0                                                                                  | 859                                                                                 | 0                                                                                   | 773                                                                                 | 0                                                                                   | 730                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                               | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 20.7                                                                              | 7.8                                                                               | 7.8                                                                               | 22.5                                                                              | 10.3                                                                              | 8.4                                                                               | 0.0                                                                                | 13.9                                                                                | 0.0                                                                                 | 15.5                                                                                | 0.0                                                                                 | 15.6                                                                                |
| Incr Delay (d2), s/veh       | 2.9                                                                               | 1.3                                                                               | 1.3                                                                               | 15.6                                                                              | 1.5                                                                               | 0.4                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 1.1                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.9                                                                               | 2.6                                                                               | 2.7                                                                               | 0.0                                                                               | 3.7                                                                               | 0.6                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| LnGrp Delay(d),s/veh         | 23.6                                                                              | 9.1                                                                               | 9.1                                                                               | 38.2                                                                              | 11.8                                                                              | 8.8                                                                               | 0.0                                                                                | 13.9                                                                                | 0.0                                                                                 | 15.9                                                                                | 0.0                                                                                 | 16.7                                                                                |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | A                                                                                 | D                                                                                 | B                                                                                 | A                                                                                 |                                                                                    | B                                                                                   |                                                                                     | B                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 659                                                                               |                                                                                   |                                                                                   | 782                                                                               |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     |                                                                                     | 283                                                                                 |
| Approach Delay, s/veh        |                                                                                   | 10.6                                                                              |                                                                                   |                                                                                   | 11.5                                                                              |                                                                                   |                                                                                    | 13.9                                                                                |                                                                                     |                                                                                     |                                                                                     | 16.3                                                                                |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 26.2                                                                              |                                                                                   | 14.3                                                                              | 7.5                                                                               | 23.4                                                                              |                                                                                    | 14.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 18.6                                                                              |                                                                                   | 22.0                                                                              | 5.4                                                                               | 18.2                                                                              |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 7.0                                                                               |                                                                                   | 6.1                                                                               | 3.9                                                                               | 9.3                                                                               |                                                                                    | 2.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.1                                                                               |                                                                                   | 1.3                                                                               | 0.0                                                                               | 5.1                                                                               |                                                                                    | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection                |       |       |       |       |       |       |        |       |  |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|--|
| Intersection Delay, s/veh   | 21.2  |       |       |       |       |       |        |       |  |
| Intersection LOS            | C     |       |       |       |       |       |        |       |  |
| Approach                    | EB    |       | WB    |       | NB    |       | SB     |       |  |
| Entry Lanes                 | 2     |       | 2     |       | 1     |       | 1      |       |  |
| Conflicting Circle Lanes    | 2     |       | 2     |       | 2     |       | 2      |       |  |
| Adj Approach Flow, veh/h    | 478   |       | 832   |       | 8     |       | 384    |       |  |
| Demand Flow Rate, veh/h     | 549   |       | 882   |       | 8     |       | 421    |       |  |
| Vehicles Circulating, veh/h | 778   |       | 3     |       | 765   |       | 876    |       |  |
| Vehicles Exiting, veh/h     | 403   |       | 770   |       | 562   |       | 9      |       |  |
| Follow-Up Headway, s        | 3.186 |       | 3.186 |       | 3.186 |       | 3.186  |       |  |
| Ped Vol Crossing Leg, #/h   | 0     |       | 0     |       | 0     |       | 2      |       |  |
| Ped Cap Adj                 | 1.000 |       | 1.000 |       | 1.000 |       | 1.000  |       |  |
| Approach Delay, s/veh       | 34.2  |       | 17.8  |       | 5.6   |       | 12.9   |       |  |
| Approach LOS                | D     |       | C     |       | A     |       | B      |       |  |
| Lane                        | Left  | Right | Left  | Right | Left  | Left  | Bypass |       |  |
| Designated Moves            | L     | TR    | LT    | R     | LTR   | LT    | R      |       |  |
| Assumed Moves               | L     | TR    | LT    | R     | LTR   | LT    | R      |       |  |
| RT Channelized              |       |       |       |       |       |       |        | Yield |  |
| Lane Util                   | 0.005 | 0.995 | 0.993 | 0.007 | 1.000 | 1.000 |        |       |  |
| Critical Headway, s         | 4.293 | 4.113 | 4.293 | 4.113 | 4.113 | 4.113 |        |       |  |
| Entry Flow, veh/h           | 3     | 546   | 876   | 6     | 8     | 305   |        | 116   |  |
| Cap Entry Lane, veh/h       | 630   | 655   | 1127  | 1128  | 661   | 612   |        | 755   |  |
| Entry HV Adj Factor         | 1.000 | 0.870 | 0.943 | 1.000 | 1.000 | 0.878 |        | 1.000 |  |
| Flow Entry, veh/h           | 3     | 475   | 826   | 6     | 8     | 268   |        | 116   |  |
| Cap Entry, veh/h            | 630   | 571   | 1063  | 1128  | 661   | 537   |        | 755   |  |
| V/C Ratio                   | 0.005 | 0.833 | 0.777 | 0.005 | 0.012 | 0.499 |        | 0.154 |  |
| Control Delay, s/veh        | 5.8   | 34.4  | 17.9  | 3.2   | 5.6   | 15.7  |        | 6.4   |  |
| LOS                         | A     | D     | C     | A     | A     | C     |        | A     |  |
| 95th %tile Queue, veh       | 0     | 9     | 8     | 0     | 0     | 3     |        | 1     |  |

**Intersection**

Int Delay, s/veh 0.4

| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↖ ↗  | ↗ ↗  | ↖ ↗  |      | ↖ ↗  |      |
| Traffic Vol, veh/h       | 33   | 725  | 666  | 13   | 9    | 15   |
| Future Vol, veh/h        | 33   | 725  | 666  | 13   | 9    | 15   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 50   | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 2    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 36   | 788  | 724  | 14   | 10   | 16   |

| Major/Minor          | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 738    | 0      | 1197   |
| Stage 1              | -      | -      | 731    |
| Stage 2              | -      | -      | 466    |
| Critical Hdwy        | 4.14   | -      | 6.84   |
| Critical Hdwy Stg 1  | -      | -      | 5.84   |
| Critical Hdwy Stg 2  | -      | -      | 5.84   |
| Follow-up Hdwy       | 2.22   | -      | 3.52   |
| Pot Cap-1 Maneuver   | 864    | -      | 179    |
| Stage 1              | -      | -      | 437    |
| Stage 2              | -      | -      | 598    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 864    | -      | 172    |
| Mov Cap-2 Maneuver   | -      | -      | 362    |
| Stage 1              | -      | -      | 437    |
| Stage 2              | -      | -      | 573    |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.4 | 0  | 12.7 |
| HCM LOS              |     |    | B    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 864   | -   | -   | -   | 492   |
| HCM Lane V/C Ratio    | 0.042 | -   | -   | -   | 0.053 |
| HCM Control Delay (s) | 9.3   | -   | -   | -   | 12.7  |
| HCM Lane LOS          | A     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.2   |

Timings  
2: Driveway/Canal St. & Barton Rd.

Roquet Ranch SP (JN 09434)

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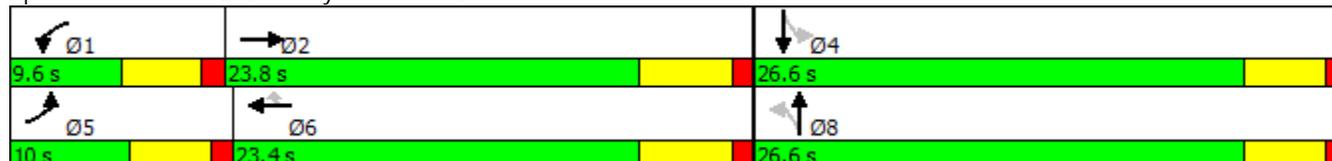


| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↙     | ↕↗    | ↙     | ↕↕    | ↗     |       | ↕↗    | ↙     | ↗     |
| Traffic Volume (vph) | 33    | 722   | 1     | 707   | 52    | 5     | 0     | 52    | 0     |
| Future Volume (vph)  | 33    | 722   | 1     | 707   | 52    | 5     | 0     | 52    | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     | 8     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 10.0  | 23.8  | 9.6   | 23.4  | 23.4  | 26.6  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 16.7% | 39.7% | 16.0% | 39.0% | 39.0% | 44.3% | 44.3% | 44.3% | 44.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   |       | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  | None  |

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 45.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



HCM 2010 Signalized Intersection Summary  
2: Driveway/Canal St. & Barton Rd.

Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 33                                                                                | 722                                                                               | 1                                                                                 | 1                                                                                 | 707                                                                               | 52                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                   | 52                                                                                  | 0                                                                                   | 72                                                                                  |
| Future Volume (veh/h)        | 33                                                                                | 722                                                                               | 1                                                                                 | 1                                                                                 | 707                                                                               | 52                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                   | 52                                                                                  | 0                                                                                   | 72                                                                                  |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                              | 1800                                                                              | 1667                                                                              | 1765                                                                              | 1765                                                                              | 1700                                                                               | 1765                                                                                | 1800                                                                                | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 34                                                                                | 737                                                                               | 1                                                                                 | 1                                                                                 | 721                                                                               | 53                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                   | 53                                                                                  | 0                                                                                   | 73                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                               | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 62                                                                                | 1614                                                                              | 2                                                                                 | 4                                                                                 | 1449                                                                              | 648                                                                               | 313                                                                                | 14                                                                                  | 34                                                                                  | 420                                                                                 | 0                                                                                   | 280                                                                                 |
| Arrive On Green              | 0.04                                                                              | 0.47                                                                              | 0.47                                                                              | 0.00                                                                              | 0.43                                                                              | 0.43                                                                              | 0.19                                                                               | 0.00                                                                                | 0.19                                                                                | 0.19                                                                                | 0.00                                                                                | 0.19                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 3436                                                                              | 5                                                                                 | 1587                                                                              | 3353                                                                              | 1500                                                                              | 834                                                                                | 73                                                                                  | 181                                                                                 | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Grp Volume(v), veh/h         | 34                                                                                | 360                                                                               | 378                                                                               | 1                                                                                 | 721                                                                               | 53                                                                                | 6                                                                                  | 0                                                                                   | 0                                                                                   | 53                                                                                  | 0                                                                                   | 73                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                              | 1764                                                                              | 1587                                                                              | 1676                                                                              | 1500                                                                              | 1088                                                                               | 0                                                                                   | 0                                                                                   | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Q Serve(g_s), s              | 0.9                                                                               | 6.1                                                                               | 6.1                                                                               | 0.0                                                                               | 6.5                                                                               | 0.9                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| Cycle Q Clear(g_c), s        | 0.9                                                                               | 6.1                                                                               | 6.1                                                                               | 0.0                                                                               | 6.5                                                                               | 0.9                                                                               | 1.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.83                                                                               |                                                                                     | 0.17                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 62                                                                                | 788                                                                               | 829                                                                               | 4                                                                                 | 1449                                                                              | 648                                                                               | 360                                                                                | 0                                                                                   | 0                                                                                   | 420                                                                                 | 0                                                                                   | 280                                                                                 |
| V/C Ratio(X)                 | 0.55                                                                              | 0.46                                                                              | 0.46                                                                              | 0.27                                                                              | 0.50                                                                              | 0.08                                                                              | 0.02                                                                               | 0.00                                                                                | 0.00                                                                                | 0.13                                                                                | 0.00                                                                                | 0.26                                                                                |
| Avail Cap(c_a), veh/h        | 204                                                                               | 788                                                                               | 829                                                                               | 188                                                                               | 1449                                                                              | 648                                                                               | 792                                                                                | 0                                                                                   | 0                                                                                   | 844                                                                                 | 0                                                                                   | 784                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 19.9                                                                              | 7.5                                                                               | 7.5                                                                               | 21.0                                                                              | 8.6                                                                               | 7.0                                                                               | 14.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 14.4                                                                                | 0.0                                                                                 | 14.6                                                                                |
| Incr Delay (d2), s/veh       | 2.8                                                                               | 1.9                                                                               | 1.8                                                                               | 13.3                                                                              | 1.2                                                                               | 0.2                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.4                                                                               | 3.2                                                                               | 3.4                                                                               | 0.0                                                                               | 3.3                                                                               | 0.4                                                                               | 0.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.8                                                                                 |
| LnGrp Delay(d),s/veh         | 22.7                                                                              | 9.4                                                                               | 9.3                                                                               | 34.3                                                                              | 9.9                                                                               | 7.3                                                                               | 14.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 14.5                                                                                | 0.0                                                                                 | 15.1                                                                                |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | A                                                                                 | C                                                                                 | A                                                                                 | A                                                                                 | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 772                                                                               |                                                                                   |                                                                                   | 775                                                                               |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 126                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   | 9.7                                                                               |                                                                                   |                                                                                    | 14.0                                                                                |                                                                                     |                                                                                     | 14.9                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 25.0                                                                              |                                                                                   | 12.5                                                                              | 6.2                                                                               | 23.4                                                                              |                                                                                    | 12.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 18.6                                                                              |                                                                                   | 22.0                                                                              | 5.4                                                                               | 18.2                                                                              |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 8.1                                                                               |                                                                                   | 3.8                                                                               | 2.9                                                                               | 8.5                                                                               |                                                                                    | 3.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.3                                                                               |                                                                                   | 0.5                                                                               | 0.0                                                                               | 5.9                                                                               |                                                                                    | 0.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 10.2                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection                |       |       |       |       |       |       |        |       |  |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|--|
| Intersection Delay, s/veh   | 13.7  |       |       |       |       |       |        |       |  |
| Intersection LOS            | B     |       |       |       |       |       |        |       |  |
| Approach                    | EB    |       | WB    |       | NB    |       | SB     |       |  |
| Entry Lanes                 | 2     |       | 2     |       | 1     |       | 1      |       |  |
| Conflicting Circle Lanes    | 2     |       | 2     |       | 2     |       | 2      |       |  |
| Adj Approach Flow, veh/h    | 501   |       | 673   |       | 54    |       | 458    |       |  |
| Demand Flow Rate, veh/h     | 528   |       | 712   |       | 54    |       | 467    |       |  |
| Vehicles Circulating, veh/h | 595   |       | 6     |       | 801   |       | 707    |       |  |
| Vehicles Exiting, veh/h     | 428   |       | 849   |       | 322   |       | 11     |       |  |
| Follow-Up Headway, s        | 3.186 |       | 3.186 |       | 3.186 |       | 3.186  |       |  |
| Ped Vol Crossing Leg, #/h   | 0     |       | 0     |       | 0     |       | 4      |       |  |
| Ped Cap Adj                 | 1.000 |       | 1.000 |       | 1.000 |       | 0.999  |       |  |
| Approach Delay, s/veh       | 19.7  |       | 11.9  |       | 6.5   |       | 10.5   |       |  |
| Approach LOS                | C     |       | B     |       | A     |       | B      |       |  |
| Lane                        | Left  | Right | Left  | Right | Left  | Left  | Bypass |       |  |
| Designated Moves            | L     | TR    | LT    | R     | LTR   | LT    | R      |       |  |
| Assumed Moves               | L     | TR    | LT    | R     | LTR   | LT    | R      |       |  |
| RT Channelized              |       |       |       |       |       |       |        | Yield |  |
| Lane Util                   | 0.008 | 0.992 | 0.990 | 0.010 | 1.000 | 1.000 |        |       |  |
| Critical Headway, s         | 4.293 | 4.113 | 4.293 | 4.113 | 4.113 | 4.113 |        |       |  |
| Entry Flow, veh/h           | 4     | 524   | 705   | 7     | 54    | 316   |        |       |  |
| Cap Entry Lane, veh/h       | 723   | 745   | 1125  | 1125  | 645   | 689   |        |       |  |
| Entry HV Adj Factor         | 1.000 | 0.948 | 0.945 | 1.000 | 1.000 | 0.972 |        |       |  |
| Flow Entry, veh/h           | 4     | 497   | 666   | 7     | 54    | 307   |        |       |  |
| Cap Entry, veh/h            | 723   | 706   | 1063  | 1125  | 645   | 669   |        |       |  |
| V/C Ratio                   | 0.006 | 0.703 | 0.627 | 0.006 | 0.084 | 0.459 |        |       |  |
| Control Delay, s/veh        | 5.0   | 19.8  | 12.0  | 3.3   | 6.5   | 12.2  |        |       |  |
| LOS                         | A     | C     | B     | A     | A     | B     |        |       |  |
| 95th %tile Queue, veh       | 0     | 6     | 5     | 0     | 0     | 2     |        |       |  |

**OPENING YEAR CUMULATIVE (2020) WITHOUT PROJECT CONDITIONS**

Timings

1: Barton Rd. & Vivenda Av.

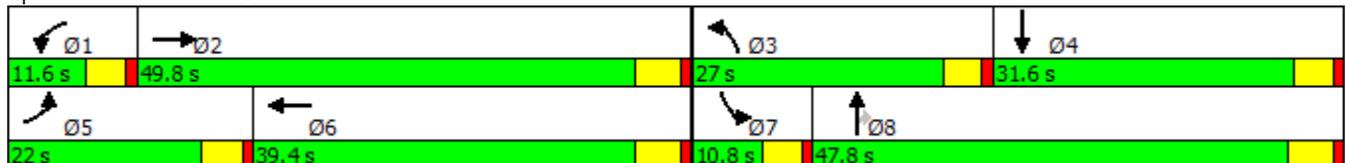


| Lane Group           | EBL   | EBT   | WBL  | WBT   | NBL   | NBT   | NBR   | SBL  | SBT   |
|----------------------|-------|-------|------|-------|-------|-------|-------|------|-------|
| Lane Configurations  | ↙     | ↕     | ↙    | ↕     | ↙↕    | ↕     | ↗     | ↙    | ↕     |
| Traffic Volume (vph) | 153   | 537   | 42   | 747   | 392   | 13    | 52    | 18   | 34    |
| Future Volume (vph)  | 153   | 537   | 42   | 747   | 392   | 13    | 52    | 18   | 34    |
| Turn Type            | Prot  | NA    | Prot | NA    | Prot  | NA    | Perm  | Prot | NA    |
| Protected Phases     | 5     | 2     | 1    | 6     | 3     | 8     |       | 7    | 4     |
| Permitted Phases     |       |       |      |       |       |       | 8     |      |       |
| Detector Phase       | 5     | 2     | 1    | 6     | 3     | 8     | 8     | 7    | 4     |
| Switch Phase         |       |       |      |       |       |       |       |      |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0  | 10.0  | 5.0   | 10.0  | 10.0  | 5.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6  | 22.2  | 9.5   | 32.2  | 32.2  | 9.5  | 31.6  |
| Total Split (s)      | 22.0  | 49.8  | 11.6 | 39.4  | 27.0  | 47.8  | 47.8  | 10.8 | 31.6  |
| Total Split (%)      | 18.3% | 41.5% | 9.7% | 32.8% | 22.5% | 39.8% | 39.8% | 9.0% | 26.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6  | 4.2   | 3.5   | 4.2   | 4.2   | 3.5  | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0  | 1.0   | 1.0   | 1.0   | 1.0   | 1.0  | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6  | 5.2   | 4.5   | 5.2   | 5.2   | 4.5  | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead | Lag   | Lead  | Lag   | Lag   | Lead | Lag   |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes  | Yes   | Yes   | Yes   | Yes   | Yes  | Yes   |
| Recall Mode          | None  | None  | None | None  | None  | Min   | Min   | None | Min   |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 99.5  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Barton Rd. & Vivenda Av.



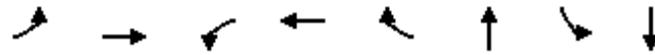
HCM 2010 Signalized Intersection Summary  
 1: Barton Rd. & Vivenda Av.

Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 153                                                                               | 537                                                                               | 210                                                                               | 42                                                                                | 747                                                                               | 39                                                                                | 392                                                                                 | 13                                                                                  | 52                                                                                  | 18                                                                                  | 34                                                                                  | 141                                                                                 |
| Future Volume (veh/h)        | 153                                                                               | 537                                                                               | 210                                                                               | 42                                                                                | 747                                                                               | 39                                                                                | 392                                                                                 | 13                                                                                  | 52                                                                                  | 18                                                                                  | 34                                                                                  | 141                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                   | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                              | 1800                                                                              | 1667                                                                              | 1835                                                                              | 1872                                                                              | 1569                                                                                | 1765                                                                                | 1765                                                                                | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 184                                                                               | 647                                                                               | 193                                                                               | 51                                                                                | 900                                                                               | 47                                                                                | 472                                                                                 | 29                                                                                  | 24                                                                                  | 22                                                                                  | 41                                                                                  | 110                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.83                                                                              | 0.83                                                                              | 0.83                                                                              | 0.83                                                                              | 0.83                                                                              | 0.83                                                                              | 0.83                                                                                | 0.83                                                                                | 0.83                                                                                | 0.83                                                                                | 0.83                                                                                | 0.83                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 215                                                                               | 1108                                                                              | 330                                                                               | 63                                                                                | 1144                                                                              | 60                                                                                | 554                                                                                 | 509                                                                                 | 432                                                                                 | 37                                                                                  | 54                                                                                  | 144                                                                                 |
| Arrive On Green              | 0.14                                                                              | 0.43                                                                              | 0.43                                                                              | 0.04                                                                              | 0.34                                                                              | 0.34                                                                              | 0.19                                                                                | 0.29                                                                                | 0.29                                                                                | 0.02                                                                                | 0.13                                                                                | 0.13                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 2548                                                                              | 759                                                                               | 1587                                                                              | 3372                                                                              | 176                                                                               | 2988                                                                                | 1765                                                                                | 1500                                                                                | 1587                                                                                | 425                                                                                 | 1139                                                                                |
| Grp Volume(v), veh/h         | 184                                                                               | 426                                                                               | 414                                                                               | 51                                                                                | 465                                                                               | 482                                                                               | 472                                                                                 | 29                                                                                  | 24                                                                                  | 22                                                                                  | 0                                                                                   | 151                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                              | 1631                                                                              | 1587                                                                              | 1744                                                                              | 1804                                                                              | 1494                                                                                | 1765                                                                                | 1500                                                                                | 1587                                                                                | 0                                                                                   | 1564                                                                                |
| Q Serve(g_s), s              | 10.3                                                                              | 17.5                                                                              | 17.6                                                                              | 2.9                                                                               | 21.9                                                                              | 21.9                                                                              | 13.9                                                                                | 1.1                                                                                 | 1.1                                                                                 | 1.3                                                                                 | 0.0                                                                                 | 8.5                                                                                 |
| Cycle Q Clear(g_c), s        | 10.3                                                                              | 17.5                                                                              | 17.6                                                                              | 2.9                                                                               | 21.9                                                                              | 21.9                                                                              | 13.9                                                                                | 1.1                                                                                 | 1.1                                                                                 | 1.3                                                                                 | 0.0                                                                                 | 8.5                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.47                                                                              | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.73                                                                                |
| Lane Grp Cap(c), veh/h       | 215                                                                               | 729                                                                               | 709                                                                               | 63                                                                                | 592                                                                               | 612                                                                               | 554                                                                                 | 509                                                                                 | 432                                                                                 | 37                                                                                  | 0                                                                                   | 197                                                                                 |
| V/C Ratio(X)                 | 0.86                                                                              | 0.58                                                                              | 0.58                                                                              | 0.81                                                                              | 0.79                                                                              | 0.79                                                                              | 0.85                                                                                | 0.06                                                                                | 0.06                                                                                | 0.59                                                                                | 0.00                                                                                | 0.77                                                                                |
| Avail Cap(c_a), veh/h        | 303                                                                               | 820                                                                               | 798                                                                               | 122                                                                               | 654                                                                               | 677                                                                               | 737                                                                                 | 824                                                                                 | 701                                                                                 | 110                                                                                 | 0                                                                                   | 463                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 38.6                                                                              | 19.5                                                                              | 19.5                                                                              | 43.4                                                                              | 27.1                                                                              | 27.1                                                                              | 35.9                                                                                | 23.5                                                                                | 23.5                                                                                | 44.1                                                                                | 0.0                                                                                 | 38.5                                                                                |
| Incr Delay (d2), s/veh       | 11.8                                                                              | 0.8                                                                               | 0.9                                                                               | 8.7                                                                               | 5.8                                                                               | 5.6                                                                               | 7.3                                                                                 | 0.0                                                                                 | 0.1                                                                                 | 14.1                                                                                | 0.0                                                                                 | 6.1                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.3                                                                               | 8.2                                                                               | 8.0                                                                               | 1.4                                                                               | 11.4                                                                              | 11.8                                                                              | 6.3                                                                                 | 0.5                                                                                 | 0.4                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 4.0                                                                                 |
| LnGrp Delay(d),s/veh         | 50.4                                                                              | 20.4                                                                              | 20.4                                                                              | 52.2                                                                              | 32.9                                                                              | 32.8                                                                              | 43.2                                                                                | 23.5                                                                                | 23.5                                                                                | 58.2                                                                                | 0.0                                                                                 | 44.6                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                   | C                                                                                   | C                                                                                   | E                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1024                                                                              |                                                                                   |                                                                                   | 998                                                                               |                                                                                   |                                                                                     | 525                                                                                 |                                                                                     |                                                                                     | 173                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   | 33.8                                                                              |                                                                                   |                                                                                     | 41.2                                                                                |                                                                                     |                                                                                     | 46.4                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 8.2                                                                               | 44.8                                                                              | 21.4                                                                              | 16.7                                                                              | 16.9                                                                              | 36.1                                                                              | 6.6                                                                                 | 31.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               | 4.5                                                                               | * 5.2                                                                             | 4.6                                                                               | 5.2                                                                               | 4.5                                                                                 | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.0                                                                               | 44.6                                                                              | 22.5                                                                              | * 27                                                                              | 17.4                                                                              | 34.2                                                                              | 6.3                                                                                 | 42.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.9                                                                               | 19.6                                                                              | 15.9                                                                              | 10.5                                                                              | 12.3                                                                              | 23.9                                                                              | 3.3                                                                                 | 3.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 12.6                                                                              | 1.0                                                                               | 1.0                                                                               | 0.1                                                                               | 7.0                                                                               | 0.0                                                                                 | 1.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 33.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings  
2: Driveway/Canal St. & Barton Rd.

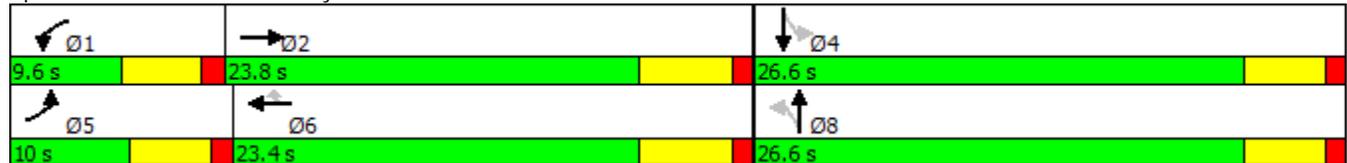


| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↙     | ↕     | ↙     | ↕     | ↗     | ↕     | ↙     | ↗     |
| Traffic Volume (vph) | 61    | 501   | 1     | 639   | 59    | 1     | 111   | 0     |
| Future Volume (vph)  | 61    | 501   | 1     | 639   | 59    | 1     | 111   | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 10.0  | 23.8  | 9.6   | 23.4  | 23.4  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 16.7% | 39.7% | 16.0% | 39.0% | 39.0% | 44.3% | 44.3% | 44.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  |

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 47.1  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



HCM 2010 Signalized Intersection Summary  
 2: Driveway/Canal St. & Barton Rd.

Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 61                                                                                | 501                                                                               | 2                                                                                 | 1                                                                                 | 639                                                                               | 59                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 111                                                                                 | 0                                                                                   | 139                                                                                 |
| Future Volume (veh/h)        | 61                                                                                | 501                                                                               | 2                                                                                 | 1                                                                                 | 639                                                                               | 59                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 111                                                                                 | 0                                                                                   | 139                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                              | 1800                                                                              | 1667                                                                              | 1765                                                                              | 1765                                                                              | 1700                                                                               | 1765                                                                                | 1800                                                                                | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 71                                                                                | 583                                                                               | 2                                                                                 | 1                                                                                 | 743                                                                               | 69                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 129                                                                                 | 0                                                                                   | 162                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                               | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 103                                                                               | 1596                                                                              | 5                                                                                 | 4                                                                                 | 1347                                                                              | 603                                                                               | 0                                                                                  | 380                                                                                 | 0                                                                                   | 430                                                                                 | 0                                                                                   | 323                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.47                                                                              | 0.47                                                                              | 0.00                                                                              | 0.40                                                                              | 0.40                                                                              | 0.00                                                                               | 0.22                                                                                | 0.00                                                                                | 0.22                                                                                | 0.00                                                                                | 0.22                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 3427                                                                              | 12                                                                                | 1587                                                                              | 3353                                                                              | 1500                                                                              | 0                                                                                  | 1765                                                                                | 0                                                                                   | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Grp Volume(v), veh/h         | 71                                                                                | 285                                                                               | 300                                                                               | 1                                                                                 | 743                                                                               | 69                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 129                                                                                 | 0                                                                                   | 162                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                              | 1763                                                                              | 1587                                                                              | 1676                                                                              | 1500                                                                              | 0                                                                                  | 1765                                                                                | 0                                                                                   | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Q Serve(g_s), s              | 2.0                                                                               | 5.0                                                                               | 5.0                                                                               | 0.0                                                                               | 7.7                                                                               | 1.3                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.1                                                                                 | 0.0                                                                                 | 4.3                                                                                 |
| Cycle Q Clear(g_c), s        | 2.0                                                                               | 5.0                                                                               | 5.0                                                                               | 0.0                                                                               | 7.7                                                                               | 1.3                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.1                                                                                 | 0.0                                                                                 | 4.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.01                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.00                                                                               |                                                                                     | 0.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 103                                                                               | 781                                                                               | 821                                                                               | 4                                                                                 | 1347                                                                              | 603                                                                               | 0                                                                                  | 380                                                                                 | 0                                                                                   | 430                                                                                 | 0                                                                                   | 323                                                                                 |
| V/C Ratio(X)                 | 0.69                                                                              | 0.37                                                                              | 0.37                                                                              | 0.29                                                                              | 0.55                                                                              | 0.11                                                                              | 0.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.30                                                                                | 0.00                                                                                | 0.50                                                                                |
| Avail Cap(c_a), veh/h        | 189                                                                               | 781                                                                               | 821                                                                               | 175                                                                               | 1347                                                                              | 603                                                                               | 0                                                                                  | 857                                                                                 | 0                                                                                   | 771                                                                                 | 0                                                                                   | 728                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                               | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 20.7                                                                              | 7.8                                                                               | 7.8                                                                               | 22.6                                                                              | 10.4                                                                              | 8.5                                                                               | 0.0                                                                                | 14.0                                                                                | 0.0                                                                                 | 15.6                                                                                | 0.0                                                                                 | 15.6                                                                                |
| Incr Delay (d2), s/veh       | 3.0                                                                               | 1.3                                                                               | 1.3                                                                               | 15.7                                                                              | 1.6                                                                               | 0.4                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.0                                                                               | 2.6                                                                               | 2.7                                                                               | 0.0                                                                               | 3.8                                                                               | 0.6                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| LnGrp Delay(d),s/veh         | 23.7                                                                              | 9.1                                                                               | 9.1                                                                               | 38.3                                                                              | 12.0                                                                              | 8.9                                                                               | 0.0                                                                                | 14.0                                                                                | 0.0                                                                                 | 15.9                                                                                | 0.0                                                                                 | 16.8                                                                                |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | A                                                                                 | D                                                                                 | B                                                                                 | A                                                                                 |                                                                                    | B                                                                                   |                                                                                     | B                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 656                                                                               |                                                                                   |                                                                                   | 813                                                                               |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     | 291                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 10.7                                                                              |                                                                                   |                                                                                   | 11.8                                                                              |                                                                                   |                                                                                    | 14.0                                                                                |                                                                                     |                                                                                     | 16.4                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 26.3                                                                              |                                                                                   | 14.3                                                                              | 7.6                                                                               | 23.4                                                                              |                                                                                    | 14.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 18.6                                                                              |                                                                                   | 22.0                                                                              | 5.4                                                                               | 18.2                                                                              |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 7.0                                                                               |                                                                                   | 6.3                                                                               | 4.0                                                                               | 9.7                                                                               |                                                                                    | 2.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.3                                                                               |                                                                                   | 1.3                                                                               | 0.0                                                                               | 5.0                                                                               |                                                                                    | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 12.2                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings  
1: Barton Rd. & Vivenda Av.

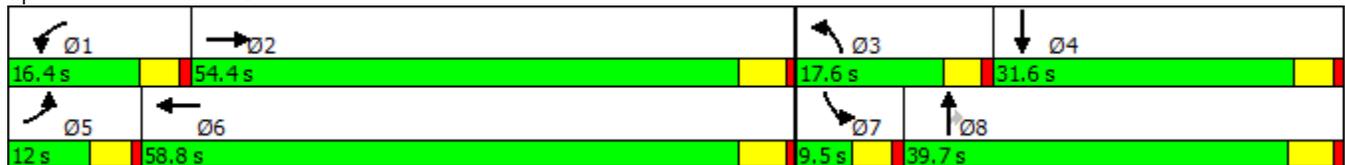


| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL  | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|------|-------|
| Lane Configurations  | ↙     | ↕     | ↙     | ↕     | ↙     | ↕     | ↗     | ↙    | ↕     |
| Traffic Volume (vph) | 34    | 914   | 131   | 890   | 270   | 32    | 129   | 9    | 7     |
| Future Volume (vph)  | 34    | 914   | 131   | 890   | 270   | 32    | 129   | 9    | 7     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Prot  | NA    | Perm  | Prot | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     | 3     | 8     |       | 7    | 4     |
| Permitted Phases     |       |       |       |       |       |       | 8     |      |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 3     | 8     | 8     | 7    | 4     |
| Switch Phase         |       |       |       |       |       |       |       |      |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 5.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 9.5   | 32.2  | 32.2  | 9.5  | 31.6  |
| Total Split (s)      | 12.0  | 54.4  | 16.4  | 58.8  | 17.6  | 39.7  | 39.7  | 9.5  | 31.6  |
| Total Split (%)      | 10.0% | 45.3% | 13.7% | 49.0% | 14.7% | 33.1% | 33.1% | 7.9% | 26.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 3.5   | 4.2   | 4.2   | 3.5  | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0  | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 4.5   | 5.2   | 5.2   | 4.5  | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lead  | Lag   | Lag   | Lead | Lag   |
| Lead-Lag Optimize?   | Yes   | Yes  | Yes   |
| Recall Mode          | None  | None  | None  | None  | None  | Min   | Min   | None | Min   |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 106.3  
 Natural Cycle: 120  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Barton Rd. & Vivenda Av.



HCM 2010 Signalized Intersection Summary  
 1: Barton Rd. & Vivenda Av.

Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 34                                                                                | 914                                                                               | 337                                                                               | 131                                                                               | 890                                                                               | 19                                                                                | 270                                                                                 | 32                                                                                  | 129                                                                                 | 9                                                                                   | 7                                                                                   | 27                                                                                  |
| Future Volume (veh/h)        | 34                                                                                | 914                                                                               | 337                                                                               | 131                                                                               | 890                                                                               | 19                                                                                | 270                                                                                 | 32                                                                                  | 129                                                                                 | 9                                                                                   | 7                                                                                   | 27                                                                                  |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                   | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                              | 1800                                                                              | 1667                                                                              | 1835                                                                              | 1872                                                                              | 1569                                                                                | 1765                                                                                | 1765                                                                                | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 37                                                                                | 993                                                                               | 203                                                                               | 142                                                                               | 967                                                                               | 21                                                                                | 293                                                                                 | 73                                                                                  | 60                                                                                  | 10                                                                                  | 8                                                                                   | 29                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 52                                                                                | 1280                                                                              | 261                                                                               | 169                                                                               | 1867                                                                              | 41                                                                                | 356                                                                                 | 376                                                                                 | 320                                                                                 | 19                                                                                  | 36                                                                                  | 129                                                                                 |
| Arrive On Green              | 0.03                                                                              | 0.46                                                                              | 0.46                                                                              | 0.11                                                                              | 0.53                                                                              | 0.53                                                                              | 0.12                                                                                | 0.21                                                                                | 0.21                                                                                | 0.01                                                                                | 0.11                                                                                | 0.11                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 2775                                                                              | 566                                                                               | 1587                                                                              | 3490                                                                              | 76                                                                                | 2988                                                                                | 1765                                                                                | 1500                                                                                | 1587                                                                                | 335                                                                                 | 1215                                                                                |
| Grp Volume(v), veh/h         | 37                                                                                | 599                                                                               | 597                                                                               | 142                                                                               | 483                                                                               | 505                                                                               | 293                                                                                 | 73                                                                                  | 60                                                                                  | 10                                                                                  | 0                                                                                   | 37                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                              | 1665                                                                              | 1587                                                                              | 1744                                                                              | 1822                                                                              | 1494                                                                                | 1765                                                                                | 1500                                                                                | 1587                                                                                | 0                                                                                   | 1550                                                                                |
| Q Serve(g_s), s              | 2.2                                                                               | 28.2                                                                              | 28.4                                                                              | 8.3                                                                               | 16.8                                                                              | 16.8                                                                              | 9.0                                                                                 | 3.2                                                                                 | 3.1                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 2.1                                                                                 |
| Cycle Q Clear(g_c), s        | 2.2                                                                               | 28.2                                                                              | 28.4                                                                              | 8.3                                                                               | 16.8                                                                              | 16.8                                                                              | 9.0                                                                                 | 3.2                                                                                 | 3.1                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 2.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.34                                                                              | 1.00                                                                              |                                                                                   | 0.04                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.78                                                                                |
| Lane Grp Cap(c), veh/h       | 52                                                                                | 773                                                                               | 768                                                                               | 169                                                                               | 933                                                                               | 975                                                                               | 356                                                                                 | 376                                                                                 | 320                                                                                 | 19                                                                                  | 0                                                                                   | 164                                                                                 |
| V/C Ratio(X)                 | 0.71                                                                              | 0.77                                                                              | 0.78                                                                              | 0.84                                                                              | 0.52                                                                              | 0.52                                                                              | 0.82                                                                                | 0.19                                                                                | 0.19                                                                                | 0.52                                                                                | 0.00                                                                                | 0.22                                                                                |
| Avail Cap(c_a), veh/h        | 125                                                                               | 875                                                                               | 869                                                                               | 199                                                                               | 991                                                                               | 1036                                                                              | 415                                                                                 | 646                                                                                 | 549                                                                                 | 84                                                                                  | 0                                                                                   | 444                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 45.1                                                                              | 21.3                                                                              | 21.3                                                                              | 41.3                                                                              | 14.1                                                                              | 14.1                                                                              | 40.5                                                                                | 30.4                                                                                | 30.4                                                                                | 46.3                                                                                | 0.0                                                                                 | 38.6                                                                                |
| Incr Delay (d2), s/veh       | 6.4                                                                               | 3.9                                                                               | 4.0                                                                               | 20.5                                                                              | 0.4                                                                               | 0.4                                                                               | 11.1                                                                                | 0.2                                                                                 | 0.3                                                                                 | 19.6                                                                                | 0.0                                                                                 | 0.7                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.0                                                                               | 13.8                                                                              | 13.8                                                                              | 4.6                                                                               | 8.2                                                                               | 8.5                                                                               | 4.3                                                                                 | 1.6                                                                                 | 1.3                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 0.9                                                                                 |
| LnGrp Delay(d),s/veh         | 51.5                                                                              | 25.2                                                                              | 25.3                                                                              | 61.8                                                                              | 14.5                                                                              | 14.5                                                                              | 51.6                                                                                | 30.7                                                                                | 30.7                                                                                | 65.9                                                                                | 0.0                                                                                 | 39.3                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | B                                                                                 | B                                                                                 | D                                                                                   | C                                                                                   | C                                                                                   | E                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1233                                                                              |                                                                                   |                                                                                   | 1130                                                                              |                                                                                   |                                                                                     | 426                                                                                 |                                                                                     |                                                                                     |                                                                                     | 47                                                                                  |
| Approach Delay, s/veh        |                                                                                   | 26.1                                                                              |                                                                                   |                                                                                   | 20.5                                                                              |                                                                                   |                                                                                     | 45.1                                                                                |                                                                                     |                                                                                     |                                                                                     | 44.9                                                                                |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.6                                                                              | 48.7                                                                              | 15.7                                                                              | 15.2                                                                              | 7.7                                                                               | 55.6                                                                              | 5.7                                                                                 | 25.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               | 4.5                                                                               | * 5.2                                                                             | 4.6                                                                               | 5.2                                                                               | 4.5                                                                                 | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 11.8                                                                              | 49.2                                                                              | 13.1                                                                              | * 27                                                                              | 7.4                                                                               | 53.6                                                                              | 5.0                                                                                 | 34.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.3                                                                              | 30.4                                                                              | 11.0                                                                              | 4.1                                                                               | 4.2                                                                               | 18.8                                                                              | 2.6                                                                                 | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 13.1                                                                              | 0.2                                                                               | 0.7                                                                               | 0.0                                                                               | 19.5                                                                              | 0.0                                                                                 | 0.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 27.0                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings

2: Driveway/Canal St. & Barton Rd.



| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 34    | 889   | 1     | 852   | 54    | 5     | 0     | 54    | 0     |
| Future Volume (vph)  | 34    | 889   | 1     | 852   | 54    | 5     | 0     | 54    | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     | 8     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 9.6   | 23.8  | 9.6   | 23.8  | 23.8  | 26.6  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 16.0% | 39.7% | 16.0% | 39.7% | 39.7% | 44.3% | 44.3% | 44.3% | 44.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   |       | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  | None  |

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 48.2

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



HCM 2010 Signalized Intersection Summary  
2: Driveway/Canal St. & Barton Rd.

Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |                                                                                    |  |  |                                                                                    |  |  |  |                                                                                      |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                 | EBR                                                                               | WBL                                                                               | WBT                                                                                                                                                                 | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                                                                                                     | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |   |                                                                                   |  |   |  |                                                                                    |                                                                                     |   |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 34                                                                                | 889                                                                                                                                                                 | 1                                                                                 | 1                                                                                 | 852                                                                                                                                                                 | 54                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                                                                                                       | 54                                                                                  | 0                                                                                   | 74                                                                                  |
| Future Volume (veh/h)        | 34                                                                                | 889                                                                                                                                                                 | 1                                                                                 | 1                                                                                 | 852                                                                                                                                                                 | 54                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                                                                                                       | 54                                                                                  | 0                                                                                   | 74                                                                                  |
| Number                       | 5                                                                                 | 2                                                                                                                                                                   | 12                                                                                | 1                                                                                 | 6                                                                                                                                                                   | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                                                                                                      | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                                                                                                       | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                     | 1.00                                                                              | 1.00                                                                              |                                                                                                                                                                     | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                                                                                                    | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                                                                                                                | 1800                                                                              | 1667                                                                              | 1765                                                                                                                                                                | 1765                                                                              | 1700                                                                               | 1765                                                                                | 1800                                                                                                                                                                    | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 35                                                                                | 907                                                                                                                                                                 | 1                                                                                 | 1                                                                                 | 869                                                                                                                                                                 | 55                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                                                                                                       | 55                                                                                  | 0                                                                                   | 76                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                                                                                                   | 0                                                                                 | 1                                                                                 | 2                                                                                                                                                                   | 1                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                                                                                                       | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.98                                                                              | 0.98                                                                                                                                                                | 0.98                                                                              | 0.98                                                                              | 0.98                                                                                                                                                                | 0.98                                                                              | 0.98                                                                               | 0.98                                                                                | 0.98                                                                                                                                                                    | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                                                                                                   | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                                                                                                       | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 63                                                                                | 1628                                                                                                                                                                | 2                                                                                 | 4                                                                                 | 1459                                                                                                                                                                | 653                                                                               | 309                                                                                | 13                                                                                  | 34                                                                                                                                                                      | 420                                                                                 | 0                                                                                   | 282                                                                                 |
| Arrive On Green              | 0.04                                                                              | 0.47                                                                                                                                                                | 0.47                                                                              | 0.00                                                                              | 0.44                                                                                                                                                                | 0.44                                                                              | 0.19                                                                               | 0.00                                                                                | 0.19                                                                                                                                                                    | 0.19                                                                                | 0.00                                                                                | 0.19                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 3437                                                                                                                                                                | 4                                                                                 | 1587                                                                              | 3353                                                                                                                                                                | 1500                                                                              | 824                                                                                | 71                                                                                  | 179                                                                                                                                                                     | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Grp Volume(v), veh/h         | 35                                                                                | 442                                                                                                                                                                 | 466                                                                               | 1                                                                                 | 869                                                                                                                                                                 | 55                                                                                | 6                                                                                  | 0                                                                                   | 0                                                                                                                                                                       | 55                                                                                  | 0                                                                                   | 76                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                                                                                                                | 1764                                                                              | 1587                                                                              | 1676                                                                                                                                                                | 1500                                                                              | 1074                                                                               | 0                                                                                   | 0                                                                                                                                                                       | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Q Serve(g_s), s              | 0.9                                                                               | 8.1                                                                                                                                                                 | 8.1                                                                               | 0.0                                                                               | 8.4                                                                                                                                                                 | 0.9                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Cycle Q Clear(g_c), s        | 0.9                                                                               | 8.1                                                                                                                                                                 | 8.1                                                                               | 0.0                                                                               | 8.4                                                                                                                                                                 | 0.9                                                                               | 1.9                                                                                | 0.0                                                                                 | 0.0                                                                                                                                                                     | 1.2                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                                                                                                     | 0.00                                                                              | 1.00                                                                              |                                                                                                                                                                     | 1.00                                                                              | 0.83                                                                               |                                                                                     | 0.17                                                                                                                                                                    | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 63                                                                                | 794                                                                                                                                                                 | 836                                                                               | 4                                                                                 | 1459                                                                                                                                                                | 653                                                                               | 356                                                                                | 0                                                                                   | 0                                                                                                                                                                       | 420                                                                                 | 0                                                                                   | 282                                                                                 |
| V/C Ratio(X)                 | 0.55                                                                              | 0.56                                                                                                                                                                | 0.56                                                                              | 0.27                                                                              | 0.60                                                                                                                                                                | 0.08                                                                              | 0.02                                                                               | 0.00                                                                                | 0.00                                                                                                                                                                    | 0.13                                                                                | 0.00                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 186                                                                               | 794                                                                                                                                                                 | 836                                                                               | 186                                                                               | 1459                                                                                                                                                                | 653                                                                               | 776                                                                                | 0                                                                                   | 0                                                                                                                                                                       | 832                                                                                 | 0                                                                                   | 772                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                                                                                                    | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 20.1                                                                              | 8.0                                                                                                                                                                 | 8.0                                                                               | 21.3                                                                              | 9.2                                                                                                                                                                 | 7.1                                                                               | 14.2                                                                               | 0.0                                                                                 | 0.0                                                                                                                                                                     | 14.6                                                                                | 0.0                                                                                 | 14.8                                                                                |
| Incr Delay (d2), s/veh       | 2.8                                                                               | 2.8                                                                                                                                                                 | 2.7                                                                               | 13.7                                                                              | 1.8                                                                                                                                                                 | 0.3                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.1                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                                                                                                                 | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                                                                                                 | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.4                                                                               | 4.3                                                                                                                                                                 | 4.5                                                                               | 0.0                                                                               | 4.2                                                                                                                                                                 | 0.4                                                                               | 0.1                                                                                | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.6                                                                                 | 0.0                                                                                 | 0.8                                                                                 |
| LnGrp Delay(d),s/veh         | 23.0                                                                              | 10.9                                                                                                                                                                | 10.7                                                                              | 35.0                                                                              | 11.0                                                                                                                                                                | 7.3                                                                               | 14.2                                                                               | 0.0                                                                                 | 0.0                                                                                                                                                                     | 14.7                                                                                | 0.0                                                                                 | 15.3                                                                                |
| LnGrp LOS                    | C                                                                                 | B                                                                                                                                                                   | B                                                                                 | D                                                                                 | B                                                                                                                                                                   | A                                                                                 | B                                                                                  |                                                                                     |                                                                                                                                                                         | B                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 943                                                                                                                                                                 |                                                                                   |                                                                                   | 925                                                                                                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                                                                                                         |                                                                                     | 131                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 11.2                                                                                                                                                                |                                                                                   |                                                                                   | 10.8                                                                                                                                                                |                                                                                   |                                                                                    | 14.2                                                                                |                                                                                                                                                                         |                                                                                     | 15.1                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | B                                                                                                                                                                   |                                                                                   |                                                                                   | B                                                                                                                                                                   |                                                                                   |                                                                                    | B                                                                                   |                                                                                                                                                                         |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                   | 3                                                                                 | 4                                                                                 | 5                                                                                                                                                                   | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 25.4                                                                                                                                                                |                                                                                   | 12.6                                                                              | 6.3                                                                                                                                                                 | 23.8                                                                              |                                                                                    | 12.6                                                                                |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                                                                                                                 |                                                                                   | 4.6                                                                               | 4.6                                                                                                                                                                 | 5.2                                                                               |                                                                                    | 4.6                                                                                 |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 18.6                                                                                                                                                                |                                                                                   | 22.0                                                                              | 5.0                                                                                                                                                                 | 18.6                                                                              |                                                                                    | 22.0                                                                                |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 10.1                                                                                                                                                                |                                                                                   | 3.9                                                                               | 2.9                                                                                                                                                                 | 10.4                                                                              |                                                                                    | 3.9                                                                                 |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.2                                                                                                                                                                 |                                                                                   | 0.6                                                                               | 0.0                                                                                                                                                                 | 6.0                                                                               |                                                                                    | 0.6                                                                                 |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                     |                                                                                   | 11.3                                                                              |                                                                                                                                                                     |                                                                                   |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                     |                                                                                   | B                                                                                 |                                                                                                                                                                     |                                                                                   |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |

## **OPENING YEAR CUMULATIVE (2020) WITH PROJECT CONDITIONS**

Timings  
1: Barton Rd. & Vivenda Av.

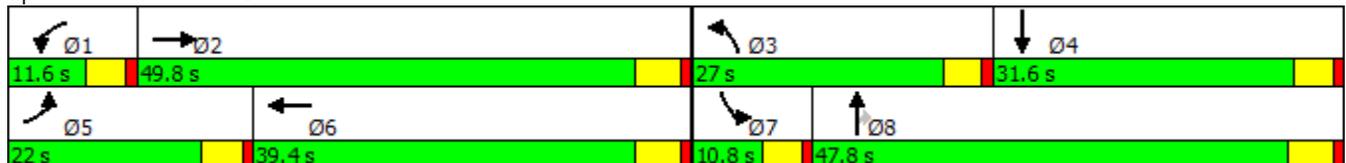


| Lane Group           | EBL   | EBT   | WBL  | WBT   | NBL   | NBT   | NBR   | SBL  | SBT   |
|----------------------|-------|-------|------|-------|-------|-------|-------|------|-------|
| Lane Configurations  | ↙     | ↕     | ↙    | ↕     | ↙↕    | ↕     | ↗     | ↙    | ↕     |
| Traffic Volume (vph) | 153   | 604   | 42   | 776   | 392   | 13    | 52    | 18   | 34    |
| Future Volume (vph)  | 153   | 604   | 42   | 776   | 392   | 13    | 52    | 18   | 34    |
| Turn Type            | Prot  | NA    | Prot | NA    | Prot  | NA    | Perm  | Prot | NA    |
| Protected Phases     | 5     | 2     | 1    | 6     | 3     | 8     |       | 7    | 4     |
| Permitted Phases     |       |       |      |       |       |       | 8     |      |       |
| Detector Phase       | 5     | 2     | 1    | 6     | 3     | 8     | 8     | 7    | 4     |
| Switch Phase         |       |       |      |       |       |       |       |      |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0  | 10.0  | 5.0   | 10.0  | 10.0  | 5.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6  | 22.2  | 9.5   | 32.2  | 32.2  | 9.5  | 31.6  |
| Total Split (s)      | 22.0  | 49.8  | 11.6 | 39.4  | 27.0  | 47.8  | 47.8  | 10.8 | 31.6  |
| Total Split (%)      | 18.3% | 41.5% | 9.7% | 32.8% | 22.5% | 39.8% | 39.8% | 9.0% | 26.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6  | 4.2   | 3.5   | 4.2   | 4.2   | 3.5  | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0  | 1.0   | 1.0   | 1.0   | 1.0   | 1.0  | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6  | 5.2   | 4.5   | 5.2   | 5.2   | 4.5  | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead | Lag   | Lead  | Lag   | Lag   | Lead | Lag   |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes  | Yes   | Yes   | Yes   | Yes   | Yes  | Yes   |
| Recall Mode          | None  | None  | None | None  | None  | Min   | Min   | None | Min   |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 100.7  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Barton Rd. & Vivenda Av.



HCM 2010 Signalized Intersection Summary  
 1: Barton Rd. & Vivenda Av.

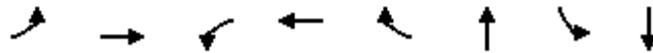
Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 153                                                                               | 604                                                                               | 210                                                                               | 42                                                                                | 776                                                                               | 39                                                                                | 392                                                                                | 13                                                                                  | 52                                                                                  | 18                                                                                  | 34                                                                                  | 141                                                                                 |
| Future Volume (veh/h)        | 153                                                                               | 604                                                                               | 210                                                                               | 42                                                                                | 776                                                                               | 39                                                                                | 392                                                                                | 13                                                                                  | 52                                                                                  | 18                                                                                  | 34                                                                                  | 141                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                              | 1800                                                                              | 1667                                                                              | 1835                                                                              | 1872                                                                              | 1569                                                                               | 1765                                                                                | 1765                                                                                | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 184                                                                               | 728                                                                               | 193                                                                               | 51                                                                                | 935                                                                               | 47                                                                                | 472                                                                                | 29                                                                                  | 24                                                                                  | 22                                                                                  | 41                                                                                  | 110                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                  | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.83                                                                              | 0.83                                                                              | 0.83                                                                              | 0.83                                                                              | 0.83                                                                              | 0.83                                                                              | 0.83                                                                               | 0.83                                                                                | 0.83                                                                                | 0.83                                                                                | 0.83                                                                                | 0.83                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 214                                                                               | 1152                                                                              | 305                                                                               | 63                                                                                | 1162                                                                              | 58                                                                                | 553                                                                                | 507                                                                                 | 431                                                                                 | 37                                                                                  | 53                                                                                  | 143                                                                                 |
| Arrive On Green              | 0.13                                                                              | 0.44                                                                              | 0.44                                                                              | 0.04                                                                              | 0.34                                                                              | 0.34                                                                              | 0.18                                                                               | 0.29                                                                                | 0.29                                                                                | 0.02                                                                                | 0.13                                                                                | 0.13                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 2623                                                                              | 695                                                                               | 1587                                                                              | 3379                                                                              | 170                                                                               | 2988                                                                               | 1765                                                                                | 1500                                                                                | 1587                                                                                | 425                                                                                 | 1139                                                                                |
| Grp Volume(v), veh/h         | 184                                                                               | 465                                                                               | 456                                                                               | 51                                                                                | 482                                                                               | 500                                                                               | 472                                                                                | 29                                                                                  | 24                                                                                  | 22                                                                                  | 0                                                                                   | 151                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                              | 1642                                                                              | 1587                                                                              | 1744                                                                              | 1805                                                                              | 1494                                                                               | 1765                                                                                | 1500                                                                                | 1587                                                                                | 0                                                                                   | 1564                                                                                |
| Q Serve(g_s), s              | 10.5                                                                              | 19.9                                                                              | 19.9                                                                              | 3.0                                                                               | 23.2                                                                              | 23.2                                                                              | 14.2                                                                               | 1.1                                                                                 | 1.1                                                                                 | 1.3                                                                                 | 0.0                                                                                 | 8.7                                                                                 |
| Cycle Q Clear(g_c), s        | 10.5                                                                              | 19.9                                                                              | 19.9                                                                              | 3.0                                                                               | 23.2                                                                              | 23.2                                                                              | 14.2                                                                               | 1.1                                                                                 | 1.1                                                                                 | 1.3                                                                                 | 0.0                                                                                 | 8.7                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.42                                                                              | 1.00                                                                              |                                                                                   | 0.09                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.73                                                                                |
| Lane Grp Cap(c), veh/h       | 214                                                                               | 736                                                                               | 721                                                                               | 63                                                                                | 599                                                                               | 621                                                                               | 553                                                                                | 507                                                                                 | 431                                                                                 | 37                                                                                  | 0                                                                                   | 196                                                                                 |
| V/C Ratio(X)                 | 0.86                                                                              | 0.63                                                                              | 0.63                                                                              | 0.81                                                                              | 0.80                                                                              | 0.80                                                                              | 0.85                                                                               | 0.06                                                                                | 0.06                                                                                | 0.59                                                                                | 0.00                                                                                | 0.77                                                                                |
| Avail Cap(c_a), veh/h        | 298                                                                               | 808                                                                               | 791                                                                               | 120                                                                               | 644                                                                               | 667                                                                               | 726                                                                                | 812                                                                                 | 690                                                                                 | 108                                                                                 | 0                                                                                   | 456                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 39.2                                                                              | 20.1                                                                              | 20.1                                                                              | 44.1                                                                              | 27.5                                                                              | 27.5                                                                              | 36.5                                                                               | 23.9                                                                                | 23.9                                                                                | 44.8                                                                                | 0.0                                                                                 | 39.2                                                                                |
| Incr Delay (d2), s/veh       | 12.6                                                                              | 1.4                                                                               | 1.4                                                                               | 9.1                                                                               | 7.0                                                                               | 6.7                                                                               | 7.7                                                                                | 0.0                                                                                 | 0.1                                                                                 | 14.2                                                                                | 0.0                                                                                 | 6.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.3                                                                               | 9.5                                                                               | 9.3                                                                               | 1.4                                                                               | 12.3                                                                              | 12.7                                                                              | 6.4                                                                                | 0.5                                                                                 | 0.5                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 4.1                                                                                 |
| LnGrp Delay(d),s/veh         | 51.8                                                                              | 21.5                                                                              | 21.6                                                                              | 53.2                                                                              | 34.5                                                                              | 34.3                                                                              | 44.2                                                                               | 24.0                                                                                | 23.9                                                                                | 59.0                                                                                | 0.0                                                                                 | 45.4                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                  | C                                                                                   | C                                                                                   | E                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1105                                                                              |                                                                                   |                                                                                   | 1033                                                                              |                                                                                   |                                                                                    | 525                                                                                 |                                                                                     |                                                                                     | 173                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 26.6                                                                              |                                                                                   |                                                                                   | 35.3                                                                              |                                                                                   |                                                                                    | 42.2                                                                                |                                                                                     |                                                                                     | 47.1                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 8.3                                                                               | 45.9                                                                              | 21.6                                                                              | 16.8                                                                              | 17.1                                                                              | 37.0                                                                              | 6.7                                                                                | 31.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               | 4.5                                                                               | * 5.2                                                                             | 4.6                                                                               | 5.2                                                                               | 4.5                                                                                | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.0                                                                               | 44.6                                                                              | 22.5                                                                              | * 27                                                                              | 17.4                                                                              | 34.2                                                                              | 6.3                                                                                | 42.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.0                                                                               | 21.9                                                                              | 16.2                                                                              | 10.7                                                                              | 12.5                                                                              | 25.2                                                                              | 3.3                                                                                | 3.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 12.8                                                                              | 1.0                                                                               | 1.0                                                                               | 0.1                                                                               | 6.6                                                                               | 0.0                                                                                | 1.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 33.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings

2: Driveway/Canal St. & Barton Rd.



| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 61    | 568   | 1     | 668   | 59    | 1     | 111   | 0     |
| Future Volume (vph)  | 61    | 568   | 1     | 668   | 59    | 1     | 111   | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 10.0  | 23.8  | 9.6   | 23.4  | 23.4  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 16.7% | 39.7% | 16.0% | 39.0% | 39.0% | 44.3% | 44.3% | 44.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  |

Intersection Summary

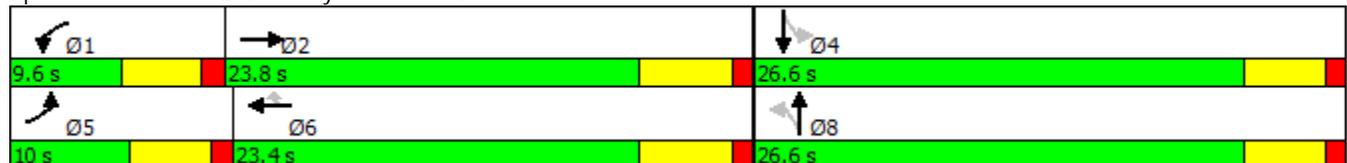
Cycle Length: 60

Actuated Cycle Length: 47.1

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



HCM 2010 Signalized Intersection Summary  
 2: Driveway/Canal St. & Barton Rd.

Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 61                                                                                | 568                                                                               | 2                                                                                 | 1                                                                                 | 668                                                                               | 59                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 111                                                                                 | 0                                                                                   | 139                                                                                 |
| Future Volume (veh/h)        | 61                                                                                | 568                                                                               | 2                                                                                 | 1                                                                                 | 668                                                                               | 59                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 111                                                                                 | 0                                                                                   | 139                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                              | 1800                                                                              | 1667                                                                              | 1765                                                                              | 1765                                                                              | 1700                                                                               | 1765                                                                                | 1800                                                                                | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 71                                                                                | 660                                                                               | 2                                                                                 | 1                                                                                 | 777                                                                               | 69                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 129                                                                                 | 0                                                                                   | 162                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                               | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 103                                                                               | 1596                                                                              | 5                                                                                 | 4                                                                                 | 1347                                                                              | 603                                                                               | 0                                                                                  | 380                                                                                 | 0                                                                                   | 430                                                                                 | 0                                                                                   | 323                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.47                                                                              | 0.47                                                                              | 0.00                                                                              | 0.40                                                                              | 0.40                                                                              | 0.00                                                                               | 0.22                                                                                | 0.00                                                                                | 0.22                                                                                | 0.00                                                                                | 0.22                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 3429                                                                              | 10                                                                                | 1587                                                                              | 3353                                                                              | 1500                                                                              | 0                                                                                  | 1765                                                                                | 0                                                                                   | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Grp Volume(v), veh/h         | 71                                                                                | 323                                                                               | 339                                                                               | 1                                                                                 | 777                                                                               | 69                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 129                                                                                 | 0                                                                                   | 162                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                              | 1763                                                                              | 1587                                                                              | 1676                                                                              | 1500                                                                              | 0                                                                                  | 1765                                                                                | 0                                                                                   | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Q Serve(g_s), s              | 2.0                                                                               | 5.8                                                                               | 5.8                                                                               | 0.0                                                                               | 8.2                                                                               | 1.3                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.1                                                                                 | 0.0                                                                                 | 4.3                                                                                 |
| Cycle Q Clear(g_c), s        | 2.0                                                                               | 5.8                                                                               | 5.8                                                                               | 0.0                                                                               | 8.2                                                                               | 1.3                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.1                                                                                 | 0.0                                                                                 | 4.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.01                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.00                                                                               |                                                                                     | 0.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 103                                                                               | 781                                                                               | 821                                                                               | 4                                                                                 | 1347                                                                              | 603                                                                               | 0                                                                                  | 380                                                                                 | 0                                                                                   | 430                                                                                 | 0                                                                                   | 323                                                                                 |
| V/C Ratio(X)                 | 0.69                                                                              | 0.41                                                                              | 0.41                                                                              | 0.29                                                                              | 0.58                                                                              | 0.11                                                                              | 0.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.30                                                                                | 0.00                                                                                | 0.50                                                                                |
| Avail Cap(c_a), veh/h        | 189                                                                               | 781                                                                               | 821                                                                               | 175                                                                               | 1347                                                                              | 603                                                                               | 0                                                                                  | 857                                                                                 | 0                                                                                   | 771                                                                                 | 0                                                                                   | 728                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                               | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 20.7                                                                              | 8.0                                                                               | 8.0                                                                               | 22.6                                                                              | 10.6                                                                              | 8.5                                                                               | 0.0                                                                                | 14.0                                                                                | 0.0                                                                                 | 15.6                                                                                | 0.0                                                                                 | 15.6                                                                                |
| Incr Delay (d2), s/veh       | 3.0                                                                               | 1.6                                                                               | 1.5                                                                               | 15.7                                                                              | 1.8                                                                               | 0.4                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 1.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.0                                                                               | 2.9                                                                               | 3.1                                                                               | 0.0                                                                               | 4.1                                                                               | 0.6                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| LnGrp Delay(d),s/veh         | 23.7                                                                              | 9.6                                                                               | 9.5                                                                               | 38.3                                                                              | 12.4                                                                              | 8.9                                                                               | 0.0                                                                                | 14.0                                                                                | 0.0                                                                                 | 15.9                                                                                | 0.0                                                                                 | 16.8                                                                                |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | A                                                                                 | D                                                                                 | B                                                                                 | A                                                                                 |                                                                                    | B                                                                                   |                                                                                     | B                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 733                                                                               |                                                                                   |                                                                                   | 847                                                                               |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     | 291                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                    | 14.0                                                                                |                                                                                     |                                                                                     | 16.4                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 26.3                                                                              |                                                                                   | 14.3                                                                              | 7.6                                                                               | 23.4                                                                              |                                                                                    | 14.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 18.6                                                                              |                                                                                   | 22.0                                                                              | 5.4                                                                               | 18.2                                                                              |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 7.8                                                                               |                                                                                   | 6.3                                                                               | 4.0                                                                               | 10.2                                                                              |                                                                                    | 2.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.4                                                                               |                                                                                   | 1.3                                                                               | 0.0                                                                               | 5.1                                                                               |                                                                                    | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 12.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings  
1: Barton Rd. & Vivenda Av.

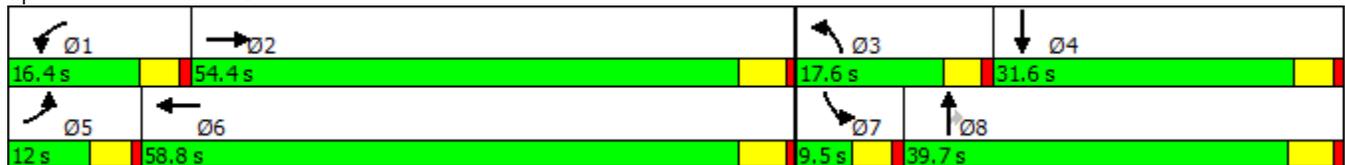


| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL  | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|------|-------|
| Lane Configurations  | ↙     | ↕     | ↙     | ↕     | ↙     | ↕     | ↗     | ↙    | ↕     |
| Traffic Volume (vph) | 34    | 959   | 131   | 965   | 270   | 32    | 129   | 9    | 7     |
| Future Volume (vph)  | 34    | 959   | 131   | 965   | 270   | 32    | 129   | 9    | 7     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Prot  | NA    | Perm  | Prot | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     | 3     | 8     |       | 7    | 4     |
| Permitted Phases     |       |       |       |       |       |       | 8     |      |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 3     | 8     | 8     | 7    | 4     |
| Switch Phase         |       |       |       |       |       |       |       |      |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 5.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 9.5   | 32.2  | 32.2  | 9.5  | 31.6  |
| Total Split (s)      | 12.0  | 54.4  | 16.4  | 58.8  | 17.6  | 39.7  | 39.7  | 9.5  | 31.6  |
| Total Split (%)      | 10.0% | 45.3% | 13.7% | 49.0% | 14.7% | 33.1% | 33.1% | 7.9% | 26.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 3.5   | 4.2   | 4.2   | 3.5  | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0  | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 4.5   | 5.2   | 5.2   | 4.5  | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lead  | Lag   | Lag   | Lead | Lag   |
| Lead-Lag Optimize?   | Yes   | Yes  | Yes   |
| Recall Mode          | None  | None  | None  | None  | None  | Min   | Min   | None | Min   |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 106.3  
 Natural Cycle: 120  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Barton Rd. & Vivenda Av.



HCM 2010 Signalized Intersection Summary  
 1: Barton Rd. & Vivenda Av.

Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 34                                                                                | 959                                                                               | 337                                                                               | 131                                                                               | 965                                                                               | 19                                                                                | 270                                                                                 | 32                                                                                  | 129                                                                                 | 9                                                                                   | 7                                                                                   | 27                                                                                  |
| Future Volume (veh/h)        | 34                                                                                | 959                                                                               | 337                                                                               | 131                                                                               | 965                                                                               | 19                                                                                | 270                                                                                 | 32                                                                                  | 129                                                                                 | 9                                                                                   | 7                                                                                   | 27                                                                                  |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                   | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                              | 1800                                                                              | 1667                                                                              | 1835                                                                              | 1872                                                                              | 1569                                                                                | 1765                                                                                | 1765                                                                                | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 37                                                                                | 1042                                                                              | 203                                                                               | 142                                                                               | 1049                                                                              | 21                                                                                | 293                                                                                 | 73                                                                                  | 60                                                                                  | 10                                                                                  | 8                                                                                   | 29                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 52                                                                                | 1311                                                                              | 255                                                                               | 169                                                                               | 1895                                                                              | 38                                                                                | 354                                                                                 | 371                                                                                 | 316                                                                                 | 19                                                                                  | 35                                                                                  | 126                                                                                 |
| Arrive On Green              | 0.03                                                                              | 0.47                                                                              | 0.47                                                                              | 0.11                                                                              | 0.54                                                                              | 0.54                                                                              | 0.12                                                                                | 0.21                                                                                | 0.21                                                                                | 0.01                                                                                | 0.10                                                                                | 0.10                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 2801                                                                              | 544                                                                               | 1587                                                                              | 3496                                                                              | 70                                                                                | 2988                                                                                | 1765                                                                                | 1500                                                                                | 1587                                                                                | 335                                                                                 | 1215                                                                                |
| Grp Volume(v), veh/h         | 37                                                                                | 623                                                                               | 622                                                                               | 142                                                                               | 523                                                                               | 547                                                                               | 293                                                                                 | 73                                                                                  | 60                                                                                  | 10                                                                                  | 0                                                                                   | 37                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                              | 1669                                                                              | 1587                                                                              | 1744                                                                              | 1823                                                                              | 1494                                                                                | 1765                                                                                | 1500                                                                                | 1587                                                                                | 0                                                                                   | 1550                                                                                |
| Q Serve(g_s), s              | 2.2                                                                               | 30.2                                                                              | 30.4                                                                              | 8.4                                                                               | 18.9                                                                              | 18.9                                                                              | 9.2                                                                                 | 3.3                                                                                 | 3.2                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 2.1                                                                                 |
| Cycle Q Clear(g_c), s        | 2.2                                                                               | 30.2                                                                              | 30.4                                                                              | 8.4                                                                               | 18.9                                                                              | 18.9                                                                              | 9.2                                                                                 | 3.3                                                                                 | 3.2                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 2.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.33                                                                              | 1.00                                                                              |                                                                                   | 0.04                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.78                                                                                |
| Lane Grp Cap(c), veh/h       | 52                                                                                | 785                                                                               | 781                                                                               | 169                                                                               | 945                                                                               | 988                                                                               | 354                                                                                 | 371                                                                                 | 316                                                                                 | 19                                                                                  | 0                                                                                   | 161                                                                                 |
| V/C Ratio(X)                 | 0.71                                                                              | 0.79                                                                              | 0.80                                                                              | 0.84                                                                              | 0.55                                                                              | 0.55                                                                              | 0.83                                                                                | 0.20                                                                                | 0.19                                                                                | 0.52                                                                                | 0.00                                                                                | 0.23                                                                                |
| Avail Cap(c_a), veh/h        | 122                                                                               | 858                                                                               | 854                                                                               | 195                                                                               | 972                                                                               | 1016                                                                              | 407                                                                                 | 633                                                                                 | 538                                                                                 | 83                                                                                  | 0                                                                                   | 435                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 46.1                                                                              | 21.6                                                                              | 21.7                                                                              | 42.2                                                                              | 14.4                                                                              | 14.4                                                                              | 41.4                                                                                | 31.3                                                                                | 31.2                                                                                | 47.2                                                                                | 0.0                                                                                 | 39.5                                                                                |
| Incr Delay (d2), s/veh       | 6.6                                                                               | 4.8                                                                               | 4.9                                                                               | 21.7                                                                              | 0.6                                                                               | 0.6                                                                               | 11.8                                                                                | 0.3                                                                                 | 0.3                                                                                 | 19.7                                                                                | 0.0                                                                                 | 0.7                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.1                                                                               | 14.9                                                                              | 15.1                                                                              | 4.7                                                                               | 9.2                                                                               | 9.6                                                                               | 4.4                                                                                 | 1.6                                                                                 | 1.3                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 0.9                                                                                 |
| LnGrp Delay(d),s/veh         | 52.7                                                                              | 26.4                                                                              | 26.6                                                                              | 63.9                                                                              | 15.1                                                                              | 15.0                                                                              | 53.2                                                                                | 31.5                                                                                | 31.5                                                                                | 66.9                                                                                | 0.0                                                                                 | 40.3                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | B                                                                                 | B                                                                                 | D                                                                                   | C                                                                                   | C                                                                                   | E                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1282                                                                              |                                                                                   |                                                                                   | 1212                                                                              |                                                                                   |                                                                                     | 426                                                                                 |                                                                                     |                                                                                     | 47                                                                                  |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 27.3                                                                              |                                                                                   |                                                                                   | 20.8                                                                              |                                                                                   |                                                                                     | 46.4                                                                                |                                                                                     |                                                                                     | 45.9                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.8                                                                              | 50.2                                                                              | 15.9                                                                              | 15.2                                                                              | 7.7                                                                               | 57.3                                                                              | 5.7                                                                                 | 25.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               | 4.5                                                                               | * 5.2                                                                             | 4.6                                                                               | 5.2                                                                               | 4.5                                                                                 | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 11.8                                                                              | 49.2                                                                              | 13.1                                                                              | * 27                                                                              | 7.4                                                                               | 53.6                                                                              | 5.0                                                                                 | 34.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.4                                                                              | 32.4                                                                              | 11.2                                                                              | 4.1                                                                               | 4.2                                                                               | 20.9                                                                              | 2.6                                                                                 | 5.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 12.6                                                                              | 0.2                                                                               | 0.7                                                                               | 0.0                                                                               | 20.2                                                                              | 0.0                                                                                 | 0.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 27.7                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings

2: Driveway/Canal St. & Barton Rd.



| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 34    | 934   | 1     | 927   | 54    | 5     | 0     | 54    | 0     |
| Future Volume (vph)  | 34    | 934   | 1     | 927   | 54    | 5     | 0     | 54    | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     | 8     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 9.6   | 23.8  | 9.6   | 23.8  | 23.8  | 26.6  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 16.0% | 39.7% | 16.0% | 39.7% | 39.7% | 44.3% | 44.3% | 44.3% | 44.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   |       | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  | None  |

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 48.2

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



HCM 2010 Signalized Intersection Summary  
2: Driveway/Canal St. & Barton Rd.

Roquet Ranch SP (JN 09434)

10/24/2017

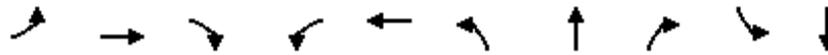
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|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 34                                                                                | 934                                                                               | 1                                                                                 | 1                                                                                 | 927                                                                               | 54                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                   | 54                                                                                  | 0                                                                                   | 74                                                                                  |
| Future Volume (veh/h)        | 34                                                                                | 934                                                                               | 1                                                                                 | 1                                                                                 | 927                                                                               | 54                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                   | 54                                                                                  | 0                                                                                   | 74                                                                                  |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1667                                                                              | 1765                                                                              | 1800                                                                              | 1667                                                                              | 1765                                                                              | 1765                                                                              | 1700                                                                               | 1765                                                                                | 1800                                                                                | 1667                                                                                | 1765                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 35                                                                                | 953                                                                               | 1                                                                                 | 1                                                                                 | 946                                                                               | 55                                                                                | 5                                                                                  | 0                                                                                   | 1                                                                                   | 55                                                                                  | 0                                                                                   | 76                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                               | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 63                                                                                | 1628                                                                              | 2                                                                                 | 4                                                                                 | 1459                                                                              | 653                                                                               | 309                                                                                | 13                                                                                  | 34                                                                                  | 420                                                                                 | 0                                                                                   | 282                                                                                 |
| Arrive On Green              | 0.04                                                                              | 0.47                                                                              | 0.47                                                                              | 0.00                                                                              | 0.44                                                                              | 0.44                                                                              | 0.19                                                                               | 0.00                                                                                | 0.19                                                                                | 0.19                                                                                | 0.00                                                                                | 0.19                                                                                |
| Sat Flow, veh/h              | 1587                                                                              | 3437                                                                              | 4                                                                                 | 1587                                                                              | 3353                                                                              | 1500                                                                              | 824                                                                                | 71                                                                                  | 179                                                                                 | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Grp Volume(v), veh/h         | 35                                                                                | 465                                                                               | 489                                                                               | 1                                                                                 | 946                                                                               | 55                                                                                | 6                                                                                  | 0                                                                                   | 0                                                                                   | 55                                                                                  | 0                                                                                   | 76                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1587                                                                              | 1676                                                                              | 1764                                                                              | 1587                                                                              | 1676                                                                              | 1500                                                                              | 1074                                                                               | 0                                                                                   | 0                                                                                   | 1262                                                                                | 0                                                                                   | 1500                                                                                |
| Q Serve(g_s), s              | 0.9                                                                               | 8.6                                                                               | 8.6                                                                               | 0.0                                                                               | 9.5                                                                               | 0.9                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Cycle Q Clear(g_c), s        | 0.9                                                                               | 8.6                                                                               | 8.6                                                                               | 0.0                                                                               | 9.5                                                                               | 0.9                                                                               | 1.9                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.2                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.83                                                                               |                                                                                     | 0.17                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 63                                                                                | 794                                                                               | 836                                                                               | 4                                                                                 | 1459                                                                              | 653                                                                               | 356                                                                                | 0                                                                                   | 0                                                                                   | 420                                                                                 | 0                                                                                   | 282                                                                                 |
| V/C Ratio(X)                 | 0.55                                                                              | 0.59                                                                              | 0.59                                                                              | 0.27                                                                              | 0.65                                                                              | 0.08                                                                              | 0.02                                                                               | 0.00                                                                                | 0.00                                                                                | 0.13                                                                                | 0.00                                                                                | 0.27                                                                                |
| Avail Cap(c_a), veh/h        | 186                                                                               | 794                                                                               | 836                                                                               | 186                                                                               | 1459                                                                              | 653                                                                               | 776                                                                                | 0                                                                                   | 0                                                                                   | 832                                                                                 | 0                                                                                   | 772                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 20.1                                                                              | 8.2                                                                               | 8.2                                                                               | 21.3                                                                              | 9.5                                                                               | 7.1                                                                               | 14.2                                                                               | 0.0                                                                                 | 0.0                                                                                 | 14.6                                                                                | 0.0                                                                                 | 14.8                                                                                |
| Incr Delay (d2), s/veh       | 2.8                                                                               | 3.1                                                                               | 3.0                                                                               | 13.7                                                                              | 2.2                                                                               | 0.3                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.4                                                                               | 4.6                                                                               | 4.8                                                                               | 0.0                                                                               | 4.8                                                                               | 0.4                                                                               | 0.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.8                                                                                 |
| LnGrp Delay(d),s/veh         | 23.0                                                                              | 11.3                                                                              | 11.2                                                                              | 35.0                                                                              | 11.7                                                                              | 7.3                                                                               | 14.2                                                                               | 0.0                                                                                 | 0.0                                                                                 | 14.7                                                                                | 0.0                                                                                 | 15.3                                                                                |
| LnGrp LOS                    | C                                                                                 | B                                                                                 | B                                                                                 | D                                                                                 | B                                                                                 | A                                                                                 | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 989                                                                               |                                                                                   |                                                                                   | 1002                                                                              |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     | 131                                                                                 |
| Approach Delay, s/veh        |                                                                                   | 11.7                                                                              |                                                                                   |                                                                                   | 11.5                                                                              |                                                                                   |                                                                                    | 14.2                                                                                |                                                                                     |                                                                                     |                                                                                     | 15.1                                                                                |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 25.4                                                                              |                                                                                   | 12.6                                                                              | 6.3                                                                               | 23.8                                                                              |                                                                                    | 12.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 18.6                                                                              |                                                                                   | 22.0                                                                              | 5.0                                                                               | 18.6                                                                              |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 10.6                                                                              |                                                                                   | 3.9                                                                               | 2.9                                                                               | 11.5                                                                              |                                                                                    | 3.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.1                                                                               |                                                                                   | 0.6                                                                               | 0.0                                                                               | 5.6                                                                               |                                                                                    | 0.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 11.8                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## HORIZON YEAR (2040) WITHOUT PROJECT CONDITIONS

Timings

1: Barton Rd. & Vivenda Av.

10/24/2017

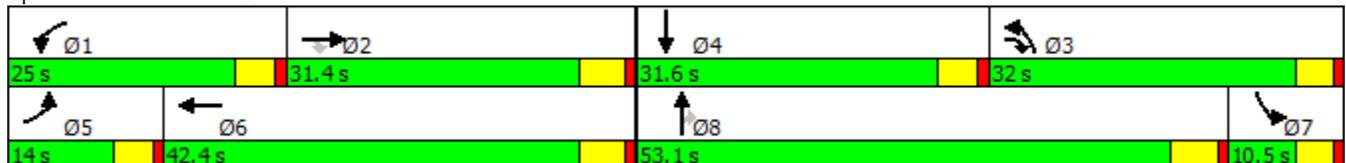


| Lane Group           | EBL   | EBT   | EBR   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL  | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |      |       |
| Traffic Volume (vph) | 192   | 848   | 480   | 173   | 1207  | 896   | 41    | 146   | 21   | 33    |
| Future Volume (vph)  | 192   | 848   | 480   | 173   | 1207  | 896   | 41    | 146   | 21   | 33    |
| Turn Type            | Prot  | NA    | pm+ov | Prot  | NA    | Prot  | NA    | Perm  | Prot | NA    |
| Protected Phases     | 5     | 2     | 3     | 1     | 6     | 3     | 8     |       | 7    | 4     |
| Permitted Phases     |       |       | 2     |       |       |       |       | 8     |      |       |
| Detector Phase       | 5     | 2     | 3     | 1     | 6     | 3     | 8     | 8     | 7    | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |      |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 5.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.5   | 9.6   | 22.2  | 9.5   | 32.2  | 32.2  | 9.5  | 31.6  |
| Total Split (s)      | 14.0  | 31.4  | 32.0  | 25.0  | 42.4  | 32.0  | 53.1  | 53.1  | 10.5 | 31.6  |
| Total Split (%)      | 11.7% | 26.2% | 26.7% | 20.8% | 35.3% | 26.7% | 44.3% | 44.3% | 8.8% | 26.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.5   | 3.6   | 4.2   | 3.5   | 4.2   | 4.2   | 3.5  | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0  | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.5   | 4.6   | 5.2   | 4.5   | 5.2   | 5.2   | 4.5  | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lead  | Lag  | Lead  |
| Lead-Lag Optimize?   | Yes   | Yes  | Yes   |
| Recall Mode          | None  | None  | None  | None  | None  | None  | Min   | Min   | None | Min   |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 106.6  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Barton Rd. & Vivenda Av.



HCM 2010 Signalized Intersection Summary  
 1: Barton Rd. & Vivenda Av.

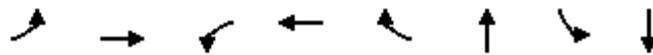
Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 192                                                                               | 848                                                                               | 480                                                                               | 173                                                                               | 1207                                                                              | 65                                                                                | 896                                                                                | 41                                                                                  | 146                                                                                 | 21                                                                                  | 33                                                                                  | 178                                                                                 |
| Future Volume (veh/h)        | 192                                                                               | 848                                                                               | 480                                                                               | 173                                                                               | 1207                                                                              | 65                                                                                | 896                                                                                | 41                                                                                  | 146                                                                                 | 21                                                                                  | 33                                                                                  | 178                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1782                                                                              | 1956                                                                              | 1956                                                                              | 1782                                                                              | 1955                                                                              | 1976                                                                              | 1750                                                                               | 1956                                                                                | 1956                                                                                | 1782                                                                                | 1940                                                                                | 1976                                                                                |
| Adj Flow Rate, veh/h         | 202                                                                               | 893                                                                               | 505                                                                               | 182                                                                               | 1271                                                                              | 68                                                                                | 943                                                                                | 126                                                                                 | 98                                                                                  | 22                                                                                  | 35                                                                                  | 29                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                  | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                  | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   |
| Cap, veh/h                   | 156                                                                               | 1274                                                                              | 987                                                                               | 211                                                                               | 1319                                                                              | 70                                                                                | 894                                                                                | 191                                                                                 | 162                                                                                 | 445                                                                                 | 96                                                                                  | 79                                                                                  |
| Arrive On Green              | 0.12                                                                              | 0.44                                                                              | 0.44                                                                              | 0.17                                                                              | 0.48                                                                              | 0.48                                                                              | 0.36                                                                               | 0.13                                                                                | 0.13                                                                                | 0.35                                                                                | 0.13                                                                                | 0.13                                                                                |
| Sat Flow, veh/h              | 1697                                                                              | 3913                                                                              | 1663                                                                              | 1697                                                                              | 3680                                                                              | 197                                                                               | 3334                                                                               | 1956                                                                                | 1663                                                                                | 1697                                                                                | 983                                                                                 | 814                                                                                 |
| Grp Volume(v), veh/h         | 202                                                                               | 893                                                                               | 505                                                                               | 182                                                                               | 675                                                                               | 664                                                                               | 943                                                                                | 126                                                                                 | 98                                                                                  | 22                                                                                  | 0                                                                                   | 64                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1697                                                                              | 1956                                                                              | 1663                                                                              | 1697                                                                              | 1955                                                                              | 1921                                                                              | 1667                                                                               | 1956                                                                                | 1663                                                                                | 1697                                                                                | 0                                                                                   | 1797                                                                                |
| Q Serve(g_s), s              | 9.4                                                                               | 19.0                                                                              | 7.4                                                                               | 10.7                                                                              | 34.2                                                                              | 34.3                                                                              | 27.5                                                                               | 6.3                                                                                 | 4.3                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 3.3                                                                                 |
| Cycle Q Clear(g_c), s        | 9.4                                                                               | 19.0                                                                              | 7.4                                                                               | 10.7                                                                              | 34.2                                                                              | 34.3                                                                              | 27.5                                                                               | 6.3                                                                                 | 4.3                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 3.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.45                                                                                |
| Lane Grp Cap(c), veh/h       | 156                                                                               | 1274                                                                              | 987                                                                               | 211                                                                               | 701                                                                               | 688                                                                               | 894                                                                                | 191                                                                                 | 162                                                                                 | 445                                                                                 | 0                                                                                   | 175                                                                                 |
| V/C Ratio(X)                 | 1.30                                                                              | 0.70                                                                              | 0.51                                                                              | 0.86                                                                              | 0.96                                                                              | 0.97                                                                              | 1.05                                                                               | 0.66                                                                                | 0.60                                                                                | 0.05                                                                                | 0.00                                                                                | 0.37                                                                                |
| Avail Cap(c_a), veh/h        | 156                                                                               | 1274                                                                              | 987                                                                               | 338                                                                               | 709                                                                               | 697                                                                               | 894                                                                                | 914                                                                                 | 777                                                                                 | 445                                                                                 | 0                                                                                   | 473                                                                                 |
| HCM Platoon Ratio            | 1.35                                                                              | 1.35                                                                              | 1.35                                                                              | 1.35                                                                              | 1.35                                                                              | 1.35                                                                              | 1.35                                                                               | 1.35                                                                                | 1.35                                                                                | 1.35                                                                                | 1.35                                                                                | 1.35                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 44.9                                                                              | 24.7                                                                              | 2.9                                                                               | 41.8                                                                              | 25.8                                                                              | 25.8                                                                              | 32.7                                                                               | 42.9                                                                                | 24.4                                                                                | 24.7                                                                                | 0.0                                                                                 | 41.6                                                                                |
| Incr Delay (d2), s/veh       | 173.3                                                                             | 1.7                                                                               | 0.4                                                                               | 7.2                                                                               | 24.7                                                                              | 25.5                                                                              | 45.6                                                                               | 3.9                                                                                 | 3.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.3                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 11.8                                                                              | 10.4                                                                              | 3.3                                                                               | 5.4                                                                               | 23.1                                                                              | 22.9                                                                              | 18.1                                                                               | 3.6                                                                                 | 2.5                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 1.7                                                                                 |
| LnGrp Delay(d),s/veh         | 218.3                                                                             | 26.4                                                                              | 3.3                                                                               | 49.0                                                                              | 50.5                                                                              | 51.4                                                                              | 78.3                                                                               | 46.8                                                                                | 28.0                                                                                | 24.8                                                                                | 0.0                                                                                 | 42.9                                                                                |
| LnGrp LOS                    | F                                                                                 | C                                                                                 | A                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | F                                                                                  | D                                                                                   | C                                                                                   | C                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1600                                                                              |                                                                                   |                                                                                   | 1521                                                                              |                                                                                   |                                                                                    | 1167                                                                                |                                                                                     |                                                                                     | 86                                                                                  |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 43.4                                                                              |                                                                                   |                                                                                   | 50.7                                                                              |                                                                                   |                                                                                    | 70.7                                                                                |                                                                                     |                                                                                     | 38.3                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 17.4                                                                              | 38.6                                                                              | 32.0                                                                              | 14.6                                                                              | 14.0                                                                              | 42.0                                                                              | 31.4                                                                               | 15.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               | 4.5                                                                               | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               | 4.5                                                                                | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 20.4                                                                              | 26.2                                                                              | 27.5                                                                              | 27.0                                                                              | 9.4                                                                               | 37.2                                                                              | 6.0                                                                                | 47.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 12.7                                                                              | 21.0                                                                              | 29.5                                                                              | 5.3                                                                               | 11.4                                                                              | 36.3                                                                              | 2.9                                                                                | 8.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 4.8                                                                               | 0.0                                                                               | 0.3                                                                               | 0.0                                                                               | 0.4                                                                               | 1.3                                                                                | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 53.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings

2: Driveway/Canal St. & Barton Rd.



| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 75    | 806   | 1     | 1082  | 72    | 1     | 137   | 0     |
| Future Volume (vph)  | 75    | 806   | 1     | 1082  | 72    | 1     | 137   | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 9.6   | 28.8  | 9.6   | 28.8  | 28.8  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 14.8% | 44.3% | 14.8% | 44.3% | 44.3% | 40.9% | 40.9% | 40.9% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  |

Intersection Summary

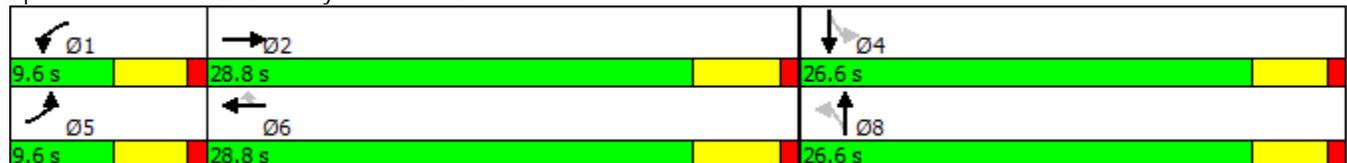
Cycle Length: 65

Actuated Cycle Length: 57.3

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



HCM 2010 Signalized Intersection Summary  
 2: Driveway/Canal St. & Barton Rd.

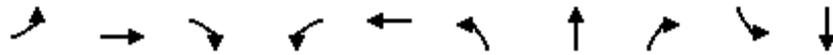
Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 75                                                                                | 806                                                                               | 3                                                                                 | 1                                                                                 | 1082                                                                              | 72                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 137                                                                                 | 0                                                                                   | 171                                                                                 |
| Future Volume (veh/h)        | 75                                                                                | 806                                                                               | 3                                                                                 | 1                                                                                 | 1082                                                                              | 72                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 137                                                                                 | 0                                                                                   | 171                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1765                                                                              | 1863                                                                              | 1900                                                                              | 1765                                                                              | 1863                                                                              | 1863                                                                              | 1800                                                                               | 1863                                                                                | 1900                                                                                | 1765                                                                                | 1863                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 79                                                                                | 848                                                                               | 3                                                                                 | 1                                                                                 | 1139                                                                              | 76                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 144                                                                                 | 0                                                                                   | 180                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 111                                                                               | 1898                                                                              | 7                                                                                 | 3                                                                                 | 1629                                                                              | 729                                                                               | 0                                                                                  | 360                                                                                 | 0                                                                                   | 398                                                                                 | 0                                                                                   | 306                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.00                                                                              | 0.46                                                                              | 0.46                                                                              | 0.00                                                                               | 0.19                                                                                | 0.00                                                                                | 0.19                                                                                | 0.00                                                                                | 0.19                                                                                |
| Sat Flow, veh/h              | 1681                                                                              | 3617                                                                              | 13                                                                                | 1681                                                                              | 3539                                                                              | 1583                                                                              | 0                                                                                  | 1863                                                                                | 0                                                                                   | 1336                                                                                | 0                                                                                   | 1583                                                                                |
| Grp Volume(v), veh/h         | 79                                                                                | 415                                                                               | 436                                                                               | 1                                                                                 | 1139                                                                              | 76                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 144                                                                                 | 0                                                                                   | 180                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1681                                                                              | 1770                                                                              | 1860                                                                              | 1681                                                                              | 1770                                                                              | 1583                                                                              | 0                                                                                  | 1863                                                                                | 0                                                                                   | 1336                                                                                | 0                                                                                   | 1583                                                                                |
| Q Serve(g_s), s              | 2.4                                                                               | 7.5                                                                               | 7.5                                                                               | 0.0                                                                               | 13.1                                                                              | 1.4                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 5.0                                                                                 | 0.0                                                                                 | 5.3                                                                                 |
| Cycle Q Clear(g_c), s        | 2.4                                                                               | 7.5                                                                               | 7.5                                                                               | 0.0                                                                               | 13.1                                                                              | 1.4                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 5.0                                                                                 | 0.0                                                                                 | 5.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.01                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.00                                                                               |                                                                                     | 0.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 111                                                                               | 929                                                                               | 976                                                                               | 3                                                                                 | 1629                                                                              | 729                                                                               | 0                                                                                  | 360                                                                                 | 0                                                                                   | 398                                                                                 | 0                                                                                   | 306                                                                                 |
| V/C Ratio(X)                 | 0.71                                                                              | 0.45                                                                              | 0.45                                                                              | 0.31                                                                              | 0.70                                                                              | 0.10                                                                              | 0.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.36                                                                                | 0.00                                                                                | 0.59                                                                                |
| Avail Cap(c_a), veh/h        | 164                                                                               | 929                                                                               | 976                                                                               | 164                                                                               | 1629                                                                              | 729                                                                               | 0                                                                                  | 799                                                                                 | 0                                                                                   | 713                                                                                 | 0                                                                                   | 679                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                               | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 23.5                                                                              | 7.6                                                                               | 7.6                                                                               | 25.6                                                                              | 11.0                                                                              | 7.8                                                                               | 0.0                                                                                | 16.7                                                                                | 0.0                                                                                 | 18.7                                                                                | 0.0                                                                                 | 18.8                                                                                |
| Incr Delay (d2), s/veh       | 3.2                                                                               | 1.6                                                                               | 1.5                                                                               | 18.3                                                                              | 2.5                                                                               | 0.3                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.2                                                                               | 4.0                                                                               | 4.2                                                                               | 0.0                                                                               | 6.9                                                                               | 0.7                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.9                                                                                 | 0.0                                                                                 | 2.5                                                                                 |
| LnGrp Delay(d),s/veh         | 26.7                                                                              | 9.1                                                                               | 9.0                                                                               | 43.8                                                                              | 13.5                                                                              | 8.1                                                                               | 0.0                                                                                | 16.7                                                                                | 0.0                                                                                 | 19.3                                                                                | 0.0                                                                                 | 20.6                                                                                |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | A                                                                                 | D                                                                                 | B                                                                                 | A                                                                                 |                                                                                    | B                                                                                   |                                                                                     | B                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 930                                                                               |                                                                                   |                                                                                   | 1216                                                                              |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     |                                                                                     | 324                                                                                 |
| Approach Delay, s/veh        |                                                                                   | 10.6                                                                              |                                                                                   |                                                                                   | 13.2                                                                              |                                                                                   |                                                                                    | 16.7                                                                                |                                                                                     |                                                                                     |                                                                                     | 20.0                                                                                |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 32.1                                                                              |                                                                                   | 14.5                                                                              | 8.0                                                                               | 28.8                                                                              |                                                                                    | 14.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 23.6                                                                              |                                                                                   | 22.0                                                                              | 5.0                                                                               | 23.6                                                                              |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 9.5                                                                               |                                                                                   | 7.3                                                                               | 4.4                                                                               | 15.1                                                                              |                                                                                    | 2.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 10.2                                                                              |                                                                                   | 1.4                                                                               | 0.0                                                                               | 6.7                                                                               |                                                                                    | 1.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 13.1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings

1: Barton Rd. & Vivenda Av.

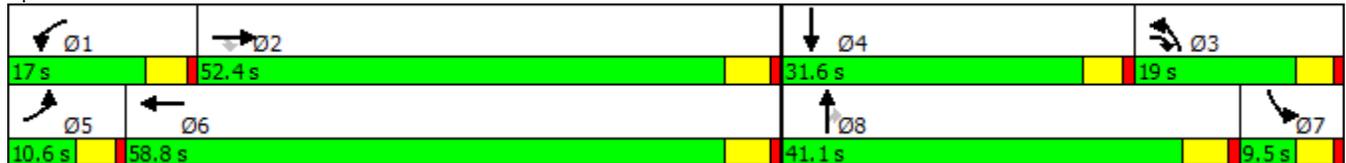


| Lane Group           | EBL  | EBT   | EBR   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL  | SBT   |
|----------------------|------|-------|-------|-------|-------|-------|-------|-------|------|-------|
| Lane Configurations  |      |       |       |       |       |       |       |       |      |       |
| Traffic Volume (vph) | 45   | 1751  | 616   | 259   | 1469  | 516   | 98    | 281   | 11   | 7     |
| Future Volume (vph)  | 45   | 1751  | 616   | 259   | 1469  | 516   | 98    | 281   | 11   | 7     |
| Turn Type            | Prot | NA    | pm+ov | Prot  | NA    | Prot  | NA    | Perm  | Prot | NA    |
| Protected Phases     | 5    | 2     | 3     | 1     | 6     | 3     | 8     |       | 7    | 4     |
| Permitted Phases     |      |       | 2     |       |       |       |       | 8     |      |       |
| Detector Phase       | 5    | 2     | 3     | 1     | 6     | 3     | 8     | 8     | 7    | 4     |
| Switch Phase         |      |       |       |       |       |       |       |       |      |       |
| Minimum Initial (s)  | 5.0  | 10.0  | 5.0   | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 5.0  | 10.0  |
| Minimum Split (s)    | 9.6  | 22.2  | 9.5   | 9.6   | 22.2  | 9.5   | 32.2  | 32.2  | 9.5  | 31.6  |
| Total Split (s)      | 10.6 | 52.4  | 19.0  | 17.0  | 58.8  | 19.0  | 41.1  | 41.1  | 9.5  | 31.6  |
| Total Split (%)      | 8.8% | 43.7% | 15.8% | 14.2% | 49.0% | 15.8% | 34.3% | 34.3% | 7.9% | 26.3% |
| Yellow Time (s)      | 3.6  | 4.2   | 3.5   | 3.6   | 4.2   | 3.5   | 4.2   | 4.2   | 3.5  | 3.6   |
| All-Red Time (s)     | 1.0  | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0  | 1.0   |
| Lost Time Adjust (s) | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |
| Total Lost Time (s)  | 4.6  | 5.2   | 4.5   | 4.6   | 5.2   | 4.5   | 5.2   | 5.2   | 4.5  | 4.6   |
| Lead/Lag             | Lead | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lead  | Lag  | Lead  |
| Lead-Lag Optimize?   | Yes  | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes  | Yes   |
| Recall Mode          | None | None  | None  | None  | None  | None  | Min   | Min   | None | Min   |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 106.4  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Barton Rd. & Vivenda Av.



HCM 2010 Signalized Intersection Summary  
 1: Barton Rd. & Vivenda Av.

Roquet Ranch SP (JN 09434)  
 10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 45                                                                                | 1751                                                                              | 616                                                                               | 259                                                                               | 1469                                                                              | 23                                                                                | 516                                                                                | 98                                                                                  | 281                                                                                 | 11                                                                                  | 7                                                                                   | 27                                                                                  |
| Future Volume (veh/h)        | 45                                                                                | 1751                                                                              | 616                                                                               | 259                                                                               | 1469                                                                              | 23                                                                                | 516                                                                                | 98                                                                                  | 281                                                                                 | 11                                                                                  | 7                                                                                   | 27                                                                                  |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1782                                                                              | 1956                                                                              | 1937                                                                              | 1782                                                                              | 1956                                                                              | 1976                                                                              | 1750                                                                               | 1956                                                                                | 1956                                                                                | 1782                                                                                | 1937                                                                                | 1976                                                                                |
| Adj Flow Rate, veh/h         | 47                                                                                | 1843                                                                              | 490                                                                               | 273                                                                               | 1546                                                                              | 24                                                                                | 543                                                                                | 208                                                                                 | 173                                                                                 | 12                                                                                  | 7                                                                                   | 28                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                  | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 1                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                  | 1                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 61                                                                                | 1793                                                                              | 986                                                                               | 204                                                                               | 2085                                                                              | 32                                                                                | 469                                                                                | 268                                                                                 | 228                                                                                 | 162                                                                                 | 33                                                                                  | 132                                                                                 |
| Arrive On Green              | 0.04                                                                              | 0.57                                                                              | 0.57                                                                              | 0.15                                                                              | 0.68                                                                              | 0.68                                                                              | 0.18                                                                               | 0.17                                                                                | 0.17                                                                                | 0.12                                                                                | 0.12                                                                                | 0.12                                                                                |
| Sat Flow, veh/h              | 1697                                                                              | 3913                                                                              | 1647                                                                              | 1697                                                                              | 3842                                                                              | 60                                                                                | 3334                                                                               | 1956                                                                                | 1663                                                                                | 1697                                                                                | 340                                                                                 | 1358                                                                                |
| Grp Volume(v), veh/h         | 47                                                                                | 1843                                                                              | 490                                                                               | 273                                                                               | 786                                                                               | 784                                                                               | 543                                                                                | 208                                                                                 | 173                                                                                 | 12                                                                                  | 0                                                                                   | 35                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1697                                                                              | 1956                                                                              | 1647                                                                              | 1697                                                                              | 1956                                                                              | 1946                                                                              | 1667                                                                               | 1956                                                                                | 1663                                                                                | 1697                                                                                | 0                                                                                   | 1698                                                                                |
| Q Serve(g_s), s              | 2.8                                                                               | 47.2                                                                              | 6.4                                                                               | 12.4                                                                              | 26.8                                                                              | 26.9                                                                              | 14.5                                                                               | 10.5                                                                                | 7.7                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Cycle Q Clear(g_c), s        | 2.8                                                                               | 47.2                                                                              | 6.4                                                                               | 12.4                                                                              | 26.8                                                                              | 26.9                                                                              | 14.5                                                                               | 10.5                                                                                | 7.7                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.03                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.80                                                                                |
| Lane Grp Cap(c), veh/h       | 61                                                                                | 1793                                                                              | 986                                                                               | 204                                                                               | 1062                                                                              | 1056                                                                              | 469                                                                                | 268                                                                                 | 228                                                                                 | 162                                                                                 | 0                                                                                   | 165                                                                                 |
| V/C Ratio(X)                 | 0.77                                                                              | 1.03                                                                              | 0.50                                                                              | 1.34                                                                              | 0.74                                                                              | 0.74                                                                              | 1.16                                                                               | 0.78                                                                                | 0.76                                                                                | 0.07                                                                                | 0.00                                                                                | 0.21                                                                                |
| Avail Cap(c_a), veh/h        | 99                                                                                | 1793                                                                              | 986                                                                               | 204                                                                               | 1062                                                                              | 1056                                                                              | 469                                                                                | 682                                                                                 | 580                                                                                 | 162                                                                                 | 0                                                                                   | 445                                                                                 |
| HCM Platoon Ratio            | 1.25                                                                              | 1.25                                                                              | 1.25                                                                              | 1.25                                                                              | 1.25                                                                              | 1.25                                                                              | 1.25                                                                               | 1.25                                                                                | 1.25                                                                                | 1.25                                                                                | 1.25                                                                                | 1.25                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 48.8                                                                              | 22.0                                                                              | 2.6                                                                               | 43.8                                                                              | 11.9                                                                              | 11.9                                                                              | 42.4                                                                               | 41.2                                                                                | 23.1                                                                                | 41.3                                                                                | 0.0                                                                                 | 41.7                                                                                |
| Incr Delay (d2), s/veh       | 7.5                                                                               | 28.7                                                                              | 0.4                                                                               | 180.5                                                                             | 2.8                                                                               | 2.9                                                                               | 92.2                                                                               | 4.8                                                                                 | 5.2                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.5                                                                               | 32.2                                                                              | 2.8                                                                               | 16.0                                                                              | 14.9                                                                              | 14.8                                                                              | 12.6                                                                               | 6.0                                                                                 | 3.8                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.9                                                                                 |
| LnGrp Delay(d),s/veh         | 56.2                                                                              | 50.7                                                                              | 3.0                                                                               | 224.3                                                                             | 14.7                                                                              | 14.7                                                                              | 134.7                                                                              | 46.0                                                                                | 28.3                                                                                | 41.5                                                                                | 0.0                                                                                 | 42.3                                                                                |
| LnGrp LOS                    | E                                                                                 | F                                                                                 | A                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 | F                                                                                  | D                                                                                   | C                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 2380                                                                              |                                                                                   |                                                                                   | 1843                                                                              |                                                                                   |                                                                                    | 924                                                                                 |                                                                                     |                                                                                     | 47                                                                                  |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 41.0                                                                              |                                                                                   |                                                                                   | 45.8                                                                              |                                                                                   |                                                                                    | 94.8                                                                                |                                                                                     |                                                                                     | 42.1                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | F                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 17.0                                                                              | 52.4                                                                              | 19.0                                                                              | 14.6                                                                              | 8.3                                                                               | 61.1                                                                              | 14.3                                                                               | 19.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               | 4.5                                                                               | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               | 4.5                                                                                | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 12.4                                                                              | 47.2                                                                              | 14.5                                                                              | 27.0                                                                              | 6.0                                                                               | 53.6                                                                              | 5.0                                                                                | 35.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 14.4                                                                              | 49.2                                                                              | 16.5                                                                              | 3.9                                                                               | 4.8                                                                               | 28.9                                                                              | 2.6                                                                                | 12.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 23.4                                                                              | 0.5                                                                                | 1.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 52.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings  
2: Driveway/Canal St. & Barton Rd.



| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 148   | 1709  | 1     | 1403  | 66    | 9     | 0     | 66    | 0     |
| Future Volume (vph)  | 148   | 1709  | 1     | 1403  | 66    | 9     | 0     | 66    | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     | 8     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 15.0  | 53.8  | 9.6   | 48.4  | 48.4  | 26.6  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 16.7% | 59.8% | 10.7% | 53.8% | 53.8% | 29.6% | 29.6% | 29.6% | 29.6% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   |       | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  | None  |

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 80  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



HCM 2010 Signalized Intersection Summary  
2: Driveway/Canal St. & Barton Rd.

Roquet Ranch SP (JN 09434)

10/24/2017

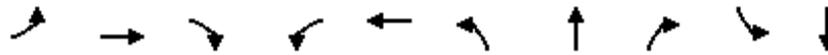
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|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 148                                                                               | 1709                                                                              | 1                                                                                 | 1                                                                                 | 1403                                                                              | 66                                                                                | 9                                                                                  | 0                                                                                   | 1                                                                                   | 66                                                                                  | 0                                                                                   | 191                                                                                 |
| Future Volume (veh/h)        | 148                                                                               | 1709                                                                              | 1                                                                                 | 1                                                                                 | 1403                                                                              | 66                                                                                | 9                                                                                  | 0                                                                                   | 1                                                                                   | 66                                                                                  | 0                                                                                   | 191                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1765                                                                              | 1863                                                                              | 1900                                                                              | 1765                                                                              | 1863                                                                              | 1863                                                                              | 1800                                                                               | 1863                                                                                | 1900                                                                                | 1765                                                                                | 1863                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 151                                                                               | 1744                                                                              | 1                                                                                 | 1                                                                                 | 1432                                                                              | 67                                                                                | 9                                                                                  | 0                                                                                   | 1                                                                                   | 67                                                                                  | 0                                                                                   | 195                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                               | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 184                                                                               | 2381                                                                              | 1                                                                                 | 2                                                                                 | 1939                                                                              | 867                                                                               | 133                                                                                | 5                                                                                   | 6                                                                                   | 336                                                                                 | 0                                                                                   | 254                                                                                 |
| Arrive On Green              | 0.11                                                                              | 0.66                                                                              | 0.66                                                                              | 0.00                                                                              | 0.55                                                                              | 0.55                                                                              | 0.16                                                                               | 0.00                                                                                | 0.16                                                                                | 0.16                                                                                | 0.00                                                                                | 0.16                                                                                |
| Sat Flow, veh/h              | 1681                                                                              | 3630                                                                              | 2                                                                                 | 1681                                                                              | 3539                                                                              | 1583                                                                              | 288                                                                                | 29                                                                                  | 35                                                                                  | 1336                                                                                | 0                                                                                   | 1583                                                                                |
| Grp Volume(v), veh/h         | 151                                                                               | 850                                                                               | 895                                                                               | 1                                                                                 | 1432                                                                              | 67                                                                                | 10                                                                                 | 0                                                                                   | 0                                                                                   | 67                                                                                  | 0                                                                                   | 195                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1681                                                                              | 1770                                                                              | 1862                                                                              | 1681                                                                              | 1770                                                                              | 1583                                                                              | 352                                                                                | 0                                                                                   | 0                                                                                   | 1336                                                                                | 0                                                                                   | 1583                                                                                |
| Q Serve(g_s), s              | 6.9                                                                               | 25.1                                                                              | 25.1                                                                              | 0.0                                                                               | 24.2                                                                              | 1.6                                                                               | 0.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.3                                                                                 |
| Cycle Q Clear(g_c), s        | 6.9                                                                               | 25.1                                                                              | 25.1                                                                              | 0.0                                                                               | 24.2                                                                              | 1.6                                                                               | 9.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 2.9                                                                                 | 0.0                                                                                 | 9.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.90                                                                               |                                                                                     | 0.10                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 184                                                                               | 1161                                                                              | 1221                                                                              | 2                                                                                 | 1939                                                                              | 867                                                                               | 143                                                                                | 0                                                                                   | 0                                                                                   | 336                                                                                 | 0                                                                                   | 254                                                                                 |
| V/C Ratio(X)                 | 0.82                                                                              | 0.73                                                                              | 0.73                                                                              | 0.43                                                                              | 0.74                                                                              | 0.08                                                                              | 0.07                                                                               | 0.00                                                                                | 0.00                                                                                | 0.20                                                                                | 0.00                                                                                | 0.77                                                                                |
| Avail Cap(c_a), veh/h        | 222                                                                               | 1161                                                                              | 1221                                                                              | 107                                                                               | 1939                                                                              | 867                                                                               | 287                                                                                | 0                                                                                   | 0                                                                                   | 495                                                                                 | 0                                                                                   | 442                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 34.4                                                                              | 9.0                                                                               | 9.0                                                                               | 39.3                                                                              | 13.5                                                                              | 8.4                                                                               | 31.5                                                                               | 0.0                                                                                 | 0.0                                                                                 | 29.0                                                                                | 0.0                                                                                 | 31.7                                                                                |
| Incr Delay (d2), s/veh       | 15.5                                                                              | 4.1                                                                               | 3.9                                                                               | 41.2                                                                              | 2.6                                                                               | 0.2                                                                               | 0.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 4.9                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 4.0                                                                               | 13.4                                                                              | 14.0                                                                              | 0.0                                                                               | 12.4                                                                              | 0.7                                                                               | 0.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.3                                                                                 | 0.0                                                                                 | 4.4                                                                                 |
| LnGrp Delay(d),s/veh         | 49.9                                                                              | 13.1                                                                              | 12.9                                                                              | 80.5                                                                              | 16.1                                                                              | 8.6                                                                               | 31.7                                                                               | 0.0                                                                                 | 0.0                                                                                 | 29.3                                                                                | 0.0                                                                                 | 36.6                                                                                |
| LnGrp LOS                    | D                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | B                                                                                 | A                                                                                 | C                                                                                  |                                                                                     |                                                                                     | C                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1896                                                                              |                                                                                   |                                                                                   | 1500                                                                              |                                                                                   |                                                                                    | 10                                                                                  |                                                                                     |                                                                                     |                                                                                     | 262                                                                                 |
| Approach Delay, s/veh        |                                                                                   | 15.9                                                                              |                                                                                   |                                                                                   | 15.8                                                                              |                                                                                   |                                                                                    | 31.7                                                                                |                                                                                     |                                                                                     |                                                                                     | 34.7                                                                                |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 56.9                                                                              |                                                                                   | 17.2                                                                              | 13.2                                                                              | 48.4                                                                              |                                                                                    | 17.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 48.6                                                                              |                                                                                   | 22.0                                                                              | 10.4                                                                              | 43.2                                                                              |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 27.1                                                                              |                                                                                   | 11.3                                                                              | 8.9                                                                               | 26.2                                                                              |                                                                                    | 11.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 19.6                                                                              |                                                                                   | 1.1                                                                               | 0.0                                                                               | 15.7                                                                              |                                                                                    | 1.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 17.3                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## HORIZON YEAR (2040) WITH PROJECT CONDITIONS

Timings

1: Barton Rd. & Vivenda Av.

10/24/2017

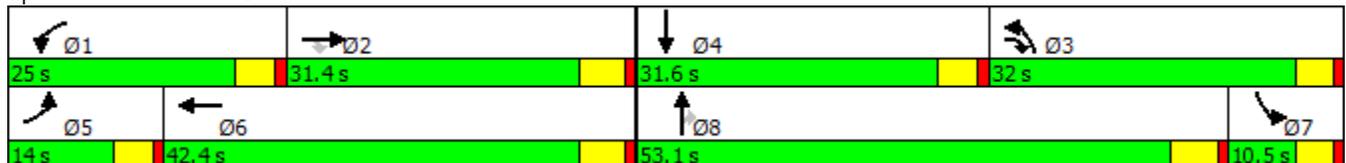


| Lane Group           | EBL   | EBT   | EBR   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL  | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|
| Lane Configurations  | ↖     | ↗     | ↘     | ↖     | ↗     | ↖     | ↗     | ↘     | ↖    | ↗     |
| Traffic Volume (vph) | 192   | 915   | 480   | 173   | 1236  | 896   | 41    | 146   | 21   | 33    |
| Future Volume (vph)  | 192   | 915   | 480   | 173   | 1236  | 896   | 41    | 146   | 21   | 33    |
| Turn Type            | Prot  | NA    | pm+ov | Prot  | NA    | Prot  | NA    | Perm  | Prot | NA    |
| Protected Phases     | 5     | 2     | 3     | 1     | 6     | 3     | 8     |       | 7    | 4     |
| Permitted Phases     |       |       | 2     |       |       |       |       | 8     |      |       |
| Detector Phase       | 5     | 2     | 3     | 1     | 6     | 3     | 8     | 8     | 7    | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |      |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 5.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.5   | 9.6   | 22.2  | 9.5   | 32.2  | 32.2  | 9.5  | 31.6  |
| Total Split (s)      | 14.0  | 31.4  | 32.0  | 25.0  | 42.4  | 32.0  | 53.1  | 53.1  | 10.5 | 31.6  |
| Total Split (%)      | 11.7% | 26.2% | 26.7% | 20.8% | 35.3% | 26.7% | 44.3% | 44.3% | 8.8% | 26.3% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.5   | 3.6   | 4.2   | 3.5   | 4.2   | 4.2   | 3.5  | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0  | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.5   | 4.6   | 5.2   | 4.5   | 5.2   | 5.2   | 4.5  | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lead  | Lag  | Lead  |
| Lead-Lag Optimize?   | Yes   | Yes  | Yes   |
| Recall Mode          | None  | None  | None  | None  | None  | None  | Min   | Min   | None | Min   |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 106.6  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Barton Rd. & Vivenda Av.



HCM 2010 Signalized Intersection Summary  
 1: Barton Rd. & Vivenda Av.

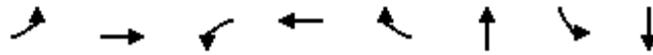
Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |   |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 192                                                                               | 915                                                                               | 480                                                                               | 173                                                                               | 1236                                                                              | 65                                                                                | 896                                                                                | 41                                                                                  | 146                                                                                 | 21                                                                                  | 33                                                                                  | 178                                                                                 |
| Future Volume (veh/h)        | 192                                                                               | 915                                                                               | 480                                                                               | 173                                                                               | 1236                                                                              | 65                                                                                | 896                                                                                | 41                                                                                  | 146                                                                                 | 21                                                                                  | 33                                                                                  | 178                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1782                                                                              | 1956                                                                              | 1956                                                                              | 1782                                                                              | 1955                                                                              | 1976                                                                              | 1750                                                                               | 1956                                                                                | 1956                                                                                | 1782                                                                                | 1940                                                                                | 1976                                                                                |
| Adj Flow Rate, veh/h         | 202                                                                               | 963                                                                               | 505                                                                               | 182                                                                               | 1301                                                                              | 68                                                                                | 943                                                                                | 126                                                                                 | 98                                                                                  | 22                                                                                  | 35                                                                                  | 29                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                  | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                  | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   |
| Cap, veh/h                   | 155                                                                               | 1284                                                                              | 989                                                                               | 211                                                                               | 1331                                                                              | 69                                                                                | 890                                                                                | 190                                                                                 | 161                                                                                 | 443                                                                                 | 95                                                                                  | 79                                                                                  |
| Arrive On Green              | 0.12                                                                              | 0.44                                                                              | 0.44                                                                              | 0.17                                                                              | 0.49                                                                              | 0.49                                                                              | 0.36                                                                               | 0.13                                                                                | 0.13                                                                                | 0.35                                                                                | 0.13                                                                                | 0.13                                                                                |
| Sat Flow, veh/h              | 1697                                                                              | 3913                                                                              | 1663                                                                              | 1697                                                                              | 3685                                                                              | 192                                                                               | 3334                                                                               | 1956                                                                                | 1663                                                                                | 1697                                                                                | 983                                                                                 | 814                                                                                 |
| Grp Volume(v), veh/h         | 202                                                                               | 963                                                                               | 505                                                                               | 182                                                                               | 690                                                                               | 679                                                                               | 943                                                                                | 126                                                                                 | 98                                                                                  | 22                                                                                  | 0                                                                                   | 64                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1697                                                                              | 1956                                                                              | 1663                                                                              | 1697                                                                              | 1955                                                                              | 1922                                                                              | 1667                                                                               | 1956                                                                                | 1663                                                                                | 1697                                                                                | 0                                                                                   | 1797                                                                                |
| Q Serve(g_s), s              | 9.4                                                                               | 21.2                                                                              | 7.4                                                                               | 10.7                                                                              | 35.5                                                                              | 35.7                                                                              | 27.5                                                                               | 6.3                                                                                 | 4.3                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 3.3                                                                                 |
| Cycle Q Clear(g_c), s        | 9.4                                                                               | 21.2                                                                              | 7.4                                                                               | 10.7                                                                              | 35.5                                                                              | 35.7                                                                              | 27.5                                                                               | 6.3                                                                                 | 4.3                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 3.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.45                                                                                |
| Lane Grp Cap(c), veh/h       | 155                                                                               | 1284                                                                              | 989                                                                               | 211                                                                               | 706                                                                               | 694                                                                               | 890                                                                                | 190                                                                                 | 161                                                                                 | 443                                                                                 | 0                                                                                   | 174                                                                                 |
| V/C Ratio(X)                 | 1.30                                                                              | 0.75                                                                              | 0.51                                                                              | 0.86                                                                              | 0.98                                                                              | 0.98                                                                              | 1.06                                                                               | 0.66                                                                                | 0.61                                                                                | 0.05                                                                                | 0.00                                                                                | 0.37                                                                                |
| Avail Cap(c_a), veh/h        | 155                                                                               | 1284                                                                              | 989                                                                               | 336                                                                               | 706                                                                               | 694                                                                               | 890                                                                                | 910                                                                                 | 773                                                                                 | 443                                                                                 | 0                                                                                   | 471                                                                                 |
| HCM Platoon Ratio            | 1.35                                                                              | 1.35                                                                              | 1.35                                                                              | 1.35                                                                              | 1.35                                                                              | 1.35                                                                              | 1.35                                                                               | 1.35                                                                                | 1.35                                                                                | 1.35                                                                                | 1.35                                                                                | 1.35                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 45.2                                                                              | 25.2                                                                              | 2.9                                                                               | 42.0                                                                              | 26.0                                                                              | 26.0                                                                              | 32.9                                                                               | 43.1                                                                                | 24.6                                                                                | 24.9                                                                                | 0.0                                                                                 | 41.9                                                                                |
| Incr Delay (d2), s/veh       | 175.7                                                                             | 2.5                                                                               | 0.4                                                                               | 7.4                                                                               | 27.9                                                                              | 28.9                                                                              | 47.1                                                                               | 3.9                                                                                 | 3.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.3                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 11.9                                                                              | 11.7                                                                              | 3.3                                                                               | 5.4                                                                               | 24.4                                                                              | 24.2                                                                              | 18.4                                                                               | 3.6                                                                                 | 2.2                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 1.7                                                                                 |
| LnGrp Delay(d),s/veh         | 220.8                                                                             | 27.7                                                                              | 3.3                                                                               | 49.4                                                                              | 53.9                                                                              | 54.9                                                                              | 80.1                                                                               | 47.1                                                                                | 28.2                                                                                | 25.0                                                                                | 0.0                                                                                 | 43.1                                                                                |
| LnGrp LOS                    | F                                                                                 | C                                                                                 | A                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | F                                                                                  | D                                                                                   | C                                                                                   | C                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1670                                                                              |                                                                                   |                                                                                   | 1551                                                                              |                                                                                   |                                                                                    | 1167                                                                                |                                                                                     |                                                                                     |                                                                                     | 86                                                                                  |
| Approach Delay, s/veh        |                                                                                   | 43.7                                                                              |                                                                                   |                                                                                   | 53.8                                                                              |                                                                                   |                                                                                    | 72.2                                                                                |                                                                                     |                                                                                     |                                                                                     | 38.5                                                                                |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | E                                                                                   |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 17.4                                                                              | 39.0                                                                              | 32.0                                                                              | 14.6                                                                              | 14.0                                                                              | 42.4                                                                              | 31.4                                                                               | 15.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               | 4.5                                                                               | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               | 4.5                                                                                | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 20.4                                                                              | 26.2                                                                              | 27.5                                                                              | 27.0                                                                              | 9.4                                                                               | 37.2                                                                              | 6.0                                                                                | 47.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 12.7                                                                              | 23.2                                                                              | 29.5                                                                              | 5.3                                                                               | 11.4                                                                              | 37.7                                                                              | 2.9                                                                                | 8.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 2.9                                                                               | 0.0                                                                               | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 1.3                                                                                | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 54.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings

2: Driveway/Canal St. & Barton Rd.



| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 75    | 873   | 1     | 1111  | 72    | 1     | 137   | 0     |
| Future Volume (vph)  | 75    | 873   | 1     | 1111  | 72    | 1     | 137   | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 9.6   | 28.8  | 9.6   | 28.8  | 28.8  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 14.8% | 44.3% | 14.8% | 44.3% | 44.3% | 40.9% | 40.9% | 40.9% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  |

Intersection Summary

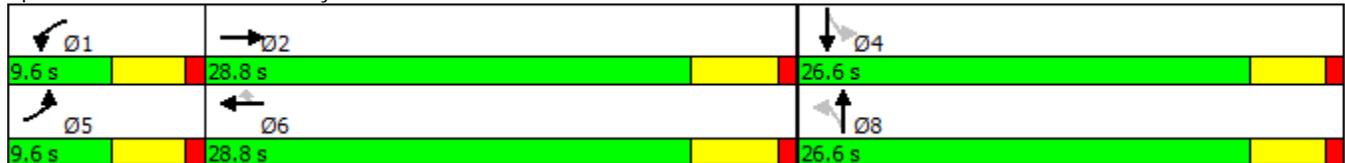
Cycle Length: 65

Actuated Cycle Length: 57.3

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



HCM 2010 Signalized Intersection Summary  
 2: Driveway/Canal St. & Barton Rd.

Roquet Ranch SP (JN 09434)

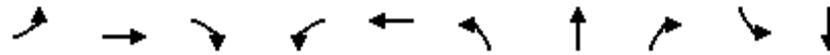
10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 75                                                                                | 873                                                                               | 3                                                                                 | 1                                                                                 | 1111                                                                              | 72                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 137                                                                                 | 0                                                                                   | 171                                                                                 |
| Future Volume (veh/h)        | 75                                                                                | 873                                                                               | 3                                                                                 | 1                                                                                 | 1111                                                                              | 72                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 137                                                                                 | 0                                                                                   | 171                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1765                                                                              | 1863                                                                              | 1900                                                                              | 1765                                                                              | 1863                                                                              | 1863                                                                              | 1800                                                                               | 1863                                                                                | 1900                                                                                | 1765                                                                                | 1863                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 79                                                                                | 919                                                                               | 3                                                                                 | 1                                                                                 | 1169                                                                              | 76                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 144                                                                                 | 0                                                                                   | 180                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 111                                                                               | 1899                                                                              | 6                                                                                 | 3                                                                                 | 1629                                                                              | 729                                                                               | 0                                                                                  | 360                                                                                 | 0                                                                                   | 398                                                                                 | 0                                                                                   | 306                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.00                                                                              | 0.46                                                                              | 0.46                                                                              | 0.00                                                                               | 0.19                                                                                | 0.00                                                                                | 0.19                                                                                | 0.00                                                                                | 0.19                                                                                |
| Sat Flow, veh/h              | 1681                                                                              | 3618                                                                              | 12                                                                                | 1681                                                                              | 3539                                                                              | 1583                                                                              | 0                                                                                  | 1863                                                                                | 0                                                                                   | 1336                                                                                | 0                                                                                   | 1583                                                                                |
| Grp Volume(v), veh/h         | 79                                                                                | 449                                                                               | 473                                                                               | 1                                                                                 | 1169                                                                              | 76                                                                                | 0                                                                                  | 1                                                                                   | 0                                                                                   | 144                                                                                 | 0                                                                                   | 180                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1681                                                                              | 1770                                                                              | 1861                                                                              | 1681                                                                              | 1770                                                                              | 1583                                                                              | 0                                                                                  | 1863                                                                                | 0                                                                                   | 1336                                                                                | 0                                                                                   | 1583                                                                                |
| Q Serve(g_s), s              | 2.4                                                                               | 8.3                                                                               | 8.3                                                                               | 0.0                                                                               | 13.7                                                                              | 1.4                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 5.0                                                                                 | 0.0                                                                                 | 5.3                                                                                 |
| Cycle Q Clear(g_c), s        | 2.4                                                                               | 8.3                                                                               | 8.3                                                                               | 0.0                                                                               | 13.7                                                                              | 1.4                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 5.0                                                                                 | 0.0                                                                                 | 5.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.01                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.00                                                                               |                                                                                     | 0.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 111                                                                               | 929                                                                               | 976                                                                               | 3                                                                                 | 1629                                                                              | 729                                                                               | 0                                                                                  | 360                                                                                 | 0                                                                                   | 398                                                                                 | 0                                                                                   | 306                                                                                 |
| V/C Ratio(X)                 | 0.71                                                                              | 0.48                                                                              | 0.48                                                                              | 0.31                                                                              | 0.72                                                                              | 0.10                                                                              | 0.00                                                                               | 0.00                                                                                | 0.00                                                                                | 0.36                                                                                | 0.00                                                                                | 0.59                                                                                |
| Avail Cap(c_a), veh/h        | 164                                                                               | 929                                                                               | 976                                                                               | 164                                                                               | 1629                                                                              | 729                                                                               | 0                                                                                  | 799                                                                                 | 0                                                                                   | 713                                                                                 | 0                                                                                   | 679                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                               | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 23.5                                                                              | 7.8                                                                               | 7.8                                                                               | 25.6                                                                              | 11.2                                                                              | 7.8                                                                               | 0.0                                                                                | 16.7                                                                                | 0.0                                                                                 | 18.7                                                                                | 0.0                                                                                 | 18.8                                                                                |
| Incr Delay (d2), s/veh       | 3.2                                                                               | 1.8                                                                               | 1.7                                                                               | 18.3                                                                              | 2.7                                                                               | 0.3                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 1.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.2                                                                               | 4.5                                                                               | 4.7                                                                               | 0.0                                                                               | 7.1                                                                               | 0.7                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.9                                                                                 | 0.0                                                                                 | 2.5                                                                                 |
| LnGrp Delay(d),s/veh         | 26.7                                                                              | 9.6                                                                               | 9.5                                                                               | 43.8                                                                              | 13.9                                                                              | 8.1                                                                               | 0.0                                                                                | 16.7                                                                                | 0.0                                                                                 | 19.3                                                                                | 0.0                                                                                 | 20.6                                                                                |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | A                                                                                 | D                                                                                 | B                                                                                 | A                                                                                 |                                                                                    | B                                                                                   |                                                                                     | B                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1001                                                                              |                                                                                   |                                                                                   | 1246                                                                              |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     |                                                                                     | 324                                                                                 |
| Approach Delay, s/veh        |                                                                                   | 10.9                                                                              |                                                                                   |                                                                                   | 13.6                                                                              |                                                                                   |                                                                                    | 16.7                                                                                |                                                                                     |                                                                                     |                                                                                     | 20.0                                                                                |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 32.1                                                                              |                                                                                   | 14.5                                                                              | 8.0                                                                               | 28.8                                                                              |                                                                                    | 14.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               |                                                                                   | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               |                                                                                    | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 23.6                                                                              |                                                                                   | 22.0                                                                              | 5.0                                                                               | 23.6                                                                              |                                                                                    | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 10.3                                                                              |                                                                                   | 7.3                                                                               | 4.4                                                                               | 15.7                                                                              |                                                                                    | 2.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 10.1                                                                              |                                                                                   | 1.4                                                                               | 0.0                                                                               | 6.5                                                                               |                                                                                    | 1.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   |                                                                                   | 13.3                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings  
1: Barton Rd. & Vivenda Av.

Roquet Ranch SP (JN 09434)

10/24/2017

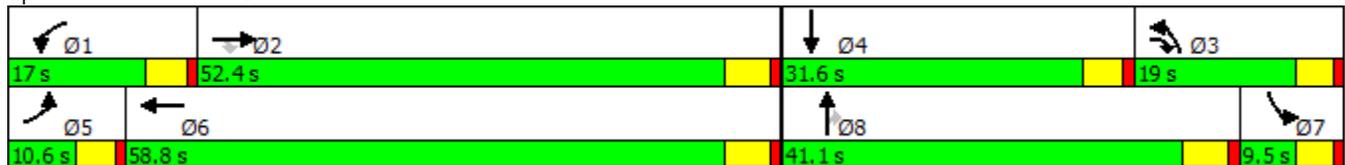


| Lane Group           | EBL  | EBT   | EBR   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL  | SBT   |
|----------------------|------|-------|-------|-------|-------|-------|-------|-------|------|-------|
| Lane Configurations  | ↘    | ↑↑    | ↗     | ↘     | ↑↑    | ↗     | ↑     | ↗     | ↘    | ↑     |
| Traffic Volume (vph) | 45   | 1796  | 616   | 259   | 1544  | 516   | 98    | 281   | 11   | 7     |
| Future Volume (vph)  | 45   | 1796  | 616   | 259   | 1544  | 516   | 98    | 281   | 11   | 7     |
| Turn Type            | Prot | NA    | pm+ov | Prot  | NA    | Prot  | NA    | Perm  | Prot | NA    |
| Protected Phases     | 5    | 2     | 3     | 1     | 6     | 3     | 8     |       | 7    | 4     |
| Permitted Phases     |      |       | 2     |       |       |       |       | 8     |      |       |
| Detector Phase       | 5    | 2     | 3     | 1     | 6     | 3     | 8     | 8     | 7    | 4     |
| Switch Phase         |      |       |       |       |       |       |       |       |      |       |
| Minimum Initial (s)  | 5.0  | 10.0  | 5.0   | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 5.0  | 10.0  |
| Minimum Split (s)    | 9.6  | 22.2  | 9.5   | 9.6   | 22.2  | 9.5   | 32.2  | 32.2  | 9.5  | 31.6  |
| Total Split (s)      | 10.6 | 52.4  | 19.0  | 17.0  | 58.8  | 19.0  | 41.1  | 41.1  | 9.5  | 31.6  |
| Total Split (%)      | 8.8% | 43.7% | 15.8% | 14.2% | 49.0% | 15.8% | 34.3% | 34.3% | 7.9% | 26.3% |
| Yellow Time (s)      | 3.6  | 4.2   | 3.5   | 3.6   | 4.2   | 3.5   | 4.2   | 4.2   | 3.5  | 3.6   |
| All-Red Time (s)     | 1.0  | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0  | 1.0   |
| Lost Time Adjust (s) | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   |
| Total Lost Time (s)  | 4.6  | 5.2   | 4.5   | 4.6   | 5.2   | 4.5   | 5.2   | 5.2   | 4.5  | 4.6   |
| Lead/Lag             | Lead | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lead  | Lag  | Lead  |
| Lead-Lag Optimize?   | Yes  | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes  | Yes   |
| Recall Mode          | None | None  | None  | None  | None  | None  | Min   | Min   | None | Min   |

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 106.4  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Barton Rd. & Vivenda Av.



HCM 2010 Signalized Intersection Summary  
 1: Barton Rd. & Vivenda Av.

Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |   |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 45                                                                                | 1796                                                                              | 616                                                                               | 259                                                                               | 1544                                                                              | 23                                                                                | 516                                                                                | 98                                                                                  | 281                                                                                 | 11                                                                                  | 7                                                                                   | 27                                                                                  |
| Future Volume (veh/h)        | 45                                                                                | 1796                                                                              | 616                                                                               | 259                                                                               | 1544                                                                              | 23                                                                                | 516                                                                                | 98                                                                                  | 281                                                                                 | 11                                                                                  | 7                                                                                   | 27                                                                                  |
| Number                       | 5                                                                                 | 2                                                                                 | 12                                                                                | 1                                                                                 | 6                                                                                 | 16                                                                                | 3                                                                                  | 8                                                                                   | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1782                                                                              | 1956                                                                              | 1956                                                                              | 1782                                                                              | 1956                                                                              | 1976                                                                              | 1750                                                                               | 1956                                                                                | 1956                                                                                | 1782                                                                                | 1941                                                                                | 1976                                                                                |
| Adj Flow Rate, veh/h         | 47                                                                                | 1891                                                                              | 490                                                                               | 273                                                                               | 1625                                                                              | 24                                                                                | 543                                                                                | 208                                                                                 | 173                                                                                 | 12                                                                                  | 7                                                                                   | 28                                                                                  |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                  | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                  | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   |
| Cap, veh/h                   | 61                                                                                | 1793                                                                              | 996                                                                               | 204                                                                               | 2087                                                                              | 31                                                                                | 469                                                                                | 267                                                                                 | 227                                                                                 | 162                                                                                 | 33                                                                                  | 132                                                                                 |
| Arrive On Green              | 0.05                                                                              | 0.60                                                                              | 0.60                                                                              | 0.16                                                                              | 0.71                                                                              | 0.71                                                                              | 0.18                                                                               | 0.18                                                                                | 0.18                                                                                | 0.12                                                                                | 0.13                                                                                | 0.13                                                                                |
| Sat Flow, veh/h              | 1697                                                                              | 3913                                                                              | 1663                                                                              | 1697                                                                              | 3846                                                                              | 57                                                                                | 3334                                                                               | 1956                                                                                | 1663                                                                                | 1697                                                                                | 340                                                                                 | 1361                                                                                |
| Grp Volume(v), veh/h         | 47                                                                                | 1891                                                                              | 490                                                                               | 273                                                                               | 826                                                                               | 823                                                                               | 543                                                                                | 208                                                                                 | 173                                                                                 | 12                                                                                  | 0                                                                                   | 35                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1697                                                                              | 1956                                                                              | 1663                                                                              | 1697                                                                              | 1956                                                                              | 1946                                                                              | 1667                                                                               | 1956                                                                                | 1663                                                                                | 1697                                                                                | 0                                                                                   | 1701                                                                                |
| Q Serve(g_s), s              | 2.8                                                                               | 47.2                                                                              | 6.1                                                                               | 12.4                                                                              | 28.4                                                                              | 28.5                                                                              | 14.5                                                                               | 10.4                                                                                | 7.6                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Cycle Q Clear(g_c), s        | 2.8                                                                               | 47.2                                                                              | 6.1                                                                               | 12.4                                                                              | 28.4                                                                              | 28.5                                                                              | 14.5                                                                               | 10.4                                                                                | 7.6                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.03                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.80                                                                                |
| Lane Grp Cap(c), veh/h       | 61                                                                                | 1793                                                                              | 996                                                                               | 204                                                                               | 1062                                                                              | 1056                                                                              | 469                                                                                | 267                                                                                 | 227                                                                                 | 162                                                                                 | 0                                                                                   | 165                                                                                 |
| V/C Ratio(X)                 | 0.77                                                                              | 1.05                                                                              | 0.49                                                                              | 1.34                                                                              | 0.78                                                                              | 0.78                                                                              | 1.16                                                                               | 0.78                                                                                | 0.76                                                                                | 0.07                                                                                | 0.00                                                                                | 0.21                                                                                |
| Avail Cap(c_a), veh/h        | 99                                                                                | 1793                                                                              | 996                                                                               | 204                                                                               | 1062                                                                              | 1056                                                                              | 469                                                                                | 682                                                                                 | 580                                                                                 | 162                                                                                 | 0                                                                                   | 446                                                                                 |
| HCM Platoon Ratio            | 1.30                                                                              | 1.30                                                                              | 1.30                                                                              | 1.30                                                                              | 1.30                                                                              | 1.30                                                                              | 1.30                                                                               | 1.30                                                                                | 1.30                                                                                | 1.30                                                                                | 1.30                                                                                | 1.30                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 48.7                                                                              | 20.8                                                                              | 2.4                                                                               | 43.4                                                                              | 11.1                                                                              | 11.1                                                                              | 42.1                                                                               | 40.9                                                                                | 22.9                                                                                | 41.1                                                                                | 0.0                                                                                 | 41.5                                                                                |
| Incr Delay (d2), s/veh       | 7.5                                                                               | 37.3                                                                              | 0.4                                                                               | 180.5                                                                             | 3.7                                                                               | 3.8                                                                               | 92.2                                                                               | 4.9                                                                                 | 5.2                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.5                                                                               | 34.3                                                                              | 2.7                                                                               | 16.0                                                                              | 16.1                                                                              | 16.0                                                                              | 12.6                                                                               | 6.0                                                                                 | 3.8                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.9                                                                                 |
| LnGrp Delay(d),s/veh         | 56.1                                                                              | 58.2                                                                              | 2.8                                                                               | 224.0                                                                             | 14.8                                                                              | 14.9                                                                              | 134.3                                                                              | 45.7                                                                                | 28.1                                                                                | 41.3                                                                                | 0.0                                                                                 | 42.1                                                                                |
| LnGrp LOS                    | E                                                                                 | F                                                                                 | A                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 | F                                                                                  | D                                                                                   | C                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 2428                                                                              |                                                                                   |                                                                                   | 1922                                                                              |                                                                                   |                                                                                    | 924                                                                                 |                                                                                     |                                                                                     |                                                                                     | 47                                                                                  |
| Approach Delay, s/veh        |                                                                                   | 46.9                                                                              |                                                                                   |                                                                                   | 44.6                                                                              |                                                                                   |                                                                                    | 94.5                                                                                |                                                                                     |                                                                                     |                                                                                     | 41.9                                                                                |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | F                                                                                   |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 17.0                                                                              | 52.4                                                                              | 19.0                                                                              | 14.6                                                                              | 8.3                                                                               | 61.1                                                                              | 14.3                                                                               | 19.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                               | 4.5                                                                               | 4.6                                                                               | 4.6                                                                               | 5.2                                                                               | 4.5                                                                                | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 12.4                                                                              | 47.2                                                                              | 14.5                                                                              | 27.0                                                                              | 6.0                                                                               | 53.6                                                                              | 5.0                                                                                | 35.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 14.4                                                                              | 49.2                                                                              | 16.5                                                                              | 3.9                                                                               | 4.8                                                                               | 30.5                                                                              | 2.6                                                                                | 12.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 22.1                                                                              | 0.5                                                                                | 1.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 54.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Notes</b>                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Timings  
2: Driveway/Canal St. & Barton Rd.

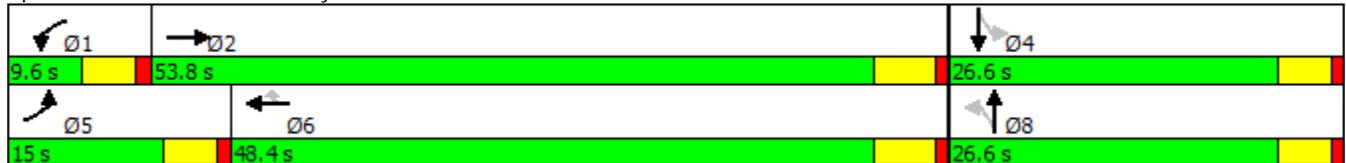


| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 148   | 1754  | 1     | 1478  | 66    | 9     | 0     | 66    | 0     |
| Future Volume (vph)  | 148   | 1754  | 1     | 1478  | 66    | 9     | 0     | 66    | 0     |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | Perm  | NA    | Perm  | NA    |
| Protected Phases     | 5     | 2     | 1     | 6     |       |       | 8     |       | 4     |
| Permitted Phases     |       |       |       |       | 6     | 8     |       | 4     |       |
| Detector Phase       | 5     | 2     | 1     | 6     | 6     | 8     | 8     | 4     | 4     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 10.0  | 5.0   | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)    | 9.6   | 22.2  | 9.6   | 22.2  | 22.2  | 14.6  | 14.6  | 26.6  | 26.6  |
| Total Split (s)      | 15.0  | 53.8  | 9.6   | 48.4  | 48.4  | 26.6  | 26.6  | 26.6  | 26.6  |
| Total Split (%)      | 16.7% | 59.8% | 10.7% | 53.8% | 53.8% | 29.6% | 29.6% | 29.6% | 29.6% |
| Yellow Time (s)      | 3.6   | 4.2   | 3.6   | 4.2   | 4.2   | 3.6   | 3.6   | 3.6   | 3.6   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.6   | 5.2   | 4.6   | 5.2   | 5.2   |       | 4.6   | 4.6   | 4.6   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   |       |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |       |
| Recall Mode          | None  | Max   | None  | Max   | Max   | None  | None  | None  | None  |

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 80  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Driveway/Canal St. & Barton Rd.



HCM 2010 Signalized Intersection Summary  
2: Driveway/Canal St. & Barton Rd.

Roquet Ranch SP (JN 09434)

10/24/2017

|                              |  |                                                                                    |  |  |                                                                                    |  |  |                                                                                      |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                 | EBR                                                                               | WBL                                                                               | WBT                                                                                                                                                                 | WBR                                                                               | NBL                                                                                | NBT                                                                                                                                                                     | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |   |                                                                                   |  |   |  |                                                                                    |   |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 148                                                                               | 1754                                                                                                                                                                | 1                                                                                 | 1                                                                                 | 1478                                                                                                                                                                | 66                                                                                | 9                                                                                  | 0                                                                                                                                                                       | 1                                                                                   | 66                                                                                  | 0                                                                                   | 191                                                                                 |
| Future Volume (veh/h)        | 148                                                                               | 1754                                                                                                                                                                | 1                                                                                 | 1                                                                                 | 1478                                                                                                                                                                | 66                                                                                | 9                                                                                  | 0                                                                                                                                                                       | 1                                                                                   | 66                                                                                  | 0                                                                                   | 191                                                                                 |
| Number                       | 5                                                                                 | 2                                                                                                                                                                   | 12                                                                                | 1                                                                                 | 6                                                                                                                                                                   | 16                                                                                | 3                                                                                  | 8                                                                                                                                                                       | 18                                                                                  | 7                                                                                   | 4                                                                                   | 14                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                 | 0                                                                                  | 0                                                                                                                                                                       | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                     | 1.00                                                                              | 1.00                                                                              |                                                                                                                                                                     | 1.00                                                                              | 1.00                                                                               |                                                                                                                                                                         | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1765                                                                              | 1863                                                                                                                                                                | 1900                                                                              | 1765                                                                              | 1863                                                                                                                                                                | 1863                                                                              | 1800                                                                               | 1863                                                                                                                                                                    | 1900                                                                                | 1765                                                                                | 1863                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 151                                                                               | 1790                                                                                                                                                                | 1                                                                                 | 1                                                                                 | 1508                                                                                                                                                                | 67                                                                                | 9                                                                                  | 0                                                                                                                                                                       | 1                                                                                   | 67                                                                                  | 0                                                                                   | 195                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                                                                                                   | 0                                                                                 | 1                                                                                 | 2                                                                                                                                                                   | 1                                                                                 | 0                                                                                  | 1                                                                                                                                                                       | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.98                                                                              | 0.98                                                                                                                                                                | 0.98                                                                              | 0.98                                                                              | 0.98                                                                                                                                                                | 0.98                                                                              | 0.98                                                                               | 0.98                                                                                                                                                                    | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                                                                                                   | 2                                                                                 | 2                                                                                  | 2                                                                                                                                                                       | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 184                                                                               | 2381                                                                                                                                                                | 1                                                                                 | 2                                                                                 | 1939                                                                                                                                                                | 867                                                                               | 133                                                                                | 5                                                                                                                                                                       | 6                                                                                   | 336                                                                                 | 0                                                                                   | 254                                                                                 |
| Arrive On Green              | 0.11                                                                              | 0.66                                                                                                                                                                | 0.66                                                                              | 0.00                                                                              | 0.55                                                                                                                                                                | 0.55                                                                              | 0.16                                                                               | 0.00                                                                                                                                                                    | 0.16                                                                                | 0.16                                                                                | 0.00                                                                                | 0.16                                                                                |
| Sat Flow, veh/h              | 1681                                                                              | 3630                                                                                                                                                                | 2                                                                                 | 1681                                                                              | 3539                                                                                                                                                                | 1583                                                                              | 288                                                                                | 29                                                                                                                                                                      | 35                                                                                  | 1336                                                                                | 0                                                                                   | 1583                                                                                |
| Grp Volume(v), veh/h         | 151                                                                               | 873                                                                                                                                                                 | 918                                                                               | 1                                                                                 | 1508                                                                                                                                                                | 67                                                                                | 10                                                                                 | 0                                                                                                                                                                       | 0                                                                                   | 67                                                                                  | 0                                                                                   | 195                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1681                                                                              | 1770                                                                                                                                                                | 1862                                                                              | 1681                                                                              | 1770                                                                                                                                                                | 1583                                                                              | 352                                                                                | 0                                                                                                                                                                       | 0                                                                                   | 1336                                                                                | 0                                                                                   | 1583                                                                                |
| Q Serve(g_s), s              | 6.9                                                                               | 26.4                                                                                                                                                                | 26.4                                                                              | 0.0                                                                               | 26.5                                                                                                                                                                | 1.6                                                                               | 0.3                                                                                | 0.0                                                                                                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.3                                                                                 |
| Cycle Q Clear(g_c), s        | 6.9                                                                               | 26.4                                                                                                                                                                | 26.4                                                                              | 0.0                                                                               | 26.5                                                                                                                                                                | 1.6                                                                               | 9.6                                                                                | 0.0                                                                                                                                                                     | 0.0                                                                                 | 2.9                                                                                 | 0.0                                                                                 | 9.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                                                                                                     | 0.00                                                                              | 1.00                                                                              |                                                                                                                                                                     | 1.00                                                                              | 0.90                                                                               |                                                                                                                                                                         | 0.10                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 184                                                                               | 1161                                                                                                                                                                | 1221                                                                              | 2                                                                                 | 1939                                                                                                                                                                | 867                                                                               | 143                                                                                | 0                                                                                                                                                                       | 0                                                                                   | 336                                                                                 | 0                                                                                   | 254                                                                                 |
| V/C Ratio(X)                 | 0.82                                                                              | 0.75                                                                                                                                                                | 0.75                                                                              | 0.43                                                                              | 0.78                                                                                                                                                                | 0.08                                                                              | 0.07                                                                               | 0.00                                                                                                                                                                    | 0.00                                                                                | 0.20                                                                                | 0.00                                                                                | 0.77                                                                                |
| Avail Cap(c_a), veh/h        | 222                                                                               | 1161                                                                                                                                                                | 1221                                                                              | 107                                                                               | 1939                                                                                                                                                                | 867                                                                               | 287                                                                                | 0                                                                                                                                                                       | 0                                                                                   | 495                                                                                 | 0                                                                                   | 442                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                                                                                                    | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 34.4                                                                              | 9.2                                                                                                                                                                 | 9.2                                                                               | 39.3                                                                              | 14.1                                                                                                                                                                | 8.4                                                                               | 31.5                                                                               | 0.0                                                                                                                                                                     | 0.0                                                                                 | 29.0                                                                                | 0.0                                                                                 | 31.7                                                                                |
| Incr Delay (d2), s/veh       | 15.5                                                                              | 4.5                                                                                                                                                                 | 4.3                                                                               | 41.2                                                                              | 3.2                                                                                                                                                                 | 0.2                                                                               | 0.2                                                                                | 0.0                                                                                                                                                                     | 0.0                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 4.9                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                                                                                                                 | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                                                                                                 | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 4.0                                                                               | 14.1                                                                                                                                                                | 14.7                                                                              | 0.0                                                                               | 13.6                                                                                                                                                                | 0.7                                                                               | 0.2                                                                                | 0.0                                                                                                                                                                     | 0.0                                                                                 | 1.3                                                                                 | 0.0                                                                                 | 4.4                                                                                 |
| LnGrp Delay(d),s/veh         | 49.9                                                                              | 13.7                                                                                                                                                                | 13.5                                                                              | 80.5                                                                              | 17.2                                                                                                                                                                | 8.6                                                                               | 31.7                                                                               | 0.0                                                                                                                                                                     | 0.0                                                                                 | 29.3                                                                                | 0.0                                                                                 | 36.6                                                                                |
| LnGrp LOS                    | D                                                                                 | B                                                                                                                                                                   | B                                                                                 | F                                                                                 | B                                                                                                                                                                   | A                                                                                 | C                                                                                  |                                                                                                                                                                         |                                                                                     | C                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1942                                                                                                                                                                |                                                                                   |                                                                                   | 1576                                                                                                                                                                |                                                                                   |                                                                                    | 10                                                                                                                                                                      |                                                                                     |                                                                                     |                                                                                     | 262                                                                                 |
| Approach Delay, s/veh        |                                                                                   | 16.4                                                                                                                                                                |                                                                                   |                                                                                   | 16.9                                                                                                                                                                |                                                                                   |                                                                                    | 31.7                                                                                                                                                                    |                                                                                     |                                                                                     |                                                                                     | 34.7                                                                                |
| Approach LOS                 |                                                                                   | B                                                                                                                                                                   |                                                                                   |                                                                                   | B                                                                                                                                                                   |                                                                                   |                                                                                    | C                                                                                                                                                                       |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |
| Timer                        | 1                                                                                 | 2                                                                                                                                                                   | 3                                                                                 | 4                                                                                 | 5                                                                                                                                                                   | 6                                                                                 | 7                                                                                  | 8                                                                                                                                                                       |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 | 1                                                                                 | 2                                                                                                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                                                                                                       |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.7                                                                               | 56.9                                                                                                                                                                |                                                                                   | 17.2                                                                              | 13.2                                                                                                                                                                | 48.4                                                                              |                                                                                    | 17.2                                                                                                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.6                                                                               | 5.2                                                                                                                                                                 |                                                                                   | 4.6                                                                               | 4.6                                                                                                                                                                 | 5.2                                                                               |                                                                                    | 4.6                                                                                                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 5.0                                                                               | 48.6                                                                                                                                                                |                                                                                   | 22.0                                                                              | 10.4                                                                                                                                                                | 43.2                                                                              |                                                                                    | 22.0                                                                                                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.0                                                                               | 28.4                                                                                                                                                                |                                                                                   | 11.3                                                                              | 8.9                                                                                                                                                                 | 28.5                                                                              |                                                                                    | 11.6                                                                                                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 18.8                                                                                                                                                                |                                                                                   | 1.1                                                                               | 0.0                                                                                                                                                                 | 13.9                                                                              |                                                                                    | 1.1                                                                                                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                                                                                                     |                                                                                   | 17.9                                                                              |                                                                                                                                                                     |                                                                                   |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                                                                                                     |                                                                                   | B                                                                                 |                                                                                                                                                                     |                                                                                   |                                                                                    |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



**ATTACHMENT B**  
**SUPPLEMENTARY OPERATIONAL NOISE SOURCES FIGURE INSET**



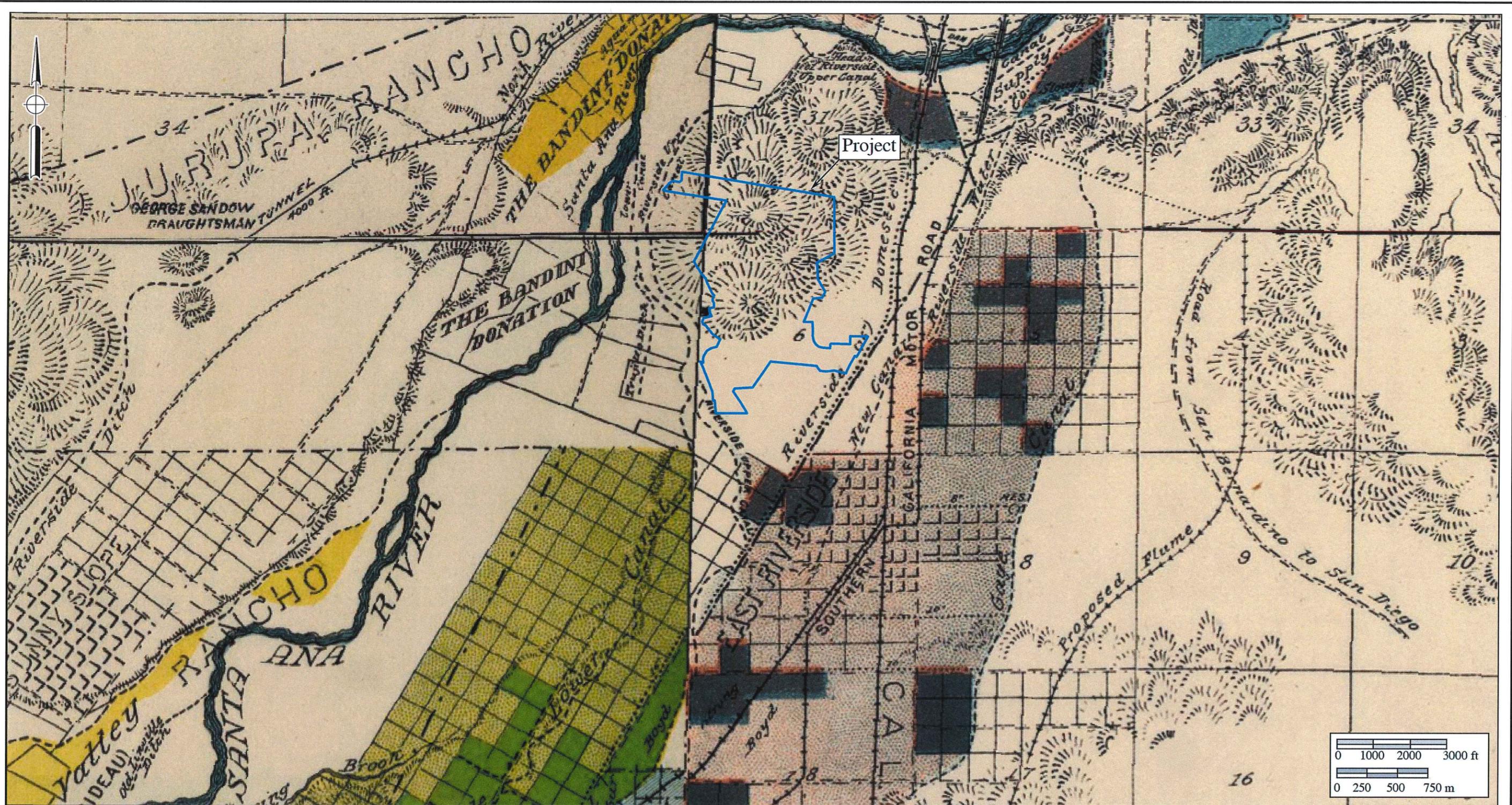
**LEGEND:**

-  Receiver Locations
  -  Roof-Top Air Conditioning Unit
  -  Drive-Through Speakerphone
-  Parking Lot Vehicle Movements
  -  Park/School Athletic Field Activity
  -  Distance from receiver to center of noise source (in feet)



ATTACHMENT C

FIGURE 1 – 1888 IRRIGATION MAP



**Figure 1**

**1888 Irrigation Map**

The Roquet Ranch Project

*(Lithograph courtesy of the David Rumsey Historical Map Collection)*





ATTACHMENT D  
PROJECT TRIP GENERATION (ELEMENTARY SCHOOL SCENARIO)

Table 4-2 (2)

## Project Trip Generation Summary

| Planning Area                                                | Land Use                              | Quantity | Units <sup>1</sup> | AM Peak Hour |            |            | PM Peak Hour |            |            | Daily        |
|--------------------------------------------------------------|---------------------------------------|----------|--------------------|--------------|------------|------------|--------------|------------|------------|--------------|
|                                                              |                                       |          |                    | In           | Out        | Total      | In           | Out        | Total      |              |
| 1                                                            | Single Family Residential             | 65       | DU                 | 12           | 36         | 49         | 41           | 24         | 65         | 619          |
| 2                                                            | Single Family Residential             | 121      | DU                 | 23           | 68         | 91         | 76           | 45         | 121        | 1,152        |
| 3                                                            | Single Family Residential             | 169      | DU                 | 32           | 95         | 127        | 106          | 63         | 169        | 1,609        |
| 4                                                            | Single Family Residential             | 78       | DU                 | 15           | 44         | 59         | 49           | 29         | 78         | 743          |
| 5                                                            | Single Family Residential             | 75       | DU                 | 14           | 42         | 56         | 47           | 28         | 75         | 714          |
| 6                                                            | Single Family Residential             | 78       | DU                 | 15           | 44         | 59         | 49           | 29         | 78         | 743          |
| 7                                                            | Single Family Residential             | 20       | DU                 | 4            | 11         | 15         | 13           | 7          | 20         | 190          |
| 8                                                            | Condo/Townhomes                       | 79       | DU                 | 6            | 29         | 35         | 28           | 13         | 41         | 459          |
| 9                                                            | Single Family Residential             | 137      | DU                 | 26           | 77         | 103        | 86           | 51         | 137        | 1,304        |
| 10                                                           | Active Adult - Attached               | 52       | DU                 | 4            | 7          | 10         | 7            | 6          | 13         | 179          |
| 12                                                           | Elementary School                     | 600      | STU                | 150          | 120        | 270        | 42           | 48         | 90         | 774          |
| 13                                                           | Single Family Residential             | 11       | DU                 | 2            | 6          | 8          | 7            | 4          | 11         | 105          |
| Residential Net Trips                                        |                                       |          |                    | 302          | 578        | 881        | 552          | 346        | 898        | 8,590        |
| <i>Internal Capture (Residential to Retail)</i> <sup>2</sup> |                                       |          |                    | -8           | -37        | -45        | -28          | -18        | -46        | -440         |
| <i>Internal Capture (School to Residential)</i>              |                                       |          |                    | -75          | -60        | -135       | -21          | -24        | -45        | -387         |
| <b>Residential Subtotal</b>                                  |                                       |          |                    | <b>219</b>   | <b>481</b> | <b>701</b> | <b>503</b>   | <b>304</b> | <b>807</b> | <b>7,763</b> |
| 11                                                           | Shopping Center                       | 6.500    | TSF                | 16           | 10         | 25         | 41           | 44         | 85         | 1,006        |
|                                                              | <i>Internal Capture</i> <sup>2</sup>  |          |                    | -4           | -2         | -6         | -25          | -24        | -49        | -583         |
|                                                              | <i>Pass-By Reduction</i> <sup>3</sup> |          | 34%                | --           | --         | --         | -5           | -5         | -11        | -342         |
|                                                              | Coffee Shop with Drive Thru           | 1.500    | TSF                | 77           | 74         | 151        | 32           | 32         | 64         | 1,228        |
|                                                              | <i>Internal Capture</i> <sup>2</sup>  |          |                    | -18          | -4         | -22        | -14          | -19        | -33        | -622         |
|                                                              | <i>Pass-By Reduction</i> <sup>3</sup> |          | 49/50%             | -34          | -34        | -69        | -7           | -7         | -13        | -303         |
|                                                              | Fast Food with Drive Thru             | 4.000    | TSF                | 93           | 89         | 182        | 68           | 63         | 131        | 1,984        |
|                                                              | <i>Internal Capture</i> <sup>2</sup>  |          |                    | -18          | -4         | -22        | -14          | -19        | -33        | -494         |
|                                                              | <i>Pass-By Reduction</i> <sup>3</sup> |          | 49/50%             | -42          | -42        | -83        | -22          | -22        | -44        | -745         |
|                                                              | Planning Area 11 Net Trips            |          |                    |              | 185        | 173        | 358          | 141        | 139        | 279          |
| <i>Total Internal Capture</i>                                |                                       |          |                    | -39          | -10        | -49        | -52          | -62        | -114       | -1,698       |
| <i>Total Pass-by Reduction</i>                               |                                       |          |                    | -76          | -76        | -152       | -34          | -34        | -67        | -1,391       |
| <b>Planning Area 11 Subtotal</b>                             |                                       |          |                    | <b>70</b>    | <b>87</b>  | <b>157</b> | <b>55</b>    | <b>43</b>  | <b>98</b>  | <b>1,130</b> |
| 13B                                                          | Community Park <sup>5</sup>           | 11.1     | AC                 | 11           | 11         | 22         | 22           | 22         | 44         | 555          |
| 15, 16, 17, 18, 19                                           | Passive Parks                         | 8.4      | AC                 | 1            | 1          | 2          | 1            | 1          | 1          | 13           |
| <b>Total</b>                                                 |                                       |          |                    | <b>302</b>   | <b>580</b> | <b>882</b> | <b>581</b>   | <b>370</b> | <b>951</b> | <b>9,461</b> |

<sup>1</sup> TSF = thousand square feet; DU = Dwelling Units; STU = Students; AC = Acres<sup>2</sup> Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool.<sup>3</sup> Pass-by reduction percentages based on Tables F.9, F.31, F.32 from ITE Trip Generation Handbook, 3rd Edition, August 2014.<sup>4</sup> Planning Area 12 has an alternative overlay for a 10-acre school. For the purpose of this study, the more conservative trip generation has been evaluated (i.e. 165 condo/townhomes).<sup>5</sup> Community Park totals 13.9 acres, however 2.8 acres are intended for residential amenities, such as clubhouse and pool, and have not been included as it will only generate internal trips.

# Mitigation Monitoring and Reporting Program

## Roquet Ranch Specific Plan

State Clearinghouse No. 2016061056

Prepared for:

**City of Colton**  
Planning Division  
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Prepared by:

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May 7, 2018

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## CEQA Requirements

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The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document that includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a Mitigation Monitoring and Reporting Program (MMRP) for the changes to the project that it has adopted or made a condition of project approval in order to mitigate or avoid significant environmental impacts. The appropriate reporting or monitoring plan must be designed to ensure compliance during project implementation (Public Resources Code §21081.6).

The City of Colton Planning Division will coordinate the monitoring of the mitigation measures and regulatory requirements with each applicable City department or division, while various City departments/divisions would be responsible for monitoring and verifying compliance of specific mitigation measures and regulatory requirements (see the Mitigation Monitoring and Reporting Summary beginning on page 6). Monitoring will include: 1) verification that each mitigation measure and regulatory requirement has been implemented; 2) recordation of the actions taken to implement each mitigation measure and regulatory requirement; and 3) retention of records in the project file.

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## Program Objectives

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The objectives of the MMRP for the proposed Roquet Ranch Specific Plan (the “Project”) include the following:

- To provide assurance and documentation that mitigation measures and regulatory requirements are implemented as planned;
- To collect analytical data to assist City administration in its determination of the effectiveness of the adopted mitigation measures and regulatory requirements;
- To report periodically regarding project compliance with mitigation measures, regulatory requirements, performance standards and/or other conditions; and
- To make available to the public, upon request, the City record of compliance with project mitigation measures and regulatory requirements.

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## Overview of the Project

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The Project site consists of 336.2 acres in the southwestern portion of the City of Colton, San Bernardino County, California. The Project proposes to develop the site with a master-planned mixed-use community consisting of up to 1,050 dwelling units on 85.4 acres, a 1.2-acre neighborhood commercial-retail center, an 11.1-acre elementary school site, a 0.8-acre fire station, 22.3 acres of recreational open space, 199.7 acres of preserved open space, and 16.5 acres of roadways. The Project involves grading and preparation of the property for development, and the construction and operation of the master-planned community in two phases. Associated improvements to the property will include, but are not limited to, utility infrastructure, landscaping, exterior lighting, monumentation signage, walls, fencing, and water quality retention basins.

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## Mitigation Monitoring and Reporting Plan

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This MMRP delegates responsibilities for monitoring the implementation of the Roquet Ranch Specific Plan mitigation measures and applicable regulatory requirements, and allows responsible City entities flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure or regulatory requirement. The timing for monitoring and reporting is described in the monitoring and reporting summary table, below. Adequate monitoring requires demonstration of monitoring procedures and implementation of mitigation measures and regulatory requirements.

In order to enhance the effectiveness of the monitoring program, the City will utilize existing systems where appropriate. These inspectors are familiar with a broad range of regulatory issues and will provide first line oversight for much of the monitoring program during construction activities.

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## Reporting Procedures

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The City of Colton will be responsible for monitoring and implementing the mitigation measures and regulatory requirements included in this monitoring plan. Reporting establishes a record that a mitigation measure or regulatory requirement is being implemented. Responsible entities for monitoring will verify compliance by signing the monitoring and reporting form and/or documenting compliance using their own internal procedures when monitoring is triggered.

The reporting forms prepared by the City will document the implementation status of mitigation measures and regulatory requirements of the Project. The City will keep records of Project reporting forms and periodic status reports. The City also is responsible for providing assistance to the Project's contractor(s) with reporting responsibilities to ensure that they understand their charge and complete their reporting procedures accurately and on schedule.

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## Program Changes

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If minor changes are required to this MMRP, they will be made in accordance with the California Environmental Quality Act (CEQA) and would be permitted after further review by the City. Such changes could include reassignment of monitoring and reporting responsibilities and/or minor modifications to mitigation measures that achieve the same or better end results. No change will be permitted unless the Mitigation Monitoring and Reporting Program continues to satisfy the requirements of Public Resources Code §21081.6.

**MITIGATION MONITORING AND REPORTING SUMMARY**

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | MITIGATION MEASURES (MM)               | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------|------------------|----------------------|-------------------------------------------|
| <b>4.1 Aesthetics</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                        |                   |                  |                      |                                           |
| <b>Summary of Impacts</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                        |                   |                  |                      |                                           |
| <p><u>Threshold a):</u> The Project would not result in substantial adverse effects on scenic vistas or scenic resources. The Project site contains potential scenic vistas, including hills, a prominent ridgeline, and uninterrupted open spaces. Additionally, the Project site contains potential scenic resources, including rock outcroppings and a prominent ridgeline. The proposed design of the Project preserves the prominent ridgeline, concentrates development in the flatter portions of the Project site, and preserves most of the natural hillsides as “Open Space-Resources.” Through these measures, the Project avoids substantial adverse effects to scenic vistas and resources at the site; therefore, impacts to scenic vistas and scenic resources would be less than significant.</p> | No Mitigation is Required.             | N/A               | N/A              | N/A                  | Less-than-Significant Impact              |
| <p><u>Threshold b):</u> The Project has no potential to damage scenic resources within a scenic highway corridor, because the property is not visible from a designated scenic highway corridor.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | No Mitigation is Required.             | N/A               | N/A              | N/A                  | No Impact                                 |
| <p><u>Threshold c):</u> The Project would develop the site in compliance with the site planning, architecture, and landscaping themes presented in Section IV, <i>Design Guidelines</i>, of the Roquet Ranch Specific Plan, which would ensure compatibility and continuity of development within the Roquet Ranch community and with the surrounding environs. However, the existing hillside setting that characterizes the visual character of the Project site would be permanently altered by the Project during its operation through its proposed grading of some of certain on-site hillsides. Accordingly, the proposed Project would have direct significant impact on the visual character of the Project site. Because the Project’s effects to visual character are Project-</p>                     | No feasible Mitigation Measures exist. | N/A               | N/A              | N/A                  | Significant and Unavoidable Direct Impact |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | MITIGATION MEASURES (MM)          | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-------------------|------------------|----------------------|----------------------------------------|
| <p>specific, they would not be cumulatively considerable. The Project’s design has been developed to minimize Project-specific effects to visual character in a number of ways. It will place residential neighborhoods and community amenities in clusters design to preserve the vast majority of steep slopes and major ridgelines on the Project site. Proposed residences will not block the sightline of the ridge and their development will be concentrated on the flatter portions of the site to avoid, as much as possible, grading of steep hillsides. Proposed local streets will climb within the graded pads of residences to minimize hillside disturbance, with development “stair-stepped” into existing grades to reflect the existing topography. Further, where feasible, and particularly along the edge of the grading that would be visible from off-site, the Project will use contour grading to blend the natural topography with the manufactures slopes in an effort to create a natural looking hillside. The City has determined that there are no further feasible mitigation measures for the City to impose that would reduce the Project’s impacts to the visual quality of the site to levels that are less than significant. As such, the Project would result in significant and unavoidable direct impacts associated with its permanent alteration of the existing visual character or quality of the site.</p> |                                   |                   |                  |                      |                                        |
| <p>Threshold d): The Project would not create substantial amounts of light or glare. Compliance with the City of Colton Municipal Code § 18.42.090 and § 18.42.100 and the outdoor lighting standards defined in Section IV of the Roquet Ranch Specific Plan would ensure less-than-significant impacts associated with light and glare affecting day or nighttime views in the area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>No Mitigation is Required.</p> | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>Less-than-Significant Impact</p>    |

**4.2 Air Quality**

**Summary of Impacts**

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | RESPONSIBLE PARTY                            | MONITORING PARTY                        | IMPLEMENTATION STAGE                                             | LEVEL OF SIGNIFICANCE AFTER MITIGATION                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-----------------------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------------|
| <p><b>Threshold a):</b> Emissions of PM<sub>10</sub> during the construction phase of the Project would exceed the applicable SCAQMD LST for PM<sub>10</sub>; therefore, without mitigation, the Project would conflict with Consistency Criterion No. 1 of the SCAQMD’s AQMP, which is the air quality plan applicable to the South Coast Air Basin within which the Project site is located.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p><b>MM 4.2-1</b> Prior to issuance of grading permits, the City of Colton Building Official or his/her designee shall ensure that grading plans include a note that specifies that that all construction equipment greater than 150 horsepower is California Air Resources Board (CARB) Tier 4 Certified, provided that Tier 3 Certified equipment may be used if the Lead Agency determines that Tier 4 Certified equipment is not reasonably available on a timely basis within a 200-mile radius of the Project site. The Grading Contractor shall be responsible for ensuring compliance with this note throughout the duration of grading activities and permit periodic inspection of the construction site by City of Colton staff or its designee to confirm compliance. These notes also shall be specified in bid documents and contracts issued to prospective construction contractors.</p> <p><b>MM 4.2-2</b> Require the use of 2010 model year diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export), and if the Lead Agency determines that 2010 model year or newer diesel haul trucks cannot be obtained, the Lead Agency shall use trucks that meet EPA 2007 model year NO<sub>x</sub> emissions requirements, at a minimum. Additionally, consider other measures such as incentives, phase-in schedules for clean trucks, etc., during construction period.</p> | <p>Project Applicant; Grading Contractor</p> | <p>City of Colton Building Division</p> | <p>Prior to the issuance of a Project-related grading permit</p> | <p>Less-than-Significant Impact</p>                                            |
| <p><b>Thresholds b) and c):</b> Without mitigation, Project-related construction emissions would exceed the daily criteria pollutant threshold established by the SCAQMD for emissions of NO<sub>x</sub>. Additionally, long-term operation of the Project would result in emissions of VOCs and NO<sub>x</sub> that exceed the SCAQMD regional thresholds for both pollutants absent mitigation. Both VOCs and NO<sub>x</sub> are a precursor for ozone (O<sub>3</sub>), a pollutant for which the SCAB is nonattainment under both federal and State criteria. Therefore, absent mitigation, the Project’s short-term construction emissions of NO<sub>x</sub> and long-term operational emission of NO<sub>x</sub> and VOCs would cumulatively contribute a criteria pollutant for which the Project region is nonattainment (i.e., O<sub>3</sub>).</p> | <p>MM 4.2-1 (above)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Project Applicant; Grading Contractor</p> | <p>City of Colton Building Division</p> | <p>Prior to the issuance of a Project-related grading permit</p> | <p>Significant and Unavoidable Direct and Cumulatively Considerable Impact</p> |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MITIGATION MEASURES (MM)   | RESPONSIBLE PARTY                     | MONITORING PARTY                 | IMPLEMENTATION STAGE                                      | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------------------------|----------------------------------|-----------------------------------------------------------|----------------------------------------|
| <p>Because construction of the proposed Project would occur in phases, there is a potential that operational and construction activities could overlap. If there is overlap, the Project would result in short-term VOC, NO<sub>x</sub>, and CO emissions during the overlapping activities. As such, absent mitigation, Project-related air emissions would violate the SCAQMD air quality standards and contribute to the non-attainment of criteria pollutants, which is a significant direct and cumulatively considerable impact.</p> |                            |                                       |                                  |                                                           |                                        |
| <p><b>Threshold d):</b> Absent mitigation, Project-related construction emissions would exceed the SCAQMD LST for emissions of PM<sub>10</sub>, which has the potential to expose sensitive receptors to a substantial pollutant concentration.</p>                                                                                                                                                                                                                                                                                        | MM 4.2-1 (above)           | Project Applicant; Grading Contractor | City of Colton Building Division | Prior to the issuance of a Project-related grading permit | Less-than-Significant Impact           |
| <p><b>Threshold e):</b> The Project would not produce unusual or substantial construction-related odors that would be objectionable and affect a substantial number of people. Odors associated with the long-term operation of the Project would be minimal and less than significant.</p>                                                                                                                                                                                                                                                | No Mitigation is Required. | N/A                                   | N/A                              | N/A                                                       | Less-than-Significant Impact           |

**4.3 Biological Resources**

**Summary of Impacts**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                |                                                                                                                                              |                                                         |                              |
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| <p><b>Threshold a):</b> The Project would temporarily impact designated critical habitat for the southwestern willow flycatcher through trimming of vegetation along the Riverside Avenue bridge during construction activities. The temporary impacts to this critical habitat is considered a potentially significant direct and cumulatively considerable impact. The Project would also remove suitable habitat that has the potential to support the least Bell's vireo, which would be considered a significant direct and cumulatively considerable impact. The proposed Project would impact 167.1 acres of critical habitat for the coastal California gnatcatcher within the Project site, and 15.6</p> | <p><b>MM 4.3-1</b> Prior to the issuance of a demolition permit or grading permit for the off-site improvements to the portion of the Riverside Avenue bridge over the Santa Ana River, the City of Colton Public Works Director or City Engineer (or their designee) and the Development Services Director shall ensure that plans include the following measures to address impacts to southwestern willow flycatcher:</p> <ol style="list-style-type: none"> <li>1) Vegetation clearing and trimming within the off-site improvement areas that includes the Riverside Avenue bridge over the Santa Ana River shall be conducted outside of the breeding season for southwestern willow flycatcher (May 15 through August 31).</li> <li>2) If vegetation clearing and trimming or work within the off-site improvement areas that</li> </ol> | City of Colton | City of Colton Public Works Director, California Department of Fish and Wildlife (CDFW), and United States Fish and Wildlife Service (USFWS) | Prior to the issuance of a demolition or grading permit | Less-than-Significant Impact |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|------------------------------|

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p>acres of critical habitat for the coastal California gnatcatcher in the off-site improvement areas. Project-related impacts to critical habitat for the coastal California gnatcatcher are considered significant direct and cumulatively considerable. The Project would likely impact suitable habitat for burrowing owls within the off-site improvement areas, which is considered a significant direct and cumulatively considerable impact.</p> | <p>include the Riverside Avenue bridge over the Santa Ana River must be conducted within the breeding season for southwestern willow flycatcher (May 15 through August 31), then focused surveys should be conducted in accordance with USGS guidelines in A Natural History Summary and Survey Protocol for the Southwestern Willow Flycatcher (2010) to determine the presence/absence of southwestern willow flycatcher within the off-site study areas. If southwestern willow flycatcher are present, the following shall be required:</p> <ul style="list-style-type: none"> <li>a) A qualified biologist shall identify a 300-foot avoidance buffer from any occupied habitat if construction occurs during the breeding season. If work is required within 300-foot buffer during the breeding season, the biologist shall monitor all work to ensure no impacts occur to the southwestern willow flycatcher. Written documentation shall be prepared and submitted to USFWS and CDFW on completion of construction during the breeding season to outline any monitoring activities.</li> <li>b) Construction limits in and around any occupied southwestern willow flycatcher habitat shall be delineated with flags and/or fencing prior to the initiation of any grading or construction activities to clearly identify the limits of the habitat and/or the 300-foot avoidance buffer during the breeding season.</li> <li>c) Prior to construction, a worker awareness program should be developed and implemented to inform all workers on the project about listed species, sensitive habitats, and the importance of complying with avoidance and minimization measures.</li> <li>d) All construction work shall occur during daylight hours. The construction contractor shall limit all construction-related activities that would result in high noise levels according to the construction hours determined by the City of Colton.</li> <li>e) During any construction within or immediately adjacent to the 300-foot</li> </ul> |                   |                  |                      |                                        |

| THRESHOLD | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|           | <p>avoidance buffer, the construction contractors shall install properly operating and maintained mufflers on all construction equipment, fixed or mobile, to reduce construction equipment noise to the maximum extent possible. The mufflers shall be installed consistent with manufacturers’ standards. The construction contractor shall also place all stationary construction equipment so that emitted noise is directed away from the occupied southwestern willow flycatcher habitat.</p> <p>f) The construction contractor shall stage equipment in areas that will create the greatest distance between construction-related noise sources and occupied habitat during all project construction occurring during the breeding season.</p> <p>g) If the monitoring biologist determines that noise from the construction activities may be affecting the normal expected breeding behavior of the birds, the construction supervisor shall be informed and work within no less than 300 feet of construction areas shall be ceased until appropriate measures as identified by the biologist are implemented. Such measures may include monitoring by a qualified acoustician to verify noise levels are below 60 dBA within the occupied southwestern willow flycatcher habitat. If the 60 dBA requirement is exceeded the acoustician shall make operational changes, utilize technology to reduce construction noise such as mufflers, and/or install a barrier to alleviate noise levels during the breeding season. Installation of noise barriers and any other corrective actions taken to mitigate noise during the construction period shall be communicated to the USFWS and CDFW.</p> <p>h) If after all corrective actions are implemented the monitoring biologists determines that the normal expected breeding behavior of the birds is being affected, work within no less than 300 feet shall be ceased and the USFWS and</p> |                   |                  |                      |                                        |

| THRESHOLD | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | RESPONSIBLE PARTY     | MONITORING PARTY                                          | IMPLEMENTATION STAGE                                                  | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|           | <p>CDFW shall be contacted to determine the appropriate course of action.</p> <p>i) On- and/or off-site restoration and/or enhancement of southwestern willow flycatcher habitat at a ratio no less than 0.5:1 for temporary impacts is required. Off-site restoration and/or enhancement may include the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program supporting southwestern willow flycatcher.</p> <p><b>MM 4.3-2</b> Prior to the issuance of a demolition permit or grading permit for the portion of the off-site improvement areas that include the Riverside Avenue bridge over the Santa Ana River, the City of Colton Public Works Director or City Engineer (or their designee) and the Development Services Director shall ensure that plans include the following measures to address impacts to least Bell's vireo:</p> <p>1) Vegetation clearing and trimming within the off-site improvement areas that include the Riverside Avenue bridge over the Santa Ana River shall be conducted outside of the breeding season for least Bell's vireo (March 15 through July 31).</p> <p>2) If vegetation trimming or work must be conducted within the breeding season for least Bell's vireo (March 15 through July 31), then focused surveys shall be conducted in accordance with USFWS's Least Bell's Vireo Survey Guidelines (2001) to determine the presence/absence of least Bell's vireo within the off-site improvement areas that include the Riverside Avenue bridge over the Santa Ana River. If least Bell's vireo are present, the following would be required:</p> <p>a) A qualified biologist shall identify a 300-foot avoidance buffer from any occupied habitat if construction occurs during the breeding season. If work is required within 300-feet during the breeding season, the biologist shall monitor all work to ensure no impacts occur to the least Bell's vireo. Written documentation shall be prepared and submitted to USFWS and CDFW on completion of construction during the</p> | <p>City of Colton</p> | <p>City of Colton Building Division, USFWS, and CDFW.</p> | <p>Prior to the issuance of a demolition permit or grading permit</p> |                                        |

| THRESHOLD | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|           | <p>breeding season to outline any monitoring activities.</p> <ul style="list-style-type: none"> <li>b) Construction limits in and around any occupied least Bell’s vireo habitat shall be delineated with flags and/or fencing prior to the initiation of any grading or construction activities to clearly identify the limits of the habitat and/or the 300-foot avoidance buffer during the breeding season.</li> <li>c) Prior to construction, a worker awareness program should be developed and implemented to inform all workers on the project about listed species, sensitive habitats, and the importance of complying with avoidance and minimization measures.</li> <li>d) All construction work shall occur during daylight hours. The construction contractor shall limit all construction-related activities that would result in high noise levels according to the construction hours determined by the City of Colton.</li> <li>e) During any construction within or immediately adjacent to the 300-foot avoidance buffer, the construction contractors shall install properly operating and maintained mufflers on all construction equipment, fixed or mobile, to reduce construction equipment noise to the maximum extent possible. The mufflers shall be installed consistent with manufacturers’ standards. The construction contractor shall also place all stationary construction equipment so that emitted noise is directed away from the occupied least Bell’s vireo habitat.</li> <li>f) The construction contractor shall stage equipment in areas that will create the greatest distance between construction-related noise sources and occupied habitat during all project construction occurring during the breeding season.</li> <li>g) If the monitoring biologist determines that noise from the construction activities may be affecting the normal expected breeding behavior of the birds, the construction supervisor shall be informed and work</li> </ul> |                   |                  |                      |                                        |

| THRESHOLD | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | RESPONSIBLE PARTY | MONITORING PARTY                                                                             | IMPLEMENTATION STAGE              | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|           | <p>within no less than 300 feet of construction areas shall be ceased until appropriate measures are implemented. This may include monitoring by a qualified acoustician to verify noise levels are below 60 dBA within the occupied least Bell’s vireo habitat. If the 60 dBA requirement is exceeded the acoustician shall make operational changes, utilize technology to reduce construction noise such as mufflers, and/or install a barrier to alleviate noise levels during the breeding season. Installation of noise barriers and any other corrective actions taken to mitigate noise during the construction period shall be communicated to the USFWS and CDFW.</p> <p>h) If after all corrective actions are implemented the monitoring biologists determines that the normal expected breeding behavior of the birds is being affected, work within no less than 300 feet shall be ceased and the USFWS and CDFW shall be contacted to discuss the appropriate course of action.</p> <p>i) On- and/or off-site restoration and/or enhancement of least Bell’s vireo habitat at a ratio no less than 0.5:1 for temporary impacts. Off-site restoration and/or enhancement may include the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program supporting least Bell’s vireo.</p> |                   |                                                                                              |                                   |                                        |
|           | <p><b>MM 4.3-3</b> Prior to the approval of a Final Map for the Project, the Project Applicant shall provide evidence to the Public Works Director or City Engineer or their designee and the Development Services Director that the following actions shall be implemented to mitigate potential impacts to coastal California gnatcatcher critical habitat:</p> <p>1) For areas of the Project site located within designated critical habitat which would be avoided, a legal protection mechanism (such as a conservation easement, deed restriction, etc.) shall be implemented to ensure these areas are conserved for the benefit of the coastal California gnatcatcher and would not be developed or disturbed in the future.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Project Applicant | City of Colton Public Works Director or City Engineer and the Development Services Director. | Prior to approval of a Final Map. |                                        |

| THRESHOLD | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | RESPONSIBLE PARTY                                 | MONITORING PARTY                                                                                          | IMPLEMENTATION STAGE                              | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|           | <p>2) An environmental awareness display, which shall include up to two informative kiosks, shall be installed in areas of the Project site that are located adjacent to the conserved open space. Additionally, the Homeowners Association shall distribute information brochures to individual homeowners upon purchase of a home to educate them about the sensitive biological resources within the conserved areas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                   |                                                                                                           |                                                   |                                        |
|           | <p><b>MM 4.3-4</b> Prior to issuance of any grading permits, the Project Applicant shall provide evidence to the Public Works Director or City Engineer or their designee and the Development Services Director that the following actions shall be implemented to address potential impacts to burrowing owl:</p> <p>1) A pre-construction take avoidance survey for burrowing owls shall be conducted within the Project site and off-site study areas no less than 14 days prior to initiating ground disturbance activities. The survey shall be conducted in accordance with the guidelines in the 2012 CDFW Staff Report on Burrowing Owl Mitigation to determine the presence of burrowing owls and avoid potential direct take of burrowing owls if present.</p> <p>2) In the case that the qualified biologist determines that burrowing owls are present during the focused survey, occupied burrows and habitat shall be avoided in accordance with the guidelines in the Staff Report on Burrowing Owl Mitigation published by CDFW dated March 7, 2012. Avoidance measures shall include, but are not limited to: avoiding direct or indirect destruction of burrows, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. The Project Applicant shall retain a qualified biologist to supervise the implementation of the avoidance measures. If occupied burrows or habitat cannot be avoided, appropriate</p> | <p>Project Applicant;<br/>Qualified Biologist</p> | <p>City of Colton Public Works Director or City Engineer and the Development Services Director; CDFW.</p> | <p>Prior to the issuance of a grading permit.</p> |                                        |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | RESPONSIBLE PARTY        | MONITORING PARTY                                                                                                      | IMPLEMENTATION STAGE                              | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>compensation measures shall be determined by the qualified biologist in accordance with the guidelines detailed in the 2012 CDFW staff report and subject to approval by CDFW. This includes a Burrowing Owl Exclusion Plan for temporary or permanent exclusion of owls from occupied burrows, and/or a Mitigation Land Management Plan for permanent conservation of similar vegetation communities to provide for burrowing owl nesting, foraging, wintering and dispersal comparable to or of higher quality than the impact area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                          |                                                                                                                       |                                                   |                                        |
| <p><b>Threshold b):</b> The Project would temporarily impact approximately 0.5-acre of black willow thicket (considered habitats that are high priority for inventory by CDFW) that occurs within the off-site improvement areas through the trimming of vegetation along the Riverside Avenue bridge where it crosses over the Santa Ana River. The Project would also permanently impact 0.3-acre of black willow thicket/ornamental that occurs within the Project site associated with Drainage A. Project-related impacts to black willow thicket are considered significant direct and cumulatively considerable. Approximately 1.2 acres of on-site, and approximately 0.5-acre of off-site non-wetland streambeds and riparian vegetation under CDFW jurisdiction would be permanently impacted by the Project. Project-related impacts to non-wetland streambeds and riparian vegetation under CDFW jurisdiction are considered significant direct and cumulatively considerable.</p> | <p><b>MM 4.3-5</b> Prior to issuance of grading permits, the Project Applicant shall provide evidence to the satisfaction of the Public Works Director or City Engineer or their designee and the Development Services Director that compensatory mitigation has been confirmed for impacts to black willow thicket/ornamental at a ratio no less than 1:1 by on- and/or off-site creation, restoration, enhancement, and/or preservation.</p> <p>Purchase of any mitigation credits through an agency-approved mitigation bank or in-lieu fee program shall occur prior to any activities that would impact sensitive plant communities. Any mitigation proposed on-site, or on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program, shall include the creation, restoration, enhancement, and/or preservation of similar habitat pursuant to a Habitat Mitigation and Monitoring Plan (HMMP). Prior to the issuance of grading permits, the Project Applicant shall provide the City of Colton Building Official or their designee with a HMMP which provides details regarding the implementation of the mitigation, performance standards, maintenance, and future monitoring. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the impacted habitat. The HMMP shall describe the offset of impacts to these habitats, and the on-site and/or off-site mitigation shall be preserved in perpetuity pursuant to City-approved legal protection mechanism.</p> | <p>Project Applicant</p> | <p>City of Colton Public Works Director or City Engineer or their designee and the Development Services Director.</p> | <p>Prior to the issuance of a grading permit.</p> | <p>Less-than-Significant Impact</p>    |

| THRESHOLD | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | RESPONSIBLE PARTY | MONITORING PARTY                                                              | IMPLEMENTATION STAGE                      | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|           | <p><b>MM 4.3-6</b> Prior to the issuance of any grading permit that would disturb a jurisdictional area, the Project Applicant shall provide evidence to the Public Works Director or City Engineer or their designee that it has obtained regulatory permits from the USACE, RWQCB, and CDFW. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies:</p> <ol style="list-style-type: none"> <li>1) On-site and/or off-site creation, restoration, enhancement, and/or preservation of USACE/RWQCB jurisdictional “waters of the U.S.” within the watershed at a ratio no less than 1:1 or within an adjacent watershed at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-Project conditions (i.e., pre-Project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program.</li> <li>2) On-site and/or off-site creation, restoration, enhancement, and/or preservation of CDFW jurisdictional streambed and associated riparian habitat within the watershed at a ratio no less than 2:1 or within an adjacent watershed at a ratio no less than 3:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-Project conditions (i.e., pre-Project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program.</li> </ol> <p>The Project Applicant shall demonstrate to the City of Colton that purchase of any mitigation credits through an agency-approved mitigation bank or in-lieu fee program occurred prior to any impacts to jurisdictional drainages. Any mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the creation, restoration, enhancement, and/or preservation of similar habitat pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) prepared by a qualified biologist on behalf</p> | Project Applicant | City of Colton Public Works Director or City Engineer, USACE, RWQCB, and CDFW | Prior to the issuance of a grading permit |                                        |

| THRESHOLD                                                                                                                                                                                                                                                             | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | RESPONSIBLE PARTY | MONITORING PARTY                                                                            | IMPLEMENTATION STAGE                       | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|                                                                                                                                                                                                                                                                       | of the Project Applicant. The HMMP shall be prepared prior to any impacts to jurisdictional features, and shall provide details as to the implementation of the mitigation, performance standards, maintenance, and future monitoring.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                   |                                                                                             |                                            |                                        |
| <b>Threshold c):</b> The Project site does not include any federally protected wetlands as defined by the Section 404 of the Clean Water Act (CWA).                                                                                                                   | No Mitigation is Required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | N/A               | N/A                                                                                         | N/A                                        | No Impact.                             |
| <b>Threshold d):</b> The Project has the potential to impact nesting birds protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, which is a potentially significant direct and cumulatively considerable impact absent mitigation. | <p><b>MM 4.3-7</b> Prior to the issuance of any grading permit that would remove potentially suitable nesting habitat for raptors or songbirds, the Project Applicant shall demonstrate to the satisfaction of the City of Colton Public Works Director or City Engineer or their designee and the Development Services Director that either of the following have been or would be implemented.</p> <p>1) Nesting season is typically February 15 to August 31 for songbirds, and January 15 to August 31 for raptors. Therefore, vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.</p> <p>2) Any construction activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) shall require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of vegetation removal activities. If any active nests are detected, a buffer of 300 feet (500 feet for raptors) around the nest would be delineated, flagged, and avoided until the nesting cycle is complete (e.g., it is determined by a qualified biologist that the nestlings have fledged, or the nest has failed). The buffer may be modified and/or other recommendations proposed as determined appropriate by the biological monitor to minimize impacts.</p> | Project Applicant | City of Colton Public Works Director or City Engineer and the Development Services Director | Prior to the issuance of a grading permit. | Less-than-Significant Impact           |
| <b>Threshold e):</b> The Project proposes removal of street trees, and thus has the potential to conflict with the City of Colton Street Tree                                                                                                                         | <b>MM 4.3-8</b> Prior to the issuance of any grading permit, the Project Applicant shall provide evidence to the Public Works Director or City Engineer or their                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Project Applicant | City of Colton Public Works Director or City Engineer and the                               | Prior to issuance of a grading permit.     | Less-than-Significant Impact           |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                        | RESPONSIBLE PARTY | MONITORING PARTY              | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| Ordinance (City of Colton Municipal Code, Chapter 12.20 Trees and Shrubs), which is a potentially significant direct and cumulatively considerable impact absent mitigation.                                                                                                                                                                                                                                                                                                                                                                                                            | designee and the Development Services Director that it has conducted a tree inventory for any street trees which may potentially be trimmed or removed by the proposed Project. The Project Applicant shall also provide evidence that it has obtained a permit for trimming or removal of any street trees in accordance with the Street Tree Ordinance of the City of Colton (City of Colton Municipal Code, Chapter 12.20 Trees and Shrubs). |                   | Development Services Director |                      |                                        |
| <b>Threshold f):</b> The Project site is not located within a Significant Ecological Area (SEA) or an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. Therefore, the Project has no potential to conflict with such plans, which would not result in a cumulatively considerable impact.                                                                                                                                                                                                  | No Mitigation is Required.                                                                                                                                                                                                                                                                                                                                                                                                                      | N/A               | N/A                           | N/A                  | No Impact                              |
| <b>4.4 Cultural Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                   |                               |                      |                                        |
| <b>Summary of Impacts</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                   |                               |                      |                                        |
| <b>Threshold a):</b> The Cultural Resources Assessment performed at the site by Brian F. Smith and Associates (BFSA) identified three historic resources on the Project site; however, none of the historic resources are significant under CEQA. No other significant historic resources are present on the Project site or within the off-site improvement areas; therefore, the Project would not cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations § 15064.5 and impacts would be less than significant. | No Mitigation is Required.                                                                                                                                                                                                                                                                                                                                                                                                                      | N/A               | N/A                           | N/A                  | Less-than-Significant Impact           |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | RESPONSIBLE PARTY                                     | MONITORING PARTY                                                                                                                                     | IMPLEMENTATION STAGE                          | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p><b>Threshold b):</b> A total of 25 cultural resource sites are known to be present at the Project site, two of which meet the definition of a significant resource under CEQA. Although not located within the development footprint (located in open space areas), there is the potential for these significant cultural resources to be subject to indirect adverse impacts during Project grading and construction activities, absent mitigation. In addition, there is a potential for significant resources to be unearthed during Project construction, which could be significantly impacted if not property identified and treated and without mitigation. As such, impacts to these resources would be potentially significant prior to mitigation.</p> | <p><b>MM 4.4-1</b> Prior to the issuance of grading permits associated with the on-site water tank, the City of Colton Public Works Director or City Engineer or their designee and Development Services Director shall ensure that a note is included on the grading plan requiring that the limits of archaeological resource Site SBR-29,034 and Site SBR-29,037 be fenced to prevent any inadvertent intrusion into either of the sites by grading equipment or personnel. The fencing shall be installed prior to any on-site grading associated with the on-site water tank and remain in place throughout the duration of grading activities associated with the on-site water tank. The Construction Contractor shall be responsible for ensuring that the construction employees comply with the note(s).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Project Applicant;<br/>Construction Contractor</p> | <p>City of Colton Public Works Director or City Engineer and Development Services Director</p>                                                       | <p>Prior to issuance of a grading permit.</p> | <p>Less-than-Significant Impact</p>    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p><b>MM 4.4-2</b> Prior to the issuance of grading permits, the City of Colton Public Works Director or City Engineer or their designee and Development Services Director shall approve an Archeological Monitoring Plan and Discovery and Treatment Plan. The Archeological Monitoring Plan and Discovery and Treatment Plan shall include, at a minimum, the following elements:</p> <ol style="list-style-type: none"> <li>1) Written verification that a certified archaeologist defined as meeting the Secretary of the Interior’s Standards for professional archaeology (U.S. Department of Interior, 2011) has been retained to monitor grading activities and implement the Archeological Monitoring Plan and Discovery and Treatment Plan. This verification shall be presented in a letter from the project archaeologist to the City of Colton.</li> <li>2) Written verification to the City of Colton that a Native American monitor(s) has been retained to be present during grading activities. The Native American monitor(s) shall work in concert with the archaeological monitor(s) to observe ground disturbances.</li> <li>3) The Project archaeologist and Native American monitor(s) shall attend a pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program.</li> <li>4) During the original cutting of previously undisturbed deposits, the archaeological</li> </ol> | <p>Project Applicant;<br/>Certified Archaeologist</p> | <p>City of Colton Public Works Director or City Engineer and Development Services Director, Certified Archaeologist, and Native American Monitor</p> | <p>Prior to issuance of a grading permit.</p> |                                        |

| THRESHOLD | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|           | <p>monitor(s) and Native American monitor(s) shall be on-site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections shall depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.</p> <p>5) Isolates and clearly non-significant deposits shall be documented in the field so that the monitored grading can continue.</p> <p>6) In the event that previously unidentified cultural resources are discovered (other than isolates and clearly non-significant deposits), the consulting archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of the discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the City of Colton Building Official or their designee at the time of discovery. The archaeologist, in consultation with the City of Colton Building Official or their designee, shall determine the significance of the discovered resources. The City of Colton Building Official or their designee must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the City of Colton Building Official or their designee before being carried out using professional archaeological methods. The City of Colton shall consult with the appropriate consulting Native American tribe(s) in determining appropriate treatment for unearthened cultural resources if the resources are prehistoric or Native American in nature. In the event that previously unidentified tribal cultural resources are discovered, the Native American monitors shall have the authority to divert or temporarily halt ground disturbance operation in the area of the discovery to allow for the evaluation of potentially significant tribal cultural resources. If any human remains and/or cremations are discovered discovered, the San Bernardino County coroner and City of Colton Building Official or their designee shall be contacted. In</p> |                   |                  |                      |                                        |

| THRESHOLD                                                                                    | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | RESPONSIBLE PARTY | MONITORING PARTY                                                                                                           | IMPLEMENTATION STAGE                   | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|                                                                                              | <p>the event that the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeological monitor(s) shall determine the amount of material to be recovered for an adequate artifact sample for analysis, and a treatment plan shall be developed and reviewed in consultation with the consulting Native American tribe(s).</p> <p>7) Any cultural resource material collected during the implementation of the Archeological Monitoring Program and Data Recovery Protocol shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.</p> <p>8) A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the City of Colton Building Official or their designee prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms.</p> |                   |                                                                                                                            |                                        |                                        |
|                                                                                              | <p><b>MM 4.4-3</b> Prior to the approval of a Final Map, the City of Colton Public Works Director or City Engineer or their designee and Development Services Director shall ensure that cultural resource easements are created in order to protect SBR-29,034 and Site SBR-29,037 and ensure that any future trails or other improvements avoid these sites. The easements shall be dedicated to an appropriate tribal entity that will be responsible for overseeing the protection of the cultural resource in perpetuity to the satisfaction of the City of Colton Building Official.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Project Applicant | City of Colton Public Works Director or City Engineer, City of Colton Building Official, and Development Services Director | Prior to approval of the Final Map     |                                        |
| <p><u>Threshold e):</u> The Project would not impact any known or unique paleontological</p> | <p><b>MM 4.4-4</b> Prior to the issuance of grading permits, the City of Colton Public Works Director or City</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Project Applicant | City of Colton Public Works Director or City                                                                               | Prior to issuance of a grading permit. | Less-than-Significant Impact           |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | RESPONSIBLE PARTY | MONITORING PARTY                                  | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p>resource, site, or unique geologic feature because no such resources are known to be present in the Project’s ground-disturbing construction footprint. However, the Quaternary older alluvial valley and alluvial fan sediments at the property have a high potential to contain significant paleontological resources. Therefore, prior to mitigation, there is the potential for the Project to adversely impact significant nonrenewable paleontological resources during ground-disturbing construction activities if such resources are unearthed and not properly identified and treated.</p> | <p>Engineer or their designee shall ensure that a note is included on the grading plan indicating that a paleontological monitor shall be present during all mass grading and excavation activities where Quaternary older alluvial valley and alluvial fan sediments (Qoa<sub>3</sub>, Qof<sub>3</sub>, and Qvof<sub>3</sub>) are mapped at the Project site (as shown in Attachment 4 of the Paleontological Resource and Mitigation Monitoring Assessment [EIR Technical Appendix F2]). Prior to the issuance of grading permits, the Project applicant shall provide the City of Colton with a Paleontological Mitigation Monitoring and Reporting Program prepared by a professional paleontologist and which is consistent with the provisions of CEQA, the applicable regulations of the City of Colton and the County of San Bernardino, and applicable guidelines of the Society of Vertebrate Paleontology which indicates the procedures that will be undertaken to ensure the property identification and treatment of significant paleontological resources should they be unearthed. The City of Colton shall review and approve the Paleontological MMRP prior to the issuance of grading permits.</p> |                   | <p>Engineer and Development Services Director</p> |                      |                                        |
| <p><u>Threshold d):</u> In the unlikely event that human remains are discovered during the Project’s ground-disturbing activities, compliance with the applicable provisions of California Health and Safety Code § 7050.5 and California Resources Code § 5097 et. seq. would be required. Mandatory compliance with State law would ensure that human remains, if encountered, including those which may be of Native American descent, are appropriately treated and would preclude the potential for significant impacts.</p>                                                                       | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>N/A</p>        | <p>N/A</p>                                        | <p>N/A</p>           | <p>Less-than-Significant Impact</p>    |
| <p><u>Threshold e):</u> The City of Colton sent notification of the proposed Project on June 1, 2016 to Native American tribes with possible traditional or cultural affiliation to the area. Responses were received from the San Manuel Band of Mission Indians and the Agua Caliente Band of Cahuilla Indians. Consultation with the Agua Caliente Band of</p>                                                                                                                                                                                                                                       | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>N/A</p>        | <p>N/A</p>                                        | <p>N/A</p>           | <p>No Impact</p>                       |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | MITIGATION MEASURES (MM) | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p>Cahuilla Indians concluded on August 25, 2016, and consultation with the San Manuel Band of Mission Indians concluded on July 25, 2017. Neither the San Manuel Band of Mission Indians nor the Agua Caliente Band of Cahuilla Indians identified any significant tribal cultural resources at the Project site pursuant to CEQA statute § 21074(a). The City of Colton has completed mandatory compliance with Public Resources Code §21074 in regards to Native American consultation; no significant tribal cultural resources have been identified. Accordingly, the Project would have no impact on tribal cultural resources.</p> |                          |                   |                  |                      |                                        |

**4.5 Geology and Soils**

**Summary of Impacts**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                           |                                                              |                                            |                                     |
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| <p>Threshold a): The Project would not expose people or structures to substantial adverse effects from seismic hazards. As with all properties in the southern California region, the Project site is subject to strong seismic ground shaking associated with earthquakes; however, mandatory compliance with local and state ordinances and building codes including but not limited to CBSC (Chapter 18) and Chapter 15.06 Building Code of the City of Colton Municipal Code, would ensure that the proposed structures are developed as required to attenuate the risk of loss, injury, or death to less-than-significant levels. According to the geotechnical input report prepared for the Project, the western portion of the Project site that abuts the Santa Ana River Channel may be underlain by shallow groundwater conditions, and thus may be susceptible to liquefaction. Accordingly, the potential for liquefaction to occur on-site during Project operations is considered potentially significant prior to mitigation. Additionally, due to the Project site’s lithology and relatively high topographic relief across the site, the potential for landslides at the Project site during construction and operation of the</p> | <p><b>MM 4.5-1</b> Prior to issuance of any grading permit, the City of Colton Public Works Director or City Engineer or their designee shall require that a Project-specific geotechnical investigation is prepared which shall, at a minimum, address: slope stability, landslides, collapsible soils, and expansive soils. If warranted, the geotechnical investigation report shall identify recommended remedial measures and Project design features that would address the potential impacts of the identified geologic hazards on the proposed development. Remedial measures to address slope stability and landslides may include removal, repositioning, embedment, anchoring of the boulders; installation of catchment fences; and construction in accordance with the recommendations of the project geotechnical engineer, CALGreen and any City and/or County guidelines. Potential remedial measures that may be required to address collapsible soils include overexcavation of all uncontrolled artificial fill and upper portion of the surficial soils during site grading. Typical remedial measures undertaken to address expansive soils include performing testing after grading of the proposed pads is completed and prior to construction of the proposed foundations to evaluate the expansive potential of the underlying soil, and providing the results to the structural engineer to</p> | <p>Project Applicant; Qualified Geotechnical Engineer</p> | <p>City of Colton Public Works Director or City Engineer</p> | <p>Prior to issuance of grading permit</p> | <p>Less-than-Significant Impact</p> |
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| THRESHOLD                                                                                                                                                                                                                 | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | RESPONSIBLE PARTY                                         | MONITORING PARTY                                                | IMPLEMENTATION STAGE                                      | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p>Project is considered potentially significant prior to mitigation.</p>                                                                                                                                                 | <p>design a foundation system that is able to withstand the expansive potential of the underlying soils.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                           |                                                                 |                                                           |                                        |
|                                                                                                                                                                                                                           | <p><b>MM 4.5-2</b> Prior to the issuance of the first grading or building permit, the City of Colton Director of Public Works or City Engineer shall ensure that a report is prepared by a licensed geotechnical engineer that shall examine the western portion of the Project site near the Santa Ana River where groundwater exists locally within a depth of approximately 30 feet. These areas shall be examined by performing geotechnical explorations to a depth of at least 35 feet below the existing grade or proposed grade, whichever is at the lower elevation. If the explorations reveal that differential settlement or lateral movement would occur related to liquefaction, dry seismic settlement, or lateral spreading, remedial measures shall be undertaken as recommended by the licensed geotechnical engineer and approved by the City of Colton, as part of the grading operation and construction phases. Measures may include but not be limited to the removal and recompaction of near surface soils, the use of deep foundations and/or stone columns, and deep dynamic compaction. The remedial measures undertaken shall ensure that potential differential settlements and lateral movements calculated as a result of the geotechnical exploration and analysis can be safely accommodated within habitable structures, paved roads, and wet or dry utilities, thereby safeguarding habitable structures, roads, and utility lines against potential seismic hazards. The findings of the geological explorations and recommendations shall be documented in a report prepared by the licensed geotechnical engineer. The report shall be approved by the City of Colton and the recommendations contained in the report shall be implemented and required as grading permit and building permit conditions of approval.</p> | <p>Project Applicant; Qualified Geotechnical Engineer</p> | <p>City of Colton Director of Public Works or City Engineer</p> | <p>Prior to issuance of grading and building permits.</p> |                                        |
| <p><b>Threshold b):</b> The geotechnical input report prepared for the Project concluded that on-site native soils and fill slopes constructed with native soils, have a moderate susceptibility to erosion. However,</p> | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>N/A</p>                                                | <p>N/A</p>                                                      | <p>N/A</p>                                                | <p>Less-than-Significant Impact</p>    |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | MITIGATION MEASURES (MM)                 | RESPONSIBLE PARTY                                             | MONITORING PARTY                                                | IMPLEMENTATION STAGE                       | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p>mandatory compliance with the Project’s NPDES permit, regulatory requirements of the SCAQMD (i.e., SCAQMD Rule 403-Fugitive Dust) and City of Colton, and the Project-specific SWPPP and WQMP would ensure that water and wind erosion is minimized and not substantial; impacts would be less than significant and no mitigation is required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                          |                                                               |                                                                 |                                            |                                        |
| <p><u>Threshold c):</u> The Project’s geotechnical input report did not identify conditions at the site that would increase the potential for ground subsidence, and the potential for subsidence is considered very low; therefore, a less-than-significant impact would occur. The western portion of the Project site that abuts the Santa Ana River Channel may be susceptible to lateral spreading and liquefaction due to shallow groundwater conditions in this area of the Project site. Accordingly, significant impacts as a result of liquefaction and lateral spreading would occur absent mitigation. Due to the lithology and relatively high topographic relief at the Project site, significant impacts associated with landslides would occur absent mitigation. The geotechnical input report identified the potential for significant collapse is considered “slight” to “moderate”; therefore, a significant impact would occur with respect to collapsible soil conditions at the Project site prior to mitigation.</p> | <p>MM 4.5-1 and MM 4.5-2 (see above)</p> | <p>Project Applicant;<br/>Qualified Geotechnical Engineer</p> | <p>City of Colton Director of Public Works or City Engineer</p> | <p>Prior to issuance of grading permit</p> | <p>Less-than-Significant Impact</p>    |
| <p><u>Threshold d):</u> The Project’s geotechnical input report concluded on-site soils exhibit an Expansion Index (EI) in the “very low” to “medium” range. The City of Colton General Plan Update EIR also indicates small areas of expansive soils are anticipated to exist at the Project site (City of Colton, 2013c, Exhibit 4.6-4). Accordingly, a potentially significant impact would occur with regard to expansive soils absent mitigation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>MM 4.5-1 (see above)</p>              | <p>Project Applicant;<br/>Qualified Geotechnical Engineer</p> | <p>City of Colton Director of Public Works or City Engineer</p> | <p>Prior to issuance of grading permit</p> | <p>Less-than-Significant Impact</p>    |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | RESPONSIBLE PARTY        | MONITORING PARTY                        | IMPLEMENTATION STAGE                         | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p><u>Threshold e)</u>: The proposed Project does not include septic tanks or alternative waste water disposal systems; accordingly, no impact would occur.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>N/A</p>               | <p>N/A</p>                              | <p>N/A</p>                                   | <p>No Impact</p>                       |
| <p><b>4.6 Greenhouse Gas Emissions</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                          |                                         |                                              |                                        |
| <p><b>Summary of Impacts</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                          |                                         |                                              |                                        |
| <p><u>Threshold a)</u>: The City’s CAP identified screening tables where Projects that achieve at least 75 points are determined to be consistent with the reduction quantities specified in the City’s CAP. If the Project does not achieve the 75 points outlined in the CAP’s screening tables, the Project would result in significant impacts with respect to GHG emissions. The Project’s annual GHG emissions are calculated to be approximately 16,481.15 total CO2e, or 25.96-percent less than 2008 BAU conditions, which meet the minimum GHG emissions reduction (25 percent) required by the City’s CAP. As such, the Project would not generate substantial GHG emissions – either directly or indirectly – that would have a significant impact on the environment.</p> | <p><b>MM 4.6-1</b> Prior to issuance of building permits for each planning area, the Project Applicant shall provide documentation to the City of Colton Planning Division demonstrating that each planning area will implement Project design features that will achieve at least 75 points from the City of Colton’s Greenhouse Gas Emissions Screening Tables, which design features shall be selected from, or be equivalent to the following Screening Table measures:</p> <p><i>Insulation</i><br/>                     - Install “Modestly Enhanced,” “Enhanced,” or “Greatly Enhanced” insulation in walls, roof/attic of proposed structures.</p> <p><i>Windows</i><br/>                     - Install “Modestly Enhanced,” “Enhanced,” or “Greatly Enhanced” window insulation of proposed structures.</p> <p><i>Cool Roof</i><br/>                     - Install “Modest,” “Enhanced,” or “Greatly Enhanced” cool roofs at proposed structures.</p> <p><i>Air Infiltration</i><br/>                     - Install air barrier in exterior walls and caulking of proposed structures.<br/>                     - Install Home Energy Rating Systems (HERS)-verified envelope leakage or equivalent in proposed structures.</p> <p><i>Thermal Storage</i><br/>                     - Install “Modest” or “Enhanced” thermal mass in proposed structures.</p> <p><i>Heating / Cooling Distribution System</i><br/>                     - Install “Modest (R-6)” or “Enhanced (R-8)” duct insulation in proposed structures.</p> | <p>Project Applicant</p> | <p>City of Colton Planning Division</p> | <p>Prior to issuance of building permits</p> | <p>Less-than-Significant Impact</p>    |

| THRESHOLD | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|           | <p>- Install distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent).</p> <p><i>Space Heating/ Cooling Equipment</i></p> <p>- Install “Improved Efficiency,” “High Efficiency,” or “Very High Efficiency” HVAC systems in proposed structures.</p> <p><i>Water Heaters</i></p> <p>- Install “Improved Efficiency,” “High Efficiency,” or “Very High Efficiency” water heaters in proposed structures.</p> <p>- Install Solar Pre-Heat System in proposed structures.</p> <p><i>Daylighting</i></p> <p>- Ensure all living spaces within the proposed residential structures have daylight (through use of windows, solar tubes, skylights, etc.).</p> <p><i>Artificial Lighting</i></p> <p>- Equip proposed residential structures with Efficient lights (25% of in-unit fixtures considered “high efficacy”), High Efficiency lights (50% of in-unit fixtures are high efficacy), or Very High Efficiency lights (100% of in-unit fixtures are high efficacy).</p> <p><i>Appliances</i></p> <p>- Install new Energy Star appliances (i.e., refrigerator dishwasher, or washing machine) at proposed residential structures.</p> <p><i>Building Placement</i></p> <p>- Design proposed buildings with north/south alignment to optimize natural heating, cooling, and lighting.</p> <p><i>Shading</i></p> <p>- Design proposed buildings so that at least 90% of south-facing glazing would be shaded by vegetation or overhangs at noon on June 21st.</p> <p><i>Energy Star Homes</i></p> <p>- Earn EPA Energy Star for Homes (version 3 or above) certification.</p> <p><i>Independent Energy Efficiency Calculations</i></p> <p>- Earn points through equipping proposed structures with other energy efficient design features that provide</p> |                   |                  |                      |                                        |

| THRESHOLD | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|           | <p>for greater efficiency beyond Title 24 Energy Efficiency Standards.</p> <p><i>Photovoltaic Power</i></p> <ul style="list-style-type: none"> <li>- Ensure that proposed residences are solar-ready homes.</li> <li>- Utilize photovoltaic-generated energy to meet 10 percent or more of the project’s power needs.</li> </ul> <p><i>Wind Turbines</i></p> <ul style="list-style-type: none"> <li>- Implement individual wind turbines at homes or collective neighborhood arrangements of wind turbines that would provide 10 percent or more of the project’s power needs.</li> </ul> <p><i>Off-site renewable energy project</i></p> <ul style="list-style-type: none"> <li>- Supply an off-site renewable energy project that would provide the City with renewable energy.</li> </ul> <p><i>Other Renewable Energy Generation</i></p> <ul style="list-style-type: none"> <li>- Implement other innovative designs that would allow the project to source electricity from the generation of renewable energy.</li> </ul> <p><i>Water Efficient Landscaping</i></p> <ul style="list-style-type: none"> <li>- Limit conventional turf to less than 25% of required landscape area of the Project.</li> <li>- Prohibit conventional turf (warm season turf to less than 50% of required landscape area and/or low water using plants are allowed).</li> <li>- Plant only California Native Plants that require no irrigation or some supplemental irrigation.</li> </ul> <p><i>Water Efficient Irrigation Systems</i></p> <ul style="list-style-type: none"> <li>- Install low precipitation spray heads that dispense less than 0.75 inches per hour or utilize drip irrigation.</li> <li>- Install weather-based irrigation control systems or moisture sensors (demonstrate 20% reduced water use).</li> </ul> <p><i>Recycled Water</i></p> <ul style="list-style-type: none"> <li>- Install recycled water connections (purple pipe) to irrigation system on-site.</li> </ul> <p><i>Water Reuse</i></p> <ul style="list-style-type: none"> <li>- Install gray water reuse system to collect gray water from clothes washers, showers and faucets for irrigation use.</li> </ul> |                   |                  |                      |                                        |

| THRESHOLD                                                                                                                        | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|                                                                                                                                  | <p><i>Storm Water Reuse Systems</i></p> <ul style="list-style-type: none"> <li>- Utilize innovative on-site storm water collection systems that filter and allow for reuse of storm water for other functions (i.e., supplemental irrigation water).</li> </ul> <p><i>Potable Water</i></p> <ul style="list-style-type: none"> <li>- Install water efficient showerheads (2.0 gallons per minute [gpm]).</li> <li>- Install water efficient toilets (1.5 gpm).</li> <li>- Install water efficient faucets (1.28 gpm).</li> <li>- Install water efficient dishwasher (6 gallons per cycle or less).</li> <li>- Install water efficient washing machine (water factor less than 5.5).</li> <li>- Earn EPA WaterSense Certification.</li> </ul> <p><i>Mixed-Use</i></p> <ul style="list-style-type: none"> <li>- Provide a development pattern that includes a mix of complementary land uses that would reduce the need for vehicle trips.</li> </ul> <p><i>Locate Residential Development near Local Retail Uses</i></p> <ul style="list-style-type: none"> <li>- Locate residential developments within walking and biking distance of local retail to facilitate reduction of vehicle trips and/or vehicle miles traveled (VMT).</li> </ul> <p><i>Other Trip Reduction Measures</i></p> <ul style="list-style-type: none"> <li>- Implement other measures that reduce vehicle trips or VMT (must be supported with data from the project’s TIA or other traffic data).</li> </ul> <p><i>Bicycle Infrastructure</i></p> <ul style="list-style-type: none"> <li>- Provide bicycle paths within Project boundaries.</li> <li>- Provide bicycle path linkages between residential and other land uses.</li> <li>- Provide bicycle path linkages between residential and transit.</li> </ul> <p><i>Electric Vehicle Charging Infrastructure</i></p> <ul style="list-style-type: none"> <li>- Accommodate for, or equip residential garages with, electric vehicle charging stations.</li> </ul> |                   |                  |                      |                                        |
| <p>Threshold b): The Project would meet the City’s goal of reducing GHG emissions to a level that is 15 percent below BAU as</p> | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>Less-than-Significant Impact</p>    |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | MITIGATION MEASURES (MM) | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p>established by their CAP via a 25.96 percent reduction in the Project’s GHG emissions compared to 2008 BAU emissions. The City of Colton’s CAP was designed to ensure compliance with AB 32, which is the primary plan for reducing GHG emissions in the State of California. Therefore, the Project would be consistent with the GHG reduction mandates of the AB 32. The Project would also be consistent with all other applicable plans, policies, and regulations related to the reduction of GHGs.</p> |                          |                   |                  |                      |                                        |

**4.7 Hazards and Hazardous Materials**

**Summary of Impacts**

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| <p><b>Thresholds a) and b):</b> Project construction activities may entail the transport and/or disposal of hazardous materials associated with potential soil contamination at the site. Additionally, the potential presence of hazard materials in the soil may create the potential for the release of such hazardous materials into the environment during Project construction activities.</p> <p>Through mandatory compliance with applicable regulations addressing the proper use, storage, and disposal of hazardous substances, no other significant hazards to the public or the environment would occur during the Project’s construction or operational activities.</p> | <p><b>MM 4.7-1</b> Prior to the issuance of a demolition permit or a grading permit for the Project involving the portion of the Project site subject to the current or former operation of the Roquet Paving Company facility, the Project Applicant shall provide a Phase II soil investigation report to the Building Official or their designee and Public Works Director or City Engineer or their designee for review and approval. The Phase II soil investigation shall be conducted by a qualified professional in accordance with local, State, and federal regulations to confirm whether hazardous materials are present within the portion of the Project site containing the Roquet Paving Company facility. If the Phase II soil investigation report demonstrates that hazardous materials are present in the soils above levels considered safe by local, State, and federal regulations for residential occupancy of the property, a treatment/remediation plan shall be developed by the hazardous materials professional to bring contaminant levels within the local, State, and federal requirements for the proposed residential, commercial, and public/institution land uses in the Specific Plan. The treatment/remediation plan may include soil removal, encapsulation, and/or onsite treatment such as in situ treatments and natural degradation; groundwater management and treatment; and institutional controls. Any remediation measures identified in the treatment/remediation plan shall be imposed as condition(s) of approval for the demolition or grading</p> | <p>Project Applicant</p> | <p>City of Colton Building Official</p> | <p>Prior to issuance of grading or demolition permits.</p> | <p>Less-than-Significant Impact</p> |
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| THRESHOLD                                                                                                                                                                                                                                                                                                                                                           | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|                                                                                                                                                                                                                                                                                                                                                                     | <p>permit. The treatment/remediation plan shall be implemented under the oversight of the City, and at the City's direction include oversight by a state environmental agency. A final report documenting implementation of any required treatment and achievement of the remediation levels required for the safe reuse of the site, shall be submitted to the City of Colton for review and approval prior to issuance of building permits for occupied structures on areas of the site identified in the treatment/remediation plan as requiring remediation.</p> |                   |                  |                      |                                        |
| <p><u>Threshold c):</u> The Project site is not located within one-quarter mile of any existing or planned school, and is not anticipated to cause the use of hazardous materials within one-quarter mile of the proposed Project school site. Accordingly, the Project would not expose any nearby school to potential impacts related to hazardous materials.</p> | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>No Impact</p>                       |
| <p><u>Threshold d):</u> The Project site is not listed on any list of hazardous materials compiled pursuant to Government Code §65962.5. No impact would occur.</p>                                                                                                                                                                                                 | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>No Impact</p>                       |
| <p><u>Threshold e):</u> The Project site is not located within two miles of an airport, nor is it located within an airport land use compatibility plan. No impact would occur.</p>                                                                                                                                                                                 | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>No Impact</p>                       |
| <p><u>Threshold f):</u> There are no private airstrips located within the vicinity of the Project site; therefore, no impact would occur.</p>                                                                                                                                                                                                                       | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>No Impact</p>                       |
| <p><u>Threshold g):</u> Project-related development would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project site does not serve as an emergency evacuation route. No impact would occur.</p>                                                                                                     | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>No Impact</p>                       |
| <p><u>Threshold h):</u> The Project site is located within a "Very High Fire Hazard Severity Zone" of a Local Responsibility Area.</p>                                                                                                                                                                                                                              | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>Less-than-Significant Impact</p>    |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | MITIGATION MEASURES (MM)   | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| Mandatory compliance with the fuel modification requirements and building design requirements of the City of Colton Fire Department, as well as compliance with Section 701A of the California Building Code, would reduce impacts to less than significant with respect to wildland fire hazards.                                                                                                                                                                                                                                                                                                                                                                                                                          |                            |                   |                  |                      |                                        |
| <b>4.8 Hydrology and Water Quality</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                            |                   |                  |                      |                                        |
| <b>Summary of Impacts</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                            |                   |                  |                      |                                        |
| <b>Threshold a):</b> The Project would not violate any water quality standards or waste discharge requirements on a direct or cumulatively considerable basis. The Project is required to prepare a Storm Water Pollutant Prevention Plan (SWPPP) to address construction-related water quality issues and proposes design features including water quality basins and water quality/detention basins to address long-term water quality, and the impact would be less than significant.                                                                                                                                                                                                                                    | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |
| <b>Threshold b):</b> The Project has a reliable source of domestic water and does not propose any new potable water wells that would directly extract groundwater, nor would it increase the current rate of extraction at the on-site domestic water well. Groundwater recharge would occur in onsite detention basins and landscaped areas, and water conveyed off-site would have the ability to percolate into the groundwater table. The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, and the impact would be less than significant. | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |
| <b>Threshold c):</b> The Project would not result in substantial erosion or siltation on- or off-site, so the impact would be less than significant.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | RESPONSIBLE PARTY        | MONITORING PARTY                              | IMPLEMENTATION STAGE                                                                                | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p><u>Threshold d)</u>: The Project proposes to install a storm water drainage system that would convey upstream and onsite water in concurrence with the existing drainage pattern. The Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The impact would be less than significant.</p>                        | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>N/A</p>               | <p>N/A</p>                                    | <p>N/A</p>                                                                                          | <p>Less-than-Significant Impact</p>    |
| <p><u>Threshold e)</u>: The Project proposes to install a storm water drainage system that includes a series of water quality basins and water quality/detention basins. The Project’s storm water runoff would not exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The impact would be less than significant.</p> | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>N/A</p>               | <p>N/A</p>                                    | <p>N/A</p>                                                                                          | <p>Less-than-Significant Impact</p>    |
| <p><u>Threshold f)</u>: There are no other conditions associated with the proposed Project that would otherwise result in the substantial degradation of water quality. There would be no impact.</p>                                                                                                                                                                                                    | <p>No Mitigation is Required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>N/A</p>               | <p>N/A</p>                                    | <p>N/A</p>                                                                                          | <p>No Impact</p>                       |
| <p><u>Threshold g)</u>: Under existing conditions, small portions of the southerly and easterly areas of the Project site are located within a 100-year flood hazard zone. Accordingly, the Project would place housing within an existing 100-year flood hazard area prior to mitigation.</p>                                                                                                           | <p><b>MM 4.8-1</b> Prior to the City of Colton’s issuance of building permits for structures located within the 100-year floodplain (as shown on applicable FEMA Flood Insurance Rate Maps), the Project Applicant shall provide evidence to the City of Colton that a Conditional Letter of Map Revision (CLOMR) has been issued by FEMA for the Project. The grading plan shall be found to substantially conform to the CLOMR prior to the issuance of a building permit in this area.</p> | <p>Project Applicant</p> | <p>City of Colton Building Division; FEMA</p> | <p>Prior to issuance of building permits for structures located within the 100-year floodplain.</p> | <p>Less-than-Significant Impact</p>    |
|                                                                                                                                                                                                                                                                                                                                                                                                          | <p><b>MM 4.8-2</b> Prior to the City of Colton’s issuance of building permits for structures located within the 100-year floodplain (as shown on applicable FEMA Flood Insurance Rate Maps), the Project Applicant shall provide evidence to the City of Colton that a Final Letter of Map Revision (LOMR) has been issued by FEMA verifying that flood control measures have been completed and the residential development areas</p>                                                        | <p>Project Applicant</p> | <p>City of Colton Building Division; FEMA</p> | <p>Prior to issuance of building permits for structures located within the 100-year floodplain.</p> |                                        |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | MITIGATION MEASURES (MM)                                   | RESPONSIBLE PARTY | MONITORING PARTY                       | IMPLEMENTATION STAGE                                                                         | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | are permanently removed from the FEMA 100-year floodplain. |                   |                                        |                                                                                              |                                        |
| <p><b>Threshold h):</b> Under existing conditions, small portions of the southerly and easterly areas of the Project site are located within a 100-year flood hazard zone. Accordingly, the Project would place structures within an existing 100-year flood hazard area which could impede or redirect flood flows absent mitigation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | MM 4.8-1 and MM 4.8-2 (see above)                          | Project Applicant | City of Colton Building Division; FEMA | Prior to issuance of building permits for structures located within the 100-year floodplain. | Less-than-Significant Impact           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MM 4.8-1 and MM 4.8-2 (see above)                          | Project Applicant | City of Colton Building Division; FEMA | Prior to issuance of building permits for structures located within the 100-year floodplain. |                                        |
| <p><b>Threshold i):</b> The Project site is not located within an inundation area associated with a dam or levee. As such, the Project would not 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 a dam. However, as discussed under Thresholds g) and h), portions of the easterly and southerly areas of the Project site are located within an existing 100-year flood hazard area. Therefore, the Project’s potential to expose people or structures to a significant risk involving flooding is considered potentially significant prior to mitigation.</p>                                                                                                                                                       | MM 4.8-1 and MM 4.8-2 (see above)                          | Project Applicant | City of Colton Building Division; FEMA | Prior to issuance of building permits for structures located within the 100-year floodplain. | Less-than-Significant Impact           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MM 4.8-1 and MM 4.8-2 (see above)                          | Project Applicant | City of Colton Building Division; FEMA | Prior to issuance of building permits for structures located within the 100-year floodplain. |                                        |
| <p><b>Threshold j):</b> The Project site is located too far away from enclosed water bodies and the ocean to be subjected to hazards associated with seiches or tsunamis. Due to the steep topographic relief at the Project site and the potential for landslides previously discussed in EIR Subsection 4.5, <i>Geology and Soils</i>, the potential exists for mudflow events to occur at the site during construction activities absent implementation of BMPs. However, implementation of the BMPs from the Project-specific WQMP and SWPPP during construction activities would reduce the potential for mudflow events to levels below significant. In the post development condition, the potential for the occurrence of mudflow events is low due to the presence of engineered slopes and flood control features.</p> | No Mitigation is Required.                                 | N/A               | N/A                                    | N/A                                                                                          | Less-than-Significant Impact           |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | RESPONSIBLE PARTY | MONITORING PARTY                 | IMPLEMENTATION STAGE                                 | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| Accordingly, impacts associated with mudflow are less than significant.                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                   |                                  |                                                      |                                        |
| <b>4.9 Land Use and Planning</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                   |                                  |                                                      |                                        |
| <b>Summary of Impacts</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                   |                                  |                                                      |                                        |
| <u>Threshold a):</u> The proposed Project represents a logical expansion of the existing residential area located along the western side of La Cadena Drive, and would not physically divide an established community.                                                                                                                                                                                                                                                                                                              | No Mitigation is Required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | N/A               | N/A                              | N/A                                                  | No Impact                              |
| <u>Threshold b):</u> The Project would not be inconsistent with any General Plan policy, strategy or objective. The Project would be inconsistent with the current zoning classifications applicable to the Project site, and proposes a Change of Zone for the entire site to reclassify the Project site as “Specific Plan,” in accordance with all of the development standards set forth in the proposed Roquet Ranch Specific Plan                                                                                             | No Mitigation is Required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | N/A               | N/A                              | N/A                                                  | Less-than-Significant Impact           |
| <u>Threshold c):</u> The Project site is not located within an adopted HCP, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan, and therefore would not conflict with any such plans.                                                                                                                                                                                                                                                                                        | No Mitigation is Required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | N/A               | N/A                              | N/A                                                  | No Impact                              |
| <b>4.10 Noise</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                   |                                  |                                                      |                                        |
| <b>Summary of Impacts</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                   |                                  |                                                      |                                        |
| <u>Threshold a), c), and d):</u> (On-site Exterior Noise):<br>The Project would expose residential homes to unmitigated exterior noise levels that would exceed the 60 dBA CNEL exterior noise level standard for residential uses in the following areas of the Project site: Planning Area 9 (along I-215 freeway and La Cadena Drive); Planning Areas 3 and 8 (along Pellissier Road); Planning Areas 2 and 6 (along Pellissier Road); Planning Area 7 (along Roquet Ranch Road); and Planning Area 4 (along Roquet Ranch Road). | <b>MM 4.10-1</b> Prior to issuance of any grading and building permits, the City of Colton shall review grading and building plans to ensure the following notes are included on the plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Colton upon request. The Grading Contractor shall permit periodic inspection of the construction site by City of Colton staff or its designee to confirm compliance. These notes also shall be specified in bind documents and contracts issued to prospective construction contractors. | Project Applicant | City of Colton Building Official | Prior to issuance of any grading or building permits | Less-Than-Significant Impact           |

| THRESHOLD                                                                                                                                                                                                                                                                                                                             | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | RESPONSIBLE PARTY | MONITORING PARTY                 | IMPLEMENTATION STAGE                      | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p>(On-Site Interior Noise)<br/>Without mitigation by the installation of upgraded windows (i.e., windows with a minimum STC rating of 32), proposed residences within Planning Area 9 that abut La Cadena Drive would experience interior noise levels that exceed the City of Colton 45 dBA CNEL interior noise level standard.</p> | <p>a) All construction activities and haul truck deliveries shall be prohibited from occurring between 7:00 p.m. and 7:00 a.m. Monday through Saturday, and all day on Sundays and Federal holidays.</p> <p>b) All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, consistent with manufacturer’s standards. The construction contractors shall place all stationary equipment so that emitted noise is directed away from the noise sensitive receivers nearest the Project site.</p> <p>c) Construction equipment staging areas shall be located such that a minimum distance of 100 feet is maintained between construction staging areas, existing homes, business and noise-sensitive receptors.</p> <p>d) The construction contractor shall design a haul route exhibit that includes delivery routes that minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. to 7:00 p.m. Monday to Saturday with no activity on Sundays and Federal holidays).</p> |                   |                                  |                                           |                                        |
|                                                                                                                                                                                                                                                                                                                                       | <p><b>MM 4.10-2</b> Prior to issuance of building permits, the City of Colton shall verify that final building plans require the construction of 6-foot high noise barriers at lots within Planning Areas 2 to 4, and 6 to 9 that abut Pellissier Road and Roquet Ranch Road. Additionally, the final building plans shall also require the construction of an 8-foot high noise barrier for outdoor living areas at lots within Planning Area 9 which abut La Cadena Drive and face the I-215 Freeway and BNSF rail lines.<br/>The recommended noise control barriers shall be constructed so that the top of each wall and/or berm combination extends to the recommended height above the pad elevation of the lot it is shielding. In</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Project Applicant | City of Colton Building Official | Prior to issuance of any building permits | Less-than-Significant Impact           |

| THRESHOLD                                                                                                                                                                                                                                                | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | RESPONSIBLE PARTY | MONITORING PARTY                 | IMPLEMENTATION STAGE                      | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|                                                                                                                                                                                                                                                          | <p>instances where the road is elevated above the pad elevation, the barrier shall extend to the recommended height above the highest point between the residential home and the road. The barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The barrier shall consist of a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking. The noise barrier shall be constructed using any combination of the following construction materials:</p> <ul style="list-style-type: none"> <li>• Masonry block;</li> <li>• Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot;</li> <li>• Glass (1/4-inch-thick), or other transparent material with sufficient weight per square foot;</li> <li>• Earthen berm;</li> <li>• Any combination of these construction materials.</li> </ul> <p>During the final building inspection, the City of Colton Building Inspector shall ensure that the sound barriers were constructed to adhere to the requirements stated herein, as well as the design specifications shown on the final approved building plans.</p> |                   |                                  |                                           |                                        |
|                                                                                                                                                                                                                                                          | <p><b>MM 4.10-3</b> Prior to issuance of building permits in Planning Area 9, the City of Colton shall verify that final building plans require windows with a minimum STC rating of 32 be installed at all buildings situated on lots within Planning Area 9 that abut La Cadena Drive. During the final building inspection, the City of Colton Building Inspector shall ensure that the windows were installed in adherence with the requirements stated herein, as well as the design specifications shown on the final approved building plans.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Project Applicant | City of Colton Building Official | Prior to issuance of any building permits | Less-than-Significant Impact           |
| <p><b>Threshold b):</b> Construction and operation of the Project would produce vibration levels below the County of San Bernardino vibration standards used as a vibration threshold in this EIR. Vibration impacts would be less than significant.</p> | No Mitigation is Required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | N/A               | N/A                              | N/A                                       | Less-than-Significant Impact           |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | MITIGATION MEASURES (MM)          | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                   |                   |                  |                      |                                        |
| <p><b>Threshold e):</b> The Project would not expose people residing or working in the area to excessive noise levels associated with public airports.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>No Mitigation is Required.</p> | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>No Impact</p>                       |
| <p><b>Threshold f):</b> The Project would not expose people residing or working in the area to excessive noise levels associated with private airstrips.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>No Mitigation is Required.</p> | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>No Impact</p>                       |
| <p><b>4.11 Population and Housing</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                   |                   |                  |                      |                                        |
| <p><b>Summary of Impacts</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                   |                   |                  |                      |                                        |
| <p><b>Threshold a):</b> Although the Project would accommodate a population of approximately 3,633 residents, such population growth is less than the population increase (5,958 persons) that could result from development of the site in accordance with the existing General Plan land use designations applicable to the site. The Project’s population increase of 3,633 persons is also consistent with the growth that is anticipated by the City’s General Plan. There would be no impacts to the environmental peculiar to population growth that are not addressed in other Subsections of this EIR.</p> | <p>No Mitigation is Required.</p> | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>Less-than-Significant Impact</p>    |
| <p><b>Threshold b):</b> The Project site is predominantly vacant and undeveloped and contains no housing under existing conditions. Therefore, the Project would not result in the displacement of a substantial amount of existing housing nor result in the need for construction of replacement housing elsewhere.</p>                                                                                                                                                                                                                                                                                           | <p>No Mitigation is Required.</p> | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>No Impact</p>                       |
| <p><b>Threshold c):</b> The Project site is predominantly vacant and undeveloped and contains no housing under existing conditions. Therefore, the Project would not displace any persons nor result in the need for construction of replacement housing elsewhere.</p>                                                                                                                                                                                                                                                                                                                                             | <p>No Mitigation is Required.</p> | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>No Impact</p>                       |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | MITIGATION MEASURES (MM)   | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <b>4.12 Public Services</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                            |                   |                  |                      |                                        |
| <b>Summary of Impacts</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                            |                   |                  |                      |                                        |
| <p><u>Threshold a):</u> Implementation of the Project would result in the development of an on-site fire station site. Development of this proposed on-site fire station would not result in additional physical impacts to the environment that are not already addressed throughout this EIR. Where significant impacts are identified, mitigation measures have been imposed to reduce potential effects to the maximum feasible extent. With mandatory payment of Development Impact Fees in compliance with City requirements, the Project would not result in a cumulatively considerable impact to CFD facilities.</p>                                                                                                                                           | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |
| <p><u>Threshold b):</u> The Colton Police Department has adequate physical capacity to service the proposed Project. No new or expanded police protection facilities are needed; thus, a less-than-significant impact would occur. Additionally, with mandatory payment of Development Impact Fees in compliance with City requirements, the Project would not result in a cumulatively considerable impact to police protection facilities.</p>                                                                                                                                                                                                                                                                                                                        | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |
| <p><u>Threshold c):</u> The Project proposes a 10.3-acre site to accommodate the development of an on-site elementary school facility. Construction and operation of this proposed on-site facility would not result in additional physical impacts to the environment that are not already addressed throughout this EIR. Where significant impacts are identified, mitigation measures have been imposed to reduce potential effects to the maximum feasible extent.</p> <p>Additionally, the Project Applicant would be required to contribute fees to the CJUSD in accordance with SB 50 and Colton Municipal Code Chapter 16.92 to offset the costs associated with increasing school capacity needs. Thus, with mandatory regulatory compliance, a less-than-</p> | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | MITIGATION MEASURES (MM)   | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| significant physical impact would occur as a result of Project-related demand for school services.                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                            |                   |                  |                      |                                        |
| <p><b>Threshold d):</b> Implementation of the Project would meet the City’s parkland dedication standard on-site. The development of on-site parks would not result in additional physical impacts to the environment that are not already addressed throughout this EIR. Where significant impacts are identified, mitigation measures have been imposed to reduce potential effects to the maximum feasible extent. Accordingly, a less-than-significant physical impact would occur as a result of Project-related demand for park services.</p> | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |
| <p><b>Threshold e):</b> Implementation of the Project would increase demand for library resources which are expected to be met by, the City of Colton Public Library Main Branch. It is not reasonably foreseeable that new or expanded library space would be required as a result of the proposed Project. Accordingly, a less-than-significant physical impact would occur as a result of Project-related demand for library services.</p>                                                                                                       | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |
| <b>4.13 Recreation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                            |                   |                  |                      |                                        |
| <b>Summary of Impacts</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                            |                   |                  |                      |                                        |
| <p><b>Threshold a):</b> Project-related development would be required to comply with Colton Municipal Code, <i>Chapter 16.58</i>, which requires that residential development proposals provide on-site park land and recreational amenities and/or pay fees to the City of Colton. The Project would more than exceed the City’s parkland dedication requirement through the provision of sufficient parkland on-site.</p>                                                                                                                         | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |
| <p><b>Threshold b):</b> The Project would not result in physical impacts to the environment associated with the construction of on-site parks that have not already been addressed throughout this EIR. Where significant</p>                                                                                                                                                                                                                                                                                                                       | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | RESPONSIBLE PARTY | MONITORING PARTY                        | IMPLEMENTATION STAGE                                    | LEVEL OF SIGNIFICANCE AFTER MITIGATION                                  |
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| impacts are identified, mitigation measures have been imposed to reduce potential effects to the maximum feasible extent.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                   |                                         |                                                         |                                                                         |
| <b>4.14 Transportation and Traffic</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                   |                                         |                                                         |                                                                         |
| <b>Summary of Impacts</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                   |                                         |                                                         |                                                                         |
| <p><b>Threshold a):</b> Project-generated traffic would result in level of service deficiencies and direct impacts at four intersections (Intersection #21- South La Cadena Drive / West Maryknoll Drive; Intersection #3 – Main Street / Strong Street; Intersection #27 – South Iowa Avenue / South La Cadena Drive / I-215 southbound off-ramp; and Intersection #29 – South Iowa Avenue / I-215 northbound ramps) for Existing Plus Project conditions. Project traffic would also have a cumulatively considerable impact on the forecasted level of service at seven intersections (Intersection #1 – South Riverside Avenue / Main Street / Placentia Lane; Intersection #3 – Main Street / Strong Street; Intersection #14 - Stephens Avenue / West Center Street; Intersection #5 – Orange Street / West Center Street; Intersection #36 – Michigan Avenue / West Main Street; Intersection #20 – South La Cadena Drive / South Iowa Avenue; and Intersection #21 – South La Cadena Drive / West Maryknoll Drive) in the Opening Year Cumulative (2020) condition. The Project would result in cumulatively considerable impacts to seven intersections in the Horizon Year Cumulative (2040) condition, including: Intersection #3 – Main Street / Strong Street, Intersection #5 – Orange Street / West Center Street; Intersection #18 – South La Cadena Drive / West Litton Avenue; Intersection #20 – South La Cadena Drive / South Iowa Avenue; Intersection #21 – South La Cadena Drive / West Maryknoll Drive; Intersection# 22 – La Cadena Drive South / Pellissier Road / I-215 southbound on-ramp; and Intersection #38 – Mt. Vernon Avenue / Main Street. Project traffic would also result in a cumulatively considerable impact on one roadway segment (La Cadena Drive between</p> | <p>MM 4.14-2 Prior to issuance of the first certificate of occupancy for the Project, City of Colton Director of Public Works or their assignee shall verify that the Project has implemented the following intersection improvements in accordance with the recommendations identified in the “Roquet Ranch Specific Plan Traffic Impact Analysis,” prepared by Urban Crossroads (dated November 30, 2016):</p> <ul style="list-style-type: none"> <li>• <u>Intersection #21 – South La Cadena Drive / West Maryknoll Drive:</u> (1) Add a traffic signal, (2) Add a northbound left turn lane, and (3) Add an eastbound left turn lane and an eastbound shared right turn lane.</li> <li>• <u>Intersection #27 – South Iowa Avenue / South La Cadena Drive / I-215 southbound off-ramp:</u> (1) Install a traffic signal, (2) Add 2nd eastbound left turn lane, and (3) Add 2nd northbound through lane.</li> <li>• <u>Intersection #29 – South Iowa Avenue / I-215 northbound ramps:</u> (1) Add southbound right turn lane, and (2) Add 2nd eastbound left turn lane.</li> </ul> | Project Applicant | City of Colton Director of Public Works | Prior to issuance of the first certificate of occupancy | Significant and Unavoidable Direct and Cumulatively Considerable Impact |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>MM 4.14-3 Prior to issuance of the first certificate of occupancy for the Project, the Project Applicant shall make a fair share fee payment to the City of Colton for the roadway improvements listed in Table 1-5 of the “Roquet Ranch Specific Plan Traffic Impact Analysis,” prepared by Urban Crossroads (dated November 30, 2016), that are located within the geographical limits of the City of Colton and not included within the City of Colton’s Development Impact Fee (DIF) program. The fair share fee attributable to the Project shall be calculated according to the percentages specified in Table 1-5 of the “Roquet Ranch Specific Plan Traffic Impact Analysis,” prepared by Urban Crossroads (dated November 30, 2016). Specifically, the fair share fee payment required by this Mitigation Measure shall be used by the City to make the following improvements:</p>                                                                                                                                                                                      | Project Applicant | City of Colton Director of Public Works | Prior to issuance of the first certificate of occupancy | Significant and Unavoidable Direct and Cumulatively Considerable Impact |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | RESPONSIBLE PARTY        | MONITORING PARTY                                             | IMPLEMENTATION STAGE                        | LEVEL OF SIGNIFICANCE AFTER MITIGATION                                         |
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| <p>West Litton Avenue and Barton Road) under the Horizon Year Cumulative (2040) condition.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>• <u>Intersection #1 – South Riverside Avenue / Main Street / Placentia Lane:</u> (1) Install a traffic signal, and (2) Add 2nd westbound left turn lane.</li> <li>• <u>Intersection #18 – South La Cadena Drive / West Litton Avenue:</u> Install a traffic signal.</li> <li>• <u>Intersection #20 – South La Cadena Drive / South Iowa Avenue:</u> (1) Add northbound through lane, and (2) Add southbound through lane.</li> <li>• <u>Intersection #22 – La Cadena Drive South / Pellissier Road / I-215 southbound on-ramp:</u> Install a traffic signal.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                          |                                                              |                                             |                                                                                |
| <p><u>Threshold b):</u> The contribution of Project traffic would have a significant direct impact to two freeway segments (I-215 northbound to the north of Barton Road and I-215 northbound between Barton Road and La Cadena Drive) under the E+P scenario. Under the Opening Year (2020) scenario, the Project would result in a cumulatively considerable impact to one off-ramp (South Iowa Avenue / I-215 northbound ramps (AM peak hour only)) due to off-ramp queuing. Project traffic would have a cumulatively considerable impact on the forecasted LOS at three freeway segments and two freeway ramps in the Opening Year (2020) condition. Project-generated traffic would have a cumulatively considerable impact on the forecasted level of service at six freeway segments and five of the on- and off-ramps (with respect to merge/diverge operations) in the Horizon Year (2040) condition.</p> | <p><b>MM 4.14-4</b> The Project Applicant shall use reasonable efforts to work with the City of Riverside to prepare a fee study and establish a mitigation fee program that identifies fair share funding sources attributable to and paid from private and public development to supplement other funding sources to construct the following improvements:</p> <ul style="list-style-type: none"> <li>• Intersection #3 – Main Street / Strong Street: Restripe eastbound approach to provide for a dedicated left turn lane and a shared through-right turn lane.</li> <li>• Intersection #5 – Orange Street / West Center Street: Install a traffic signal.</li> </ul> <p>Intersection #5 – Orange Street / West Center Street: Install a traffic signal.</p> <p>The Project Applicant shall use reasonable efforts to engage the City of Riverside to undertake this study, but it is acknowledged that the Project Applicant cannot compel the City of Riverside to participate in this process. The study shall identify fair-share fees related to private and/or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a)(4). The fee study shall also be compliant with Government Code § 66001(g) and any other applicable provisions of law. If the fee study is completed in accordance with the standards described above and a mitigation fee program is adopted by the City of Riverside for the above-listed improvements to Intersection #3 – Main Street / Strong Street and Intersection #5 – Orange Street / West Center Street,</p> | <p>Project Applicant</p> | <p>City of Colton Director of Public Works;<br/>Caltrans</p> | <p>Prior to issuance of grading permits</p> | <p>Significant and Unavoidable Direct and Cumulatively Considerable Impact</p> |

| THRESHOLD | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|           | <p>the Project Applicant shall pay its' the fair share amount to the City of Riverside within one year following the City of Riverside's establishment of the fee program or within one year following the issuance of the Project's first certificate of occupancy, whichever date is later. The Project Applicant shall be required to pay the fair share payment only if (i) the fair share fee study has been completed and mitigation fee program established by the City of Riverside, and (ii) the mitigation fee program commits the City of Riverside to apply the Project Applicant's fair share payment toward the construction of the improvements to Intersection #3 and Intersection #5 described above. If, within three (3) years following the date that the first certificate of occupancy is issued for the Project, the City of Riverside has not completed the fair share fee study and established a mitigation fee program for construction of above-listed improvements to Intersection #3 – Main Street / Strong Street and Intersection #5 – Orange Street / West Center Street, then the Project Applicant shall have no further obligation to attempt to comply with this mitigation measure.</p> <p><b>MM 4.14-5</b> The Project Applicant shall use reasonable efforts to work with the City of Grand Terrace to prepare a fee study and establish a mitigation fee program that identifies fair share funding sources attributable to and paid from private and public development to supplement other funding sources to construct the following improvements:</p> <ul style="list-style-type: none"> <li>• Intersection #36 – Michigan Avenue / West Main Street: Add southbound right-turn lane; and</li> <li>• Intersection #38 – Mt. Vernon Avenue / Main Street: (1) Install a traffic signal; (2) Add eastbound left-turn lane.</li> </ul> <p>The Project Applicant shall use reasonable efforts to engage the City of Grand Terrace to undertake this study, but it is acknowledged that the Project Applicant cannot compel the City of Grand Terrace to participate in this process. The study shall identify fair-share fees related to private and/or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a) (4). The fee study shall also be</p> |                   |                  |                      |                                        |

| THRESHOLD | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|           | <p>compliant with Government Code § 66001(g) and any other applicable provisions of law. If the fee study is completed in accordance with the standards described above and a mitigation fee program is adopted by City of Grand Terrace for the improvements to Intersection #36 and Intersection #38 described above, the Project Applicant shall pay its' fair share amount to the City of Grand Terrace within one year of the City of Grand Terrace's establishment of the fee program or within one year following the issuance of the Project's first certificate of occupancy whichever date is later. The Project Applicant shall be required to pay the fair share payment only if (i) the fair share fee study has been completed and mitigation fee program established by the City of Grand Terrace, and (ii) the mitigation fee program commits the City of Grand Terrace to apply the Project Applicant's fair share payment toward the construction of the improvements to Intersection #36 and Intersection #38 described above. If, within three (3) years following the date that the first certificate of occupancy is issued for the Project, the City of Grand Terrace has not completed the fair share fee study and established a mitigation fee program for the improvements to Intersection #36 and Intersection #38 described above, then the Project Applicant shall have no further obligation to attempt to comply with this mitigation measure.</p> <p><b>MM 4.14-6</b> In the event that Caltrans prepares a valid study, as defined below, that identifies fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary undertake improvements to I-215 in the Project study area, then the Project Applicant shall use reasonable efforts to pay the applicable fair share amount to Caltrans.</p> <p>The study shall include fair share contributions related to private and/or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a)(4) and, to this end, the study shall recognize that impacts to Caltrans I-215 facilities that are not attributable to development located within the City of Colton are not required to pay in excess of such developments' fair share obligations. The fee study shall also be compliant with Government Code §</p> |                   |                  |                      |                                        |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                           | MITIGATION MEASURES (MM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | RESPONSIBLE PARTY | MONITORING PARTY                        | IMPLEMENTATION STAGE                                 | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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|                                                                                                                                                                                                                                                                                                                                                                                     | 66001(g) and any other applicable provisions of law. The study shall set forth a timeline and other relevant criteria for implementation of the recommendations contained within the study to the extent the other agencies agree to participate in the fee study program.                                                                                                                                                                                                                                                             |                   |                                         |                                                      |                                        |
| <u>Threshold c):</u> The Project would not 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 Mitigation is Required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A               | N/A                                     | N/A                                                  | Less-than-Significant Impact           |
| <u>Threshold d):</u> The Project would not create or substantially increase safety hazards due to a design feature or incompatible use.                                                                                                                                                                                                                                             | No Mitigation is Required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A               | N/A                                     | N/A                                                  | Less-than-Significant Impact           |
| <u>Threshold e):</u> Adequate emergency access would be provided to the Project site during both short-term construction and long-term operation. Thus, the Project would not result in inadequate emergency access to the site or surrounding properties.                                                                                                                          | MM 4.14-1 Prior to the issuance of grading or building permits, the Project Applicant shall prepare and the City of Colton shall approve a temporary traffic control plan. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices. A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors. | Project Applicant | City of Colton Director of Public Works | Prior to issuance of any grading or building permits | Less-than-Significant Impact           |
| <u>Threshold f):</u> The Project does not have the potential to 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 Mitigation is Required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A               | N/A                                     | N/A                                                  | Less-than-Significant Impact           |
| <b>4.15 Utilities and Service Systems</b>                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                   |                                         |                                                      |                                        |
| <b>Summary of Impacts</b>                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                   |                                         |                                                      |                                        |
| <u>Threshold a):</u> There is no potential for the Project to exceed wastewater treatment requirements of the SARWQCB. Wastewater generated at the Project site would be conveyed to and treated by the Colton Wastewater Reclamation Plant, which is under the jurisdiction of the SARWQCB, which ensures that all regulatory requirements regarding wastewater treatment are met. | No Mitigation is Required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A               | N/A                                     | N/A                                                  | No Impact                              |

| THRESHOLD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | MITIGATION MEASURES (MM)          | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| <p><u>Threshold b):</u> With the exception of water and sewer facilities that would be installed during the Project’s construction period and which are evaluated throughout this EIR. The Project would not require the construction of any new water or wastewater systems that have the potential to cause significant environmental effects. No other new or expanded facilities would be required, and the impact would be less than significant.</p>                                                          | <p>No Mitigation is Required.</p> | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>Less-than-Significant Impact</p>    |
| <p><u>Threshold c):</u> Storm water would be collected on the Project site by an on-site drainage system and proposed on-site water quality/detention basins that would be installed during the Project’s construction phase and which are evaluated throughout this EIR. The Project would not require the construction of any other new storm water drainage facilities that have the potential to cause significant environmental effects, and the impact would be less than significant.</p>                    | <p>No Mitigation is Required.</p> | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>Less-than-Significant Impact</p>    |
| <p><u>Threshold d):</u> Supported by information in the San Bernardino Valley 2010 UWMP and the 2016 WSA prepared for this Project (<i>EIR Technical Appendix M</i>), there are sufficient water supplies available to service the residential development on the Project site. The Project’s proposed residential uses would not exceed available supplies of water, even during dry year conditions, and the impact would be less than significant.</p>                                                           | <p>No Mitigation is Required.</p> | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>Less-than-Significant Impact</p>    |
| <p><u>Threshold e):</u> The Project would generate approximately 274,275 gallons (0.45 MGD) of wastewater per day which could be adequately accommodated by the excess capacity of 2.4 MGD of the CWRP. Accordingly, the CWRP has sufficient capacity to treat wastewater generated by Project-related development in addition to existing commitments, and the Project would not result in the need for any new or expanded off-site wastewater facilities (such as conveyance lines, treatment facilities, or</p> | <p>No Mitigation is Required.</p> | <p>N/A</p>        | <p>N/A</p>       | <p>N/A</p>           | <p>Less-than-Significant Impact</p>    |

| THRESHOLD                                                                                                                                                                                                                                                     | MITIGATION MEASURES (MM)   | RESPONSIBLE PARTY | MONITORING PARTY | IMPLEMENTATION STAGE | LEVEL OF SIGNIFICANCE AFTER MITIGATION |
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| lift stations). Because there is adequate capacity at the CWRF to serve the Project's projected sewer demand, impacts would be less than significant.                                                                                                         |                            |                   |                  |                      |                                        |
| <u>Threshold f)</u> : There is adequate capacity at the California Street Landfill to accept the Project's solid waste. Landfill capacity would not be exceeded as a result of the proposed Project, and the impact would therefore be less than significant. | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |
| <u>Threshold g)</u> : The Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste disposal, reduction, and recycling, and the impact would therefore be less than significant.                     | No Mitigation is Required. | N/A               | N/A              | N/A                  | Less-than-Significant Impact           |



May 7, 2018

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

**RE: EVALUATION OF COMMENTARY ON THE ROQUET RANCH EIR PROVIDED ON APRIL 10, 2018**

Mr. Tomich,

On April 10, 2018 the City of Colton received communications via email from the following commenters in anticipation of a scheduled hearing before the City of Colton Planning Commission scheduled that same evening.

- Michael H. Leifer on behalf of Mobile Community Management, agent for Cadena Creek Mobile Home Park
- Mobile Community Management Co., authorized agent for Cadena Creek Mobile Home Park
- George Hague on behalf of the Sierra Club
- Karen Renfro on behalf of the Springbrook Heritage Alliance
- Henry James Vasquez on behalf of the Native American Community Council of San Bernardino

Several of the communications included commentary on the adequacy of the Final Environmental Impact Report (FEIR) for the Roquet Ranch Specific Plan Project. However, as indicated in the responses to each of the comments provided below, it is our determination that no new issues were raised that were not previously addressed in the Draft Environmental Impact Report (DEIR) or the FEIR. Accordingly, no new environmental analysis is required and no revisions to the FEIR are warranted in response to the commentary.

Each of the communications are included in their entirety as attachments to this memorandum.

**Michael H. Leifer on behalf of Mobile Community Management, agent for Cadena Creek Mobile Home Park, April 10, 2018 (received by City of Colton Staff by electronic mail)**

The Project's target density is identified as 3.1 du/acre in Table 3-1 of the Draft EIR, which is consistent with the target density identified in Table I-1 of the Roquet Ranch Specific Plan. The commenter generally argues that the "information submitted by the applicant is incomplete," and that the "application package for the project is both internally inconsistent and incomplete," but the commenter does not identify any specific deficiencies with the application materials and provides not facts in support of commenter's claims. The commenter also claims that EIR "understates or defer analysis concerning material civil engineering issues such as grading, drainage, and hydrology." However, the commenter does not identify any specific instances where analysis is deferred. Impacts associated with grading and drainage were thoroughly analyzed, and appropriate mitigation measures proposed, throughout the Draft EIR, particularly in Subsection 4.5, *Geology and Soils* and Subsection 4.8, *Hydrology and Water Quality*, based on technical reports that were included in the Draft EIR's Technical Appendices.



The commenter claims that the “Cadena Creek Mobile Home Park will be affected by the project as it will externally and internally surrounded by construction” and that the “environmental documentation ignores serious impacts to the existing Caden Creek Mobile Home Park.” However, the commenter does not identify any specific deficiencies in the EIR that relate to the Project’s analysis, and does not identify any specific impacts to the Mobile Home Park that, in commenter’s view, were ignored by the Draft EIR. Similarly, the commenter claims that “the mitigation measures for recognized environmental concerns are disregarded are deferred” and that the “Project does not meet mandatory requirements,” but the commenter does not identify the mitigation measures or “mandatory requirements” that, in commenter’s view, were inadequately addressed by the Draft EIR. The Draft EIR included a thorough analysis throughout the document in relation to the Project’s impacts on surrounding property owners, including the Caden Creek Mobile Home Park and identifies all feasible mitigation measures for reducing any significant impacts to the extent possible.

Finally, the commenter claims that the “Project does not include adequate noise attenuation”. As discussed in Subsection 4.10.6 of the Draft EIR, the Project would not result in significant noise impacts to off-site properties. The noise attenuation that is included in Mitigation Measure MM 4.10-2 relates to the impact of traffic noise onto proposed homes within the Roquet Ranch Specific Plan. The analysis provided in Subsection 4.10.0 includes empirical evidence indicating that the noise attenuation identified in the mitigation measure would reduce noise impacts to less than significant levels.

The commentary does not raise any new environmental issues that were not evaluated in the DEIR or FEIR.

**Mobile Community Management Co., authorized agent for Caden Creek Mobile Home Park, April 10, 2018 (received by City of Colton Staff by electronic mail)**

Stormwater flows were thoroughly evaluated in Subsection 4.8 of the DEIR, which indicated that the Project would result in less than significant impacts associated with stormwater. Impacts associated with sewer capacity were thoroughly evaluated in Subsection 4.15 of the DEIR, which indicated that the Project would result in less than significant impacts associated with sewer capacity.

The commentary does not raise any new environmental issues that were not evaluated in the DEIR or FEIR.

**George Hague on behalf of the Sierra Club, April 10, 2018 (received by City of Colton Staff by electronic mail)**

The Cultural Resources evaluation in the Draft EIR indicates that the proposed Project would result in less than significant impacts to archeological resources with the incorporation of mitigation measures identified in the Draft EIR. The range of alternatives that were selected by the City for evaluation in the Draft EIR was determined primarily based on an evaluation of alternatives that would reduce or avoid the Project’s significant an unavoidable impacts.

Please see responses to comment letter C in the Final EIR for a response to comments from the California Native American Heritage Commission.

Please see responses to comment letter E in the Final EIR for a response to comments from the South Coast Air Quality Management District (SCAQMD).

The commenter expressed concerns with respect to the project's proximity to Interstate 215. It is acknowledged that the SCAQMD generally recommends a 500-foot setback when placing residences near a freeway. This request is generally based on the CARB Land Use Handbook ("Handbook," April 2005) which provides an advisory recommendation that a buffer distance of at least 500 feet between sensitive land uses and a freeway should be followed. However, CARB's guidance acknowledges that the 500-foot buffer distance is an advisory, only, and to determine the *actual* risk near a particular facility (*emphasis added*, refer to Page 5 of the Handbook) a site-specific analysis should be done. The handbook further states that "these recommendations are designed to fill a gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists." The Draft EIR and its technical studies – which includes an air quality impact analysis and a HRA - are consistent with these recommendations. The Draft EIR includes a site-specific health risk assessment based on the geospatial location of the proposed Project and the existing freeway in the vicinity of the Project site. As disclosed in the DEIR, the Project would not expose future residents to a significant health risk associated with the freeway. Therefore, an additional buffer beyond the buffer already provided by the Project is not warranted based on substantial evidence disclosed in the Draft EIR.

This comment is not provided on the Project, which is under consideration for approval. The commenter opines that the City's adopted Climate Action Plan (CAP) is inadequate. However, no evidence is provided by the commenter to support this assertion. Furthermore, the City's CAP was adopted in November 2015. As a matter of clarification, the commenter incorrectly states that the City's CAP requires a 15 percent reduction from BAU conditions. In fact, as noted in the Draft EIR, the City's CAP establishes a performance standard requiring a minimum 25% reduction below 2008 levels by 2020. Lastly, the Project's reliance on the City's adopted CAP is consistent with CEQA requirements. As such, no further analysis is required and the Draft correctly relies on the City's CAP.

The potential for impacts associated with dam inundation are thoroughly evaluated in threshold I of Subsection 4.8.4 of the Draft EIR.

The Biological Resources Assessment that is included in Appendix D includes a thorough analysis of the potential for impacts to biological resource and did not determine that the Project would result in the potential for noise impacts to biological resource nor that there would be a need for long-term biological surveys. Impacts to biological resources were thoroughly addressed in Subsection 4.3, *Biological Resources*, of the Draft EIR. Cumulative impacts associated with the proposed Project are analyzed throughout the Draft EIR for each of the issue areas that are discussed in the document. The commenter does not identify any deficiencies in the cumulative impact analyses.

Please see responses to comment letters L through Q in the Final EIR for specific responses to the comments provided by various commenters in relation to concerns raised regarding historic resources. The commentary does not raise any new environmental issues that were not evaluated in the DEIR or FEIR.

**Karen Renfro on behalf of the Springbrook Heritage Alliance, April 10, 2018 (received by City of Colton Staff by electronic mail)**



The commenter states their opposition to the merits of the proposed Project and advocates for an alternative land use at the Project site. Please see responses to comment letters L through Q in the Final EIR for specific responses to the comments provided by various commenters in relation to concerns raised regarding historic resources. The commentary does not raise any new environmental issues that were not evaluated in the DEIR or FEIR.

**Henry James Vasquez on behalf of the Native American Community Council of San Bernardino, April 10, 2018 (received by City of Colton Staff by electronic mail).**

The commenter states their opposition to the merits of the proposed Project. Please see responses to comment letters L through Q in the Final EIR for specific responses to the comments provided by various commenters in relation to concerns raised regarding historic resources. The commentary does not address the adequacy of the DEIR or FEIR or raise any new environmental issues that were not evaluated in the DEIR or FEIR.

\*\*\*\*

Based on the foregoing responses, no new environmental analysis is required and no revisions to the FEIR are warranted in response to the commentary that was provided to the City on April 10, 2018.

Sincerely,

A handwritten signature in black ink that reads 'Shawn Nevill'.

**Shawn Nevill**

T&B PLANNING, INC.



# ATTACHMENTS



[www.tbplanning.com](http://www.tbplanning.com)

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PLANNING | DESIGN | ENVIRONMENTAL | GRAPHICS

# PALMIERI TYLER

ATTORNEYS AT LAW

**Michael H. Leifer**  
Direct Dial (949) 851-7294  
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mleifer@ptwww.com

P.O. Box 19712  
Irvine, CA 92623-9712  
Refer To File No. -  
Document I.D. 0,0

April 10, 2018

**VIA E-MAIL - planning@ci.colton.CA.US**

City of Colton Planning Commission  
c/o Mark Tomich  
659 N. La Cadena Drive  
Colton, CA 92324

Re: Planning Commission Consideration of Roquet Ranch, EIR, GPA, 2C, and Specific Plan

Dear Planning Commissioners:

This letter is submitted in opposition to the above-referenced matters. This office represents Mobile Community Management, agent for Cadena Creek Mobile Home Park.

The defects in the Project are numerous. A summary includes at least the following critical deficiencies: (1) it is believed the Project density is understated in the Project documents; (2) the environmental documentation ignores serious impacts to the existing Cadena Creek Mobile Home Park; (3) the mitigation measures for recognized environmental concerns are disregarded or deferred; and (4) the Project does not meet mandatory requirements.

The environmental documentation for the Project ignores site-specific impacts and defers analysis. The Project information submitted by the applicant is incomplete. The application package for the project is both internally inconsistent and incomplete. These are not minor "CEQA infractions," these are analytic deficiencies that prevent the Planning Commission from recommending approval under the Government Code, the Municipal and Zoning Codes, and CEQA.

- **Inconsistent Project Data**

There are inconsistencies in the administrative record for this Project.

- **There Is Inadequate Analysis of Negative Impacts and Environmental Concerns**

The Addendum and Project plans understate or defer analysis concerning material civil engineering issues such as grading, drainage and hydrology. The Project approvals do not impose any special mitigation measures as they are inadequate for the effects of these issues.

PALMIERI TYLER

City of Colton Planning Commission

April 10, 2018

Page 2

- **Project Environmental Documentation Ignores or Understates Impacts to the Existing Cadena Creek Mobile Home Community.**

Cadena Creek Mobile Home Park will be affected by the project as it will externally and internally surrounded by construction.

- **The Project Does Not Include Adequate Noise Attenuation.**

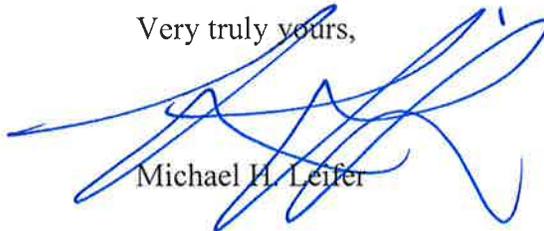
Noise will exceed 65 dBA CNEL at outdoor areas and will exceed legal limits for indoor spaces.

This letter incorporates by reference all oral and written testimony submitted throughout the administrative process, including all communications and other public documents. I request that this letter be included in the record of the City's proceedings for the Project.

Pursuant to *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1201, which provides:

"City appears to have thought that the public's role in the environmental review process ends when the public comment period expires. Apparently, it did not realize that if a public hearing is conducted on project approval, then new environmental objections could be made until close of this hearing. (§ 21217, *subd. (b)*; *Guidelines*, § 15202, *subd. (b)*; *Hillside*, *supra*, 83 Cal.App.4th at p. 1263.) If the decisionmaking body elects to certify the EIR without considering comments made at this public hearing, it does so at its own risk. If a CEQA action is subsequently brought, the EIR may be found to be deficient on the grounds that were raised at any point prior to close of the hearing on project approval."

Very truly yours,



Michael H. Leifer

MHL:mh



April 10, 2018

City of Colton  
Mark Tomich, Director of Development Services- [mtomich@coltonca.gov](mailto:mtomich@coltonca.gov)  
Mario Suarez – [msuarez@coltonca.gov](mailto:msuarez@coltonca.gov)

RE: Roque Ranch "Final Draft" of EIR -Comments and Questions on behalf of  
Cadena Creek Mobilehome Park

Mr. Tomich:

I am the President of Mobile Community Management Co., the authorized agent for Cadena Creek Mobilehome Park, located at 2851 S. La Cadena Drive in the city of Colton. This letter is in response to the recent Final Draft of the Environmental Impact Report that was received by us on April 4, 2018 and sent to us by T&B Planning Consultants.

We have reviewed the Final Draft of the EIR and we object to the adequacy of the responses regarding the risk to Cadena Creek Mobilehome Park and of the increased storm water flow, into Cadena Creek, that runs through our property. We also object to the adequacy to the sewage burden under our residential streets.

We are concerned that the EIR has not properly addressed the risks for either a flood or the increased sewer line risks and recommend that EIR be rejected.

We understand that Project, and the EIR, are scheduled to be considered by the Planning Commission today, April 10 and we would like our written objection to be considered and placed on the record.

Thank you in advance for your time in this matter. Please feel free to contact me by email or by telephone at 714-480-1120, ext. 103.

Sincerely,

  
Natalie Costaglio

cc: Laura Slobojan, Regional Manager  
Lake Cadena Investments, Ltd.

From: George Hague [<mailto:gbhague@gmail.com>]  
Sent: Tuesday, April 10, 2018 12:41 PM  
To: CityClerkOffice <[CityClerkOffice@coltonca.gov](mailto:CityClerkOffice@coltonca.gov)>  
Subject: Roquet Ranch comments for Planning Commissioners

Good evening Planning Commissioners,

RE: Roquet Ranch Specific Plan, Zone Change, General Plan Amendment and EIR.

The Sierra Club is concerned that there was not an alternative specifically developed to better protect the Native American and historic sites of which there are more than twenty. Such special areas should be a concern to all Californians. The plan also doesn't address the need to protect these sites from the probably more than 3,000 residents generated by the project and if a school is built, then even more possible people brought into close proximity to these historic sites. We do not feel the concerns mentioned in the California Native American Heritage Commission's Draft EIR letter have been fully addressed.

The South Coast Air Quality Management District (SCAQMD) expressed concerns in their Draft EIR letter that we have, but never addressed and that is the project's close proximity to Interstate 215. Most studies (USC and UCLA) indicate that homes and people should be 500 meters or more than 1500 feet away from major roads like the I-215. The Roquet Ranch places future residents of your town as close as 300 feet to toxic diesel trucks traveling the freeway. Will the proposed school and/or fire station be allowed within 1500 feet of the I-215? The SCAQMD also provided an Attachment with suggestions. The project would be much better if all of them were incorporated prior to your vote and it shows more can be done to mitigate its impact. Failing to do so makes the project's mitigations and conditions of approval inadequate.

Your Climate Action Plan (CAP) does provide ways of reducing greenhouse gas (GHG) impacts, but only requiring a 15% below business-as-usual (BAU) is inadequate. The BAU standard is not acceptable for this section and will not give what is needed to meet the GHG reduction mandates of AB 32. The project requiring only 75 points that are outlined in the City's CAP will not result in the reductions needed and therefore the Sierra Club believes this section is inadequate and must be revised prior to approval. Points must not be given to items that are already required by the state and they need to be removed from the staff report.

We are also concerned that you have not addressed the possible dam inundation issues.

The impacts of noise on biological resources are not addressed or the need for long term biological surveys.

We live in a non-attainment area and this project's cumulative impacts will only make it worse unless other mitigations/conditions of approval are required.

The Spanish Town Heritage Foundation, Old Spanish Trail Association, Northside Improvement Association, Springbrook Heritage Alliance, and the Riverside Historical Society expressed concerns and pointed out important land features in their Draft EIR comments which should have been incorporated into the project's final design. An alternative needs to be provided that does a much better job of addressing their concerns — other than reduced or no project.

Roquet Ranch would be prejudicial to the \$4-million effort on the Inter-judisdictional Riverside-Colton Northside Specific Plan. The Roquet Ranch approval needs to be delayed until the Northside Specific Plan is approved by both cities.

The Sierra Club doesn't believe the direct, indirect, growth inducing cumulative impacts of the Roquet Ranch have been fully analyzed and mitigated. We request that you vote no on the project until the concerns in this letter have been fully addressed with more than a short response by the City and/or project's proponent.

Please keep the Sierra Club notified in a timely manner of all future meetings and documents related to this project by using this email address and the address found below my name.

Sincerely,

George Hague  
Sierra Club  
Moreno Valley Group  
Conservation Chair

26711 Ironwood Ave  
Moreno Valley, CA 92555

**From:** Karen Renfro  
**To:** [mtomich@coltonca.gov](mailto:mtomich@coltonca.gov); [bsmith@coltonca.gov](mailto:bsmith@coltonca.gov); [cpadilla@coltonca.gov](mailto:cpadilla@coltonca.gov); [Shawn Nevill](#)  
**Cc:** [erin snyder](#); [Wohlgemuth Family](#); [ponnech](#); [Nancy Melendez](#); [John Krick](#); [Irene Lozano](#); [Sharon Kasner](#); [Elaine Martinez](#); [Alexander King](#); [Marisa Yeager](#); [Vicki Felmlee](#); [John W. Hiscock](#); [OSTA SoCal](#); [osta.aguamansa@gmail.com](mailto:osta.aguamansa@gmail.com); [Cecelia Peña](#); [Tom Sutak](#); [sbhistoricalsociety@mac.com](mailto:sbhistoricalsociety@mac.com); [Nick Cataldo](#); [hssc@thehssc.org](mailto:hssc@thehssc.org); [Richard Block](#); [REGAFFAIRS@aol.com](mailto:REGAFFAIRS@aol.com); [Ralph Salisbury](#); [Hanni Bennett](#); [mtrubidoux@aol.com](mailto:mtrubidoux@aol.com); [Riverside Woman"s Club](#); [Steve](#); [RiversideTamaleFestival@gmail.com](mailto:RiversideTamaleFestival@gmail.com); [Riverside County Heritage Association](#); [Mike Murphy](#); [marianmurphy@aol.com](mailto:marianmurphy@aol.com); [Henry James Vásquez](#); [Brian Mooney](#); [Brian Stephenson](#); [Joan Isaacson](#); [awells@designworkshop.com](mailto:awells@designworkshop.com); [Michiko Morisaki](#); [Eva Yakutis](#); [Murray, David](#); [JFTrujillo@aol.com](mailto:JFTrujillo@aol.com); [Leonard Trujillo](#); [Darlene Elliot](#); [Duran ECAC](#); [philipfalcone@gmail.com](mailto:philipfalcone@gmail.com); [Catherine Gudis](#); [Leigh Gleason](#); [David Rios](#); [Michael Cruz](#); [City News](#); [Ardie Barnett](#); [Ryan Hagen](#); [Mark Acosta](#); [Gardner, Mike](#); [citycounciloffice@ci.colton.ca.us](mailto:citycounciloffice@ci.colton.ca.us); [Rachael Hamilton](#)  
**Subject:** Fwd: SPRINGBROOK HERITAGE PARKLANDS & WALKING TRAILS - FOR YOUR INFORMATION  
**Date:** Tuesday, April 10, 2018 4:10:01 PM  
**Attachments:** [2014 SHA Park Plan 2017-08-15 001 map.pdf](#)  
[SHAparkproposal.pdf](#)  
[SHApetition.pdf](#)

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April 10, 2018

TO COLTON PLANNING COMMISSION  
FROM SPRINGBROOK HERITAGE ALLIANCE

AGENDA ITEM #F-1 DAP-001-228  
Mitigated Monitoring and Reporting Program  
Roquet Ranch Specific Plan  
No. 2016061056

Springbrook Heritage Alliance is dedicated to saving the irreplaceable treasures of the Springbrook Arroyo Watershed communities of Riverside, Colton, Highgrove and Grand Terrace. To accomplish this we have formulated a comprehensive land use policy for the area in and around La Loma Hills in Colton to Columbia Avenue in Riverside, and from West La Cadena Drive to the Santa Ana River--once known as La Placita de los Trujillos and later Spanish Town.

Our proposal calls for a commitment from local jurisdictions to adopt land use policy that would allow our Parklands plan to proceed with small-scale private investment. Please find the map and outline attached below.

Our vision is to create an Old Spanish Town Village District where natural, historical and archeological landmarks and sites can be preserved, restored, and maintained as private and public parks for the benefit and pleasure of the people. We propose to raise funds to buy the private parcels from property owners who do not want to be involved. We are not asking Colton to finance our proposal.

It is for these reasons that we oppose the Roquet Ranch project. It is simply the wrong project for this location. The Report even admits to such serious negative impacts they can't be mitigated. It makes no sense to go forward with a project that has this many problems. The project does not have to be built. By saving La Loma Hills and Pellissier Ranch, you will

allow a more beneficial use of the properties to go forward. There are private parties interested in buying the hills so they can be saved as historical park or archeological preserve. We would like a chance to make that happen.

Please vote against the Roquet Ranch project.

Thank you for considering our request.

Yours respectfully,

Karen Renfro, Chairman  
Springbrook Heritage Alliance  
P.O. Box 745  
Riverside, California 92502  
(951)787-0617  
[k.a.renfro7@gmail.com](mailto:k.a.renfro7@gmail.com)  
[info@springbrookheritagealliance.org](mailto:info@springbrookheritagealliance.org)  
<https://www.facebook.com/springbrookheritagealliance>

**SPRINGBROOK HERITAGE  
PARKLANDS  
& WALKING TRAILS**  
*Old Spanish Town Village District*

A Citizens' Proposal to save the first permanent settlement in the Riverside-San Bernardino area  
with conservation-based land use on publically-owned properties  
and small-scale private-investment in themed-development  
on privately-owned properties

***Endorsed by:***

Springbrook Heritage Alliance  
Northside Improvement Association  
Spanish Town Heritage Foundation (dba Riverside Tamale Festival)  
Friends of Blue Mountain  
Friends of Fairmount Park  
University Neighborhood Association  
Academy of Living History Performing Arts  
Riverside Woman's Club  
& more...

*For more information:*  
[info@springbrookheritagealliance.org](mailto:info@springbrookheritagealliance.org)  
<https://www.facebook.com/springbrookheritagealliance>

*Attachments:*  
**Springbrook Heritage Parklands & Walking Trails**  
*Old Spanish Town Village District*  
**Three-PDF Packet**  
Map - 1 page  
Outline - 2 pages  
Petition - 1 page



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# *Old Spanish Town Village District* **SPRINGBROOK HERITAGE PARKLANDS & WALKING TRAILS**

Riverside - Colton - Highgrove - Grand Terrace  
California U.S.A.

## **OLD SPANISH TOWN VILLAGE DISTRICT**

***Pellissier Ranch and La Loma Hills in Colton to Columbia Avenue in Riverside, La Cadena Drive to the Santa Ana River. To establish future land use policy on the neighborhood's diverse heritage for protection of its irreplaceable community treasures***

- Occupied by native peoples in pre-historic times; Mission San Gabriel Rancho 1771; Jurupa Rancho 1838; Bandini Donation 1843; La Placita de los Trujillos in 1843; Spanish Town 1870; Northside Improvement Association 1912.
- Archeological discoveries have already been made at La Loma Hills, Elliotta Hot Springs and other locations, high potential for more.
- Rezoned for Industrial-BMP by local Redevelopment agencies 1990.
- Active wells with underground river channel and other water resources--environmental constraints limit use.
- *Old Spanish Town Village District* calls for investor-driven rezoning of all Industrial and BMP-Business Manufacturing Park properties to uses compatible with protection of Springbrook Arroyo, Reid Park, Ab Brown Sports Complex, CIF Cross Country Course at old golf course, Trujillo Adobe, Pellissier Ranch, La Loma Hills, and existing residential streets (see detail below).
- *OSTVD* is consistent with the goals of Northside Improvement Association, Spanish Town Heritage Foundation (founded 2013), Northside Community Plan of 1991, and Riverside General Plan Northside Land Use and Design Guidelines 2013-15 which call for the preservation of the area's rural-residential character.
- No eminent domain to acquire private property for public or private Village District uses.
- Funds to be raised from private sources for purchase of private properties if current owners do not wish to participate in *OSTVD* development.
- All walking trails would be crushed-granite on new walkways and streets without sidewalks or marked with a sign on streets with sidewalks. Trails would connect SHA venues to one another and the Santa Ana River Parkway.

## **SPRINGBROOK ARBORETUM & CHAMPIONSHIP CROSS COUNTRY COURSE**

***Former Riverside Golf Course currently under contract with RUSD for use as CIF Championship Cross Country Course***

- 129 acres owned by City of Riverside, under RPU oversight and maintained by Parks Department; wells in use. Composed of several parcels zoned for public recreational facility, commercial and residential.
- Most of acreage is located within the original Bandini Donation boundaries and was part of La Placita.
- Our proposal calls for dedication of the entire 129 acres as a permanent public open-space recreational facility to be called *Springbrook Arroyo Arboretum & Championship Cross Country Course*.
- Proposal calls for long-term or indefinite extension of the current lease with option to buy.
- Proposal calls for no improvements except for crushed-granite cross-country courses, parking, pedestrian walkways and vehicle access. Ponds and arroyo to be restored to attract waterfowl and wildlife.
- Arboretum to be stocked with drought-resistant local native trees and related vegetation by volunteers under direction of Parks Department or other appropriate authority.
- Existing fence to be replaced with heavy-duty 19th-century style wrought iron or steel fencing using funds raised from private donors.
- No restrooms, drinking fountains, picnic tables, benches, electrical or water hook-ups, night lighting, concession stands, BBQs, or other modern amenities.
- Prohibitions to include no amplified music, no loudspeakers, no RV or camper parking, no fishing, no fireworks, no model planes or drones, no vagrancy, no skateboards, no skates, no smoking, etc.
- No tent or open-air camping, campfires or outdoor cooking except by permit for approved activities by organizations under contract with the City of Riverside.
- When not in use by CIF, park would be available only to groups that do not want amenities; fee-scale to be pro-rated.
- Open to the public during daylight hours when not in use by CIF or contracted groups.

## **AB BROWN SPORTS COMPLEX**

***Maintained and operated by AYSO-Region 47 since 1980 under contract with the City of Riverside***

- 55 acres owned by City of Riverside, under RPU oversight; one well in operation.
- Our proposal calls for dedication of site as a permanent public open-space recreational facility.
- Proposal supports long-term or indefinite extension of lease to AYSO-Region 47 with option to buy.

### **EXPANSION OF AB BROWN SPORTS COMPLEX**

**Currently under private ownership and zoned for BMP, currently proposed for a 45-ft. high 308,000 sq. ft. warehouse**

- Our proposal calls for annexation of the site by the City of Riverside for dedication as permanent public recreational facility for additional Ab Brown Sports Complex open-space playing fields and parking.
- Funds to be raised from private donors.
- AYSO to be offered the right of first refusal for lease or purchase of the site for permanent open-space recreational uses.

### **TRUJILLO ADOBE RESTORATION, LIVING HISTORY MUSEUM & CULTURAL CENTER**

**Historic city, county and state site built in 1862; oldest non-native residence in Riverside County**

- Currently owned by Riverside County Parks Department.
- Built by Juan Trujillo in 1862, descendent of Lorenzo Trujillo, founder of La Placita 1843.
- Our proposal calls for restoration of the Trujillo Adobe and establishment of related living-history museum and cultural center by Spanish Town Heritage Foundation. <https://www.facebook.com/SpanishTownHeritageFoundation>
- Proposal includes purchase of nearby privately-owned parcels from current owners with funds from private sources for reconstruction of Trujillo School (1875), Trujillo Cantina (1900), chapel, and other venues on adjacent or nearby private parcels.
- The adobe, museum and cultural center will complement the proposed Old La Placita Historical Park and serve as a focal point for new 19th-century themed-development in the OSTVD.

### **OLD LA PLACITA HISTORIC PARK**

**Borderlands of Cahuilla and other native tribes until Spanish colonial period 1771; original site of La Placita de los Trujillos 1843; Pellissier Ranch 1905-1960s**

- Currently owned by City of Riverside; managed by RPU; wells and underground water resources.
- Our proposal calls for dedication of the 227-acre parcel as a historic site to be called *Old La Placita Historic Park*.
- La Placita village, the oldest settlement in Riverside County, was washed away in the Flood of 1862 then rebuilt on higher ground at the base of La Loma Hills. Its site overlooks the Santa Ana River, Agua Mansa, the Old Spanish Trail, much of the San Bernardino Valley, the mouth of Cajon Pass, and the San Bernardino Mountains.
- La Placita and La Loma Hills have potential as a destination point for Old Spanish National Trail enthusiasts. [www.osta.org](http://www.osta.org)
- *Old La Placita Historic Park* to include a reconstructed La Placita Village square, adobe houses and La Loma School with a living-history working farm based on archeological survey to locate original foundations.
- Public or private ownership; operated by a private historical foundation according to the standards of the profession.
- Funds for acquisition and development would be raised privately from private sources.

### **FARMERS' MARKET, COMMUNITY GARDEN, SHOPS, NATURAL & AGRICULTURAL PRESERVE**

**Various privately-owned parcels currently zoned Industrial to be purchased by private investors and rezoned for OSTVD themed-development**

- Building designs to be people-friendly and consistent with La Placita and Spanish Town-era architectural styles (1845-1905)--whitewashed adobe or wood-frame with simulated shake roofing.
- Onsite parking and walkways to be crushed granite or other permeable surface, outdoor utility fixtures to appear historically-compatible to venue.
- Venues would also include historical arts & crafts shops, neighborhood markets, farm-to-table restaurants, gift shops, native arts & crafts, small businesses, GrowRiverside trading post, pick-your-own seasonal produce, non-profit organization offices, etc.
- Development would be investor-driven, subject to land use and design review standards for the district.

#### **Endorsed by:**

Springbrook Heritage Alliance  
Northside Improvement Association  
Spanish Town Heritage Foundation  
Friends of Blue Mountain  
Friends of Fairmount Park  
University Neighborhood Association  
Academy of Living History Performing Arts

For more information:

[info@springbrookheritagealliance.org](mailto:info@springbrookheritagealliance.org)  
<https://www.facebook.com/springbrookheritagealliance>

TO  
**THE JURISDICTIONS OF  
 RIVERSIDE, COLTON, HIGHGROVE & GRAND TERRACE:**

We, the undersigned, support the Springbrook Parklands & Walking Trails proposal to protect and connect the irreplaceable treasures of the Springbrook Arroyo Watershed for the benefit of the communities of Riverside, Colton, Highgrove and Grand Terrace.

These assets include: the Springbrook Arroyo, Springbrook Falls, La Loma Hills, Pellissier Ranch (site of the village of La Placita de los Trujillos), the historic Trujillo Adobe, site of the Trujillo School, Riverside Championship Cross Country Course (site of former Riverside Golf Club), Ab Brown Sports Complex, sites of Orangecrest Dairy, Stavely Dairy and other farming operations, Sieck Meat Packing Co. building, late 19th-century Southwestern-style workingclass housing, Reid Park, undeveloped open spaces, and much more.

All these places are threatened by Industrial zoning and new development projects that are incompatible with the area's existing rural-residential character, currently home to thousands of families and much wildlife, and serves as a playground for thousands more who often come long distances to enjoy the recreational and cultural activities that are part of the community tradition. We support property rights, but we believe that like Liberty they are reciprocal and new development should benefit the people who are already here, not harm them or their neighborhood.

We ask you to adopt the Springbrook Heritage Parklands & Walking Trails plan, which includes the following destinations:

- a) **OLD SPANISH TOWN VILLAGE DISTRICT**  
 Creation of a cultural heritage district from La Loma Hills Nature Preserve in Colton to Columbia Avenue in Riverside to promote small-scale private investment in themed-development to support the proposed Trujillo Adobe Museum complex, sports competitions, and residential neighborhoods; prohibit Industrial and large-scale development projects.
- b) **SPRINGBROOK ARROYO PARK, CROSS COUNTRY COURSE & NATIVE ARBORETUM**  
 Dedication of the entire 129-acre former golf course, now in use as the Riverside Championship Cross Country Course, as a permanent park, arboretum and unimproved
- c) **AB BROWN SPORTS COMPLEX WITH POTENTIAL EXPANSION ACROSS PLACENTIA LANE**  
 Dedication as permanent open space recreational facility, continue operations under current AYSO Region-47 management.
- d) **TRUJILLO ADOBE RESTORATION, MUSEUM & LIVING HISTORY CULTURAL CENTER**  
 Develop the historic landmark as a focal point for Old Spanish Town Village District.
- e) **OLD LA PLACITA HISTORIC PARK**  
 Dedication as permanent parkland and historic site, a destination for Trujillo Adobe, Old Spanish Trail and Spanish Town Village District visitors, venue for living-history performances and re-enactments. La Loma Hills to be dedicated as a Wilderness Preserve.
- f) **COMMUNITY GARDENS, OUTDOOR FOOD-ONLY FARMERS' MARKET, VILLAGE MARKETS, CRAFTS & GIFT SHOPS, FARM-TO-TABLE HISTORICAL RESTAURANTS, AND MORE...**  
 Spanish Town Village District shops, neighborhood services and related venues on vacant Industrial parcels to be purchased from owners by private parties. No eminent domain.

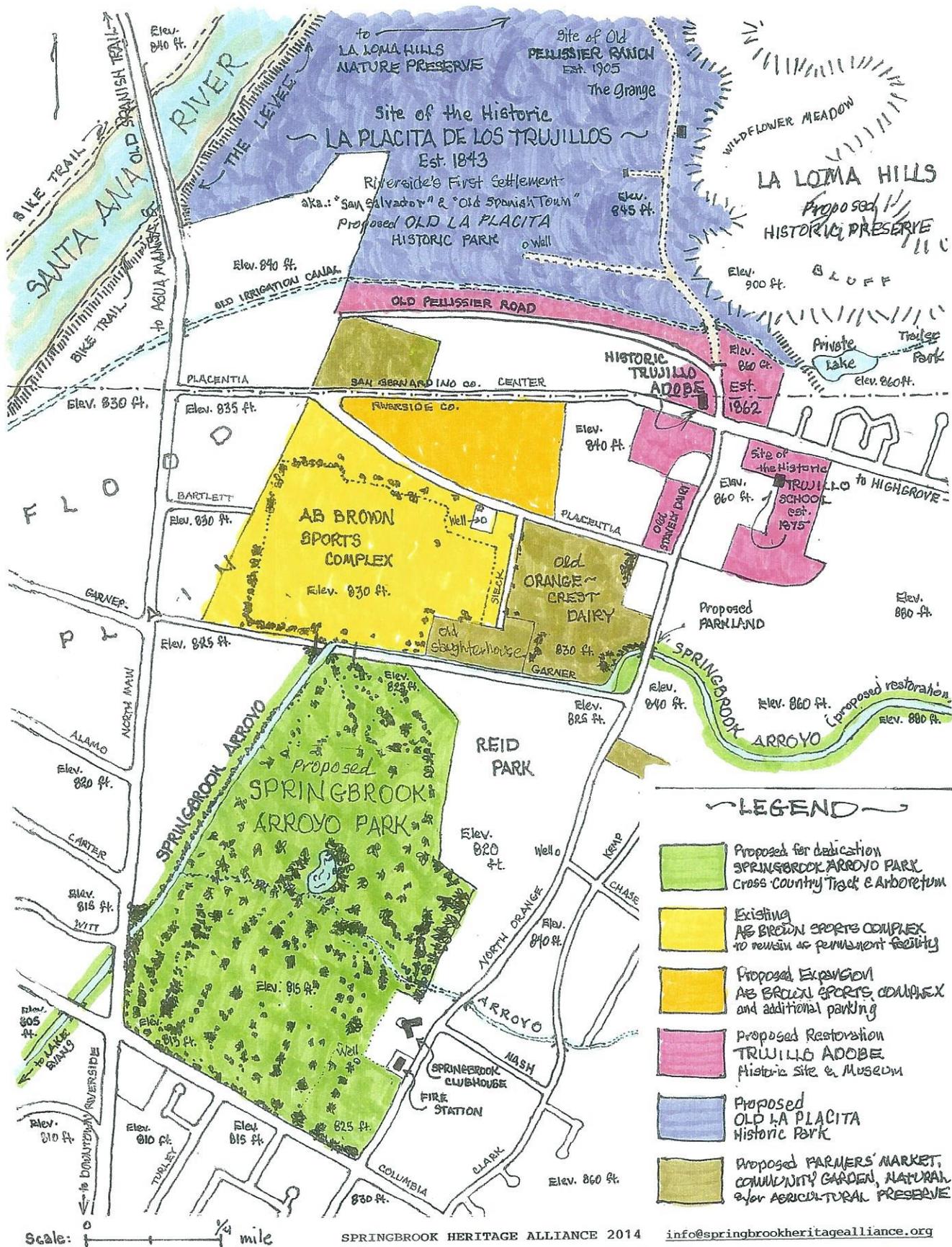
Please adopt Springbrook Heritage Parklands & Walking Trails for inclusion in the Riverside-Colton Northside Specific Plan. In this way, future land use for the La Loma Hills-Old La Placita area of the Northside and along Springbrook Arroyo will be grounded in its long and diverse history, and be a benefit to the community at large and for generations to come.

|   |                                  |                                     |                       |      |
|---|----------------------------------|-------------------------------------|-----------------------|------|
| 1 | Name <i>please print legibly</i> | Address <i>number, street, apt.</i> |                       | WARD |
|   | Signature                        | Zip Code                            | Telephone &/or e-mail |      |
| 2 | Name <i>please print legibly</i> | Address <i>number, street, apt.</i> |                       | WARD |
|   | Signature                        | Zip Code                            | Telephone &/or e-mail |      |

Please return to:  
 SPRINGBROOK HERITAGE ALLIANCE  
 P.O. Box 745, Riverside CA 92502  
 (951)787-0617

# SPRINGBROOK HERITAGE PARKLANDS & WALKING TRAILS

## Old Spanish Town Village District



**From:** Henry James Vásquez [<mailto:HJVsqzIMISA@sbcglobal.net>]  
**Sent:** Tuesday, April 10, 2018 2:13 PM  
**To:** Mark Tomich <[mtomich@coltonca.gov](mailto:mtomich@coltonca.gov)>  
**Subject:** Statement Against the Roquet Ranch Project

April 10, 2018

Development Services Director and Members of the Planning Commission

Good Afternoon Director Tomich and Planning Commissioners:

I write to let you know that the Native American Community Council of San Bernardino and Riverside Counties is in opposition to approving the Roquet Ranch Housing Project, DAP-001-228, Resolution No. R-14-18.

We worked with former Senior Planner Mario Suarez to try to visit the Roquet Ranch site with a Native American archeologist or a tribal cultural resources observer in order to inspect the Rock Shelters and the Native Women's sites. We were denied permission.

From the perspective of the residents of South Colton, Highgrove, North Riverside, we feel that the addition of between 800 and 1,000 homes in La Loma Hills will adversely impact the area by creating much more traffic, air pollution, and it will contribute to the further degradation of the historical and cultural legacy of the indigenous ancestors and of the Agua Mansa-La Placita Settlements that have already been severely impacted with warehouses on the north side of La Loma Hills in the vicinity of Agua Mansa Historical Cemetery. The Roquet Ranch Housing Project would put an end to the preservation of the south side of the hills, the Riverside groups' preservation efforts for the Trujillo Adobe and the Spanish Town Cultural Area.

Sincere regards,  
Henry James Vásquez  
Colton, CA

# ADDENDUM



Sent By E-mail

May 9, 2018

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

**RE: RESPONSE TO CITY OF RIVERSIDE EMAIL (RECEIVED MAY 2, 2018)**

Dear Mark:

Per the City’s request, we have prepared this memorandum to analyze two concerns raised by the City of Riverside email forwarded to us on May 2, 2018. Specifically, this memorandum evaluates whether the Roquet Ranch Specific Plan project’s (Project) estimated 800 daily vehicle trips on Orange Street would cause a significant impact to Orange Street south of Center Street in the City of Riverside. This memorandum also evaluates whether a Project alternative that would include an on-site alignment of Orange Street is feasible within the meaning of Public Resources Code § 21002 and CEQA Guidelines § 15126.6(a-b).

*Traffic Impacts to Orange Street South of Center Street*

The Roquet Ranch Specific Plan Traffic Impact Analysis (November 2016) (Traffic Study) identified an estimated 800 daily vehicle trips attributable to the Project assigned to Orange Street south of Center Street (it is important to note that Project proposes 672 fewer units than allowed under the City of Colton General Plan and would thus generate fewer trips than assumed by the Colton General Plan designations). These trips were determined by the Traffic Study not to cause or contribute to a significant direct or cumulative traffic impact to Orange Street south of Center Street for the reasons detailed in the attached letter prepared by traffic consultants Aric Evatt and Charlene So of Urban Crossroads, dated May 8, 2018 (Attachment A).

*Alternate Orange Street Alignment*

With regards to the proposal that the Roquet Ranch Specific Plan Environmental Impact Report (EIR) evaluate a Project alternative that assumes an on-site Orange Street alignment (Alternate Orange Street Alignment), such an alternative is infeasible for purposes of Public Resources Code § 21002 and CEQA Guidelines § 151296.6(a-b) because it would not avoid or substantially lessen any of the Project’s significant impacts identified in the EIR, as explained below.

The following analysis assumes the on-site Alternate Orange Street Alignment depicted on the attached diagram (Attachment B). Such an alignment would somewhat reduce the size of Planning Area 3 as compared to the Project, but given the planning flexibility built into the Roquet Ranch Specific Plan, such a reduction is not expected to also reduce the Project’s overall residential unit count at buildout. As explained in the attached letter prepared by Project engineer James Bolton of K&A Engineering dated May 8, 2017 (Attachment C), the Alternate Orange Street Alignment requires 155,453 cubic yards of additional excavation compared to the off-site Orange Street alignment proposed by the Project and evaluated in the EIR.

The EIR identified four significant and unavoidable Project impacts in three resource categories, as follows:





- **Aesthetics:** In summary, the EIR determined that the Project would result in a direct significant and unavoidable aesthetic impact because the visual character of the Project site would be permanently altered by the Project during its operation.
- **Air Quality:** In summary, the EIR determined that the Project would result in a direct and cumulative significant and unavoidable air quality impact because the Project would result in emissions of nitrous oxides (NOx) that exceed the South Coast Air Quality Management District regional thresholds.
- **Transportation:** In summary, the EIR determined that the Project would result in a direct and cumulative significant and unavoidable impacts to (i) certain local roadway systems and (ii) Congestion Management Plan (CMP) facilities, primarily because the impacted systems and facilities are within the jurisdiction and control of other government agencies and, therefore, the City of Colton cannot assure that all of the needed physical traffic improvements will be in place before their levels of service drops to a deficient level.

As explained below, a version of the Project that assumes implementation of the Alternate Orange Street Alignment would not avoid or substantially lessen any of the significant impacts summarized above.

#### Aesthetics

Implementation of the Alternate Orange Street Alignment would result in the shifting of Orange Street eastward within the boundaries of the Project site as compared to the Orange Street alignment analyzed in the EIR. The Alternate Orange Street Alignment would result in a change in the elevation of the roadway, and would result in additional grading within the westernmost portion of Planning Area 3. Planning Area 3 was identified for residential development, manufactured slopes, and natural slopes in the EIR.

Implementation of the Alternate Orange Street Alignment would reduce the overall development footprint of the Project by avoiding some off-site grading impacts within the adjacent property to the west of the Project boundary. Additionally, the changed elevation associated with implementation of the Alternate Orange Street Alignment would make vehicles traveling the portion of the road shown on the Alternate Orange Street Alignment more visible from off-site locations to the west as compared to the Project.

However, while the Alternate Orange Street Alignment would increase on-site project grading and increase the visibility of the roadway, these changes represent only nominal changes to the visual impacts associated with the Project when viewed from off-site properties, as compared to the significant aesthetic impacts identified in the EIR. Since the Alternate Orange Street Alignment would result in only nominal changes to the visual impact of the Project, it would not avoid or substantially lessen any of the Project's significant and unavoidable aesthetic impacts identified in the EIR.

#### Air Quality

As discussed in the attached letter prepared by Project air quality consultant Haseeb Qureshi of Urban Crossroads dated May 8, 2018 (Attachment D), since the Alternate Orange Street Alignment would require an additional 155,453 cubic yards of excavation compared to the proposed Project it would generate approximately 11,148 pounds of additional total NOx emissions, as compared to the Project. Given this increase in total NOx emissions, the Alternate Orange Street Alignment would not avoid or substantially lessen the Project's significant and unavoidable air quality impacts identified in the EIR.





Traffic

As discussed in Attachment C, the additional excavation associated with the Alternate Orange Street Alignment is not expected to result in additional off-site vehicle traffic because the additional grading quantity could be incorporated into the overall grading operation and would not need to be exported from the Project site. Although the Alternate Orange Street Alignment would somewhat reduce the size of Planning Area 3, it is not expected to also reduce the Project's overall residential unit count at buildout given the planning flexibility built into the Roquet Ranch Specific Plan, as discussed above. Accordingly, the Alternate Orange Street Alignment is not expected to appreciably increase or decrease the number of construction or operational daily vehicle trips as compared to the Project. Therefore, the Alternate Orange Street Alignment would not avoid or substantially lessen the Project's significant and unavoidable traffic impacts identified in the EIR.

*Conclusion*

As discussed above, the Alternate Orange Street Alignment would not avoid or substantially lessen any of the Project's significant and unavoidable impacts identified in the EIR. Accordingly, the Alternate Orange Street Alignment is not a feasible Project alternative within the meaning of Public Resources Code § 21002 and CEQA Guidelines § 15126.6(a-b).

Sincerely,

Joel Morse, Principal  
T&B PLANNING, INC.

Attachments:

- Attachment A: Orange Street Traffic Impacts - Urban Crossroads (5-8-2018)
- Attachment B: Alternate Orange Street Alignment – K&A Engineering (5-8-2018)
- Attachment C: Alternate Orange Street Alignment Grading – K&A Engineering (5-8-2018)
- Attachment D: Supplemental Air Quality Assessment – Urban Crossroads (5-8-2018)



May 8, 2018

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

**SUBJECT: ROQUET RANCH SPECIFIC PLAN RESPONSE TO COMMENT**

Dear Mr. March Tomich:

This letter provides a response to the City of Riverside's comments on the Roquet Ranch Specific Plan Traffic Impact Analysis (November 2016) (Traffic Study). The Traffic Study identified an estimated 800 daily vehicle trips attributable to Roquet Ranch assigned to Orange Street south of Center Street. These trips were determined by the Traffic Study not to cause or contribute to a significant traffic impact for the following reasons:

The City of Riverside's General Plan Circulation and Community Mobility Element (Amended February 2018) identifies Orange Street between Center Street south to the SR-60 Freeway as a 2-lane Collector with a 66-foot right-of-way. The City's General Plan level of service (LOS) "C" capacity as noted in their Traffic Impact Analysis Preparation Guide (December 2017) for a 2-lane collector roadway is identified as 11,199 vehicles per day. It is important to note that the Roquet Ranch Specific Plan proposes 672 fewer units than allowed under the adopted City of Colton General Plan designations for the site (1,722 versus 1,050) and would therefore generate fewer trips than would be generated by the adopted Colton General Plan.

Based on traffic counts collected at intersections and roadway segments along Orange Street, the average daily traffic volumes observed along Orange Street during the time of study preparation ranged from 2,600 vehicles per day south of Center Street to 6,000 vehicles per day south of Columbia Avenue. These trips would include the so-called "cut through" trips identified by the City of Riverside. Based on these daily traffic volumes the Traffic Study identified the level of service along Orange Street as LOS "A", which is the highest level of service possible. The contribution of 800 additional vehicle trips associated with the Roquet Ranch Specific Plan to Orange Street south of Center Street was also evaluated in the Traffic Study and the addition of these trips resulted in no change to LOS. In other words, LOS "A" was maintained with the addition of project traffic. As noted in the Traffic Study, the contribution of trips from the Roquet Ranch Specific Plan to Orange Street south of Columbia Avenue falls to fewer than 400 vehicles per day as project trips interact with other land use attractions along Orange Street and utilize east-west roadways such as Columbia Avenue.

Analysis of morning and evening peak hour traffic conditions was also evaluated for several key intersections along Orange Street (i.e., Orange Street at Center Street and Orange Street at Columbia

Attachment A

---

Mr. March Tomich  
City of Colton  
May 8, 2018  
Page 2 of 2

Avenue) inclusive of project traffic. The results of this analysis indicated no significant impacts to the intersection operation.

Therefore, because the analysis of the addition of project trips along Orange Street from Center Street to Columbia Avenue resulted in no change in LOS, and because adequate capacity exists along roadway segments and at study area intersections, no direct impacts were identified in the Traffic Study.

The Traffic Study also evaluated horizon year 2040 traffic volume forecasts for Orange Street south of Center Street. The average daily traffic volumes projected for Orange Street ranged from 4,400 vehicles per day south of Center Street to 8,300 vehicles per day south of Columbia Avenue. Each of these traffic projections includes the addition of traffic from the Roquet Ranch Specific Plan. A comparison of these forecasted daily traffic volumes to the City of Riverside's LOS "C" threshold of 11,199 vehicles per day indicates there is adequate capacity along Orange Street to accommodate future forecasted traffic demand. Furthermore, peak hour intersection operations at Orange Street at Columbia Avenue for 2040 with project traffic conditions were also found to be LOS "C", which is consistent with City of Riverside LOS criteria.

Based on the analysis performed in the Traffic Study, Orange Street provides adequate capacity to support both existing and future year traffic volumes inclusive of the Roquet Ranch Specific Plan.

If you have any questions, please contact me directly at (949) 336-5978.

Respectfully submitted,

URBAN CROSSROADS, INC.

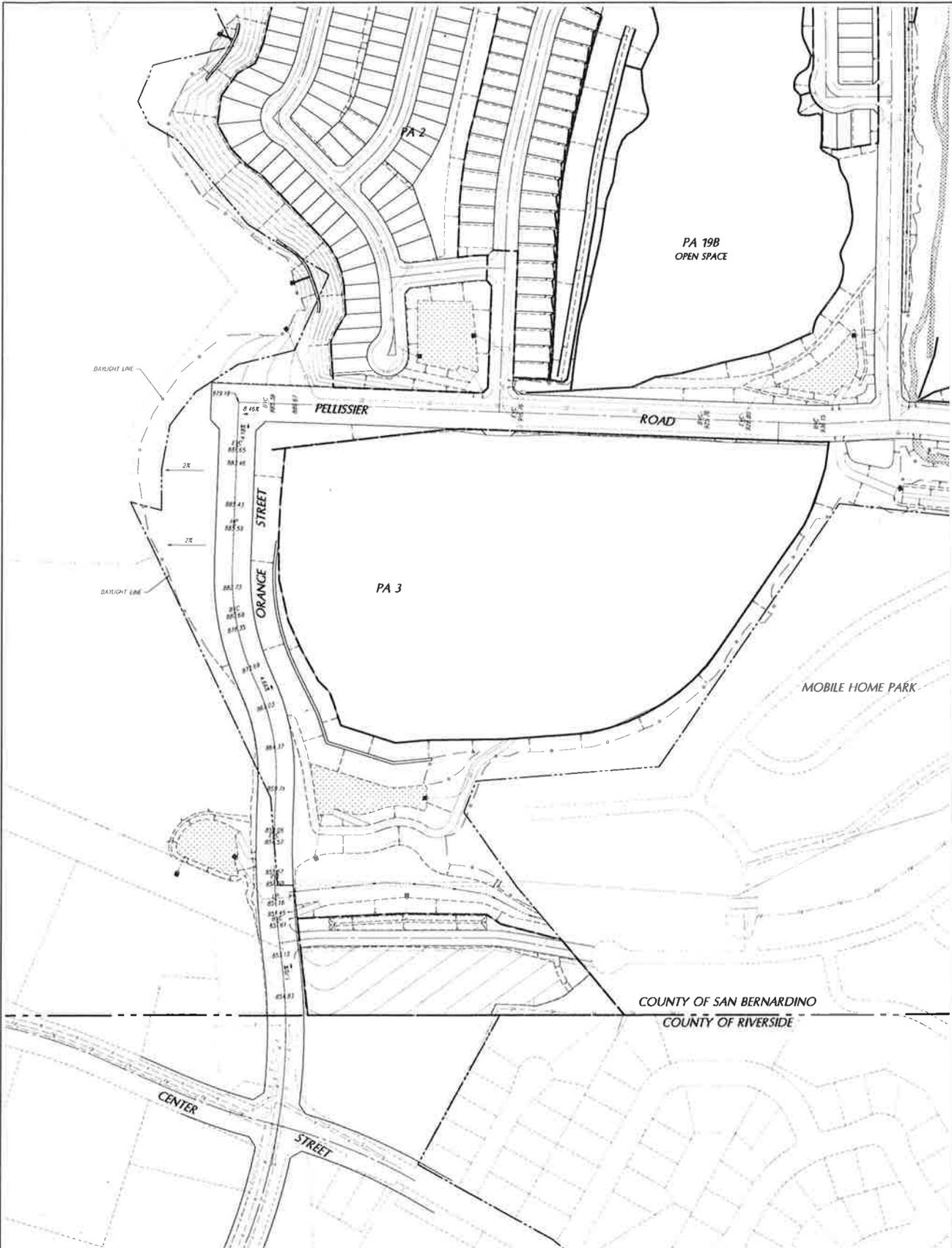


Aric Evatt, PTP  
President



Charlene So, PE  
Senior Associate

Attachment A



**Cut/Fill Summary**

| Name                             | Cut Factor | Fill Factor | 2d Area        | Cut            | Fill          | Net                 |
|----------------------------------|------------|-------------|----------------|----------------|---------------|---------------------|
| VOLUME - TTM RG VS ALT ORANGE ST | 1.000      | 1.000       | 312387 Sq. Ft. | 155453 Cu. Yd. | 12734 Cu. Yd. | 142719 Cu. Yd.<Cut> |
| Totals                           |            |             | 312387 Sq. Ft. | 155453 Cu. Yd. | 12734 Cu. Yd. | 142719 Cu. Yd.<Cut> |

# **MEMO - Roquet Ranch**



## **Orange Street Alternate Alignment**

To: Joel Morse, T&B Planning

From: James Bolton, K&A Engineering, Inc. 

Date: May 8, 2018

### **Discussion:**

This Memo is a brief explanation of the Alternate Orange Street Alignment dated 5-7-2018. This alignment differs from the alignment identified and analyzed in the Roquet Ranch Specific Plan EIR.

The Alternate Orange Street Alignment realigns Orange Street so that it remains, to the maximum extent practical, within the Roquet Ranch property (Project Site). The Alternate Orange Street Alignment joins the existing Orange Street Right-of-Way at the northerly edge of the existing drainage culvert at the Highgrove Channel and travels north to intersect with the future alignment Pellissier Road evaluated in the Roquet Ranch Specific Plan EIR. The Alternate Orange Street Alignment stays as close as possible to the westerly property boundary, keeping the majority of grading construction and roadway improvements within the property. The intersection with Pellissier Road is approximately 350 feet easterly and approximately 24 feet higher in elevation than the location evaluated in the Roquet Ranch Specific Plan EIR.

The Alternate Orange Street Alignment requires 155,453 cubic yards of additional excavation compared to the Orange Street alignment evaluated in the Roquet Ranch Specific Plan EIR. The earthwork volumes were determined by calculating the earthwork quantities resulting from the design grades of the Alternate Orange Street Alignment and comparing those earthwork quantities with the earthwork quantities generated by the design grades of the Orange Street alignment evaluated in the Roquet Ranch Specific Plan EIR.

The additional earthwork quantity is over and above the 1.86 million cubic yards of excavation required for the entire project evaluated in the Roquet Ranch Specific Plan EIR. This additional grading quantity could be incorporated into the overall grading operation and would not need to be exported from the site.



May 8, 2018

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

**SUBJECT: ROQUET RANCH SPECIFIC PLAN SUPPLEMENTAL AIR QUALITY ASSESSMENT**

Dear Mr. Tomich:

This letter provides a supplemental assessment of the NOx emissions impacts associated with construction of the Alternate Orange Street Alignment dated May 7, 2018, rather than the design analyzed in the Roquet Ranch Specific Plan EIR. The Roquet Ranch Specific Plan Air Quality Impact Analysis (September 2016) (Air Study) and the Roquet Ranch Specific Plan Draft Environmental Impact Report (DEIR) did not account for impacts associated with additional grading that would be required to locate Orange Street onto the Roquet Ranch Project site as shown on Alternate Orange Street Alignment. As identified in the DEIR (see Page S-15), the Project construction activities have the potential to result in a significant impact with respect to emissions of NOx.

Based on information provided by the Project engineer, the Alternate Orange Street Alignment would require an additional 155,453 cubic yards of cut and 12,734 cubic yards of fill, for a net additional grading quantity of 142,719 cubic yards, which was not evaluated in the DEIR. It is anticipated that the additional cut and fill would occur over approximately three working months or 66 working days (assuming approximately 3,000 cubic yards of dirt per day are handled by the equipment identified in the DEIR). This additional grading would result in 66 working days of potential NOx exceedances that were not previously evaluated in the DEIR, and which equate to approximately 11,148 pounds of additional total NOx emissions generated over the approximately three working months of this additional grading activity.

If you have any questions, please contact me directly at (949) 336-5987.

Respectfully submitted,

URBAN CROSSROADS, INC.

Haseeb Qureshi  
Senior Associate

Attachment D

Roquet Ranch

From: Eastman, Jay <JEastman@riversideca.gov>  
Sent: Tuesday, May 1, 2018 6:35 PM  
To: Mark Tomich  
Cc: Mustafa, Nathan; Murray, David; Hayes, Steve  
Subject: RE: [External] RE: Roquet Ranch

Hi Mark,

Regarding Mitigation Measure #5, the City of Riverside has concerns that it defers mitigation, and it puts the responsibility on the City of Riverside to implement (MM states, “...(i) the fair share fee study has been completed and mitigation fee program established by the City of Riverside...”). The responsibility to complete a study should be on the applicant, and the timing of the mitigation should precede the impacts created. I met with our traffic division this afternoon, and generally they recommend the following:

- 1) The applicant would be responsible for preparing a fair share fee study for intersections #3 (Main/Strong) and #5 (Center/Orange), for approval by the City of Riverside, prior to final approval and recordation of the TTM.
- 2) The applicant would be responsible for the construction of the signal at Orange and Center prior to issuance of certificate of occupancies, and the prorated cost not associated with its fair share shall be refunded at the time of development of the Pellissier Ranch project. Conversely, if the Pellissier Ranch property is constructed first, then the intersection would be improved by the Pellissier Ranch developer, and the Roquet Ranch developer would reimburse it's fair share.
- 3) The improvements to the Orange and Center street intersection shall incorporate movement restrictions and physical design elements that restrict north and southbound traffic along Orange Street. (The 800 daily vehicle trips estimated on Orange street, south of Center street, would contribute to existing cut-through traffic to State Route 60, which will significantly impact Reid park, Fremont School, and the existing single family residences along Orange.)
- 4) Applicant shall be responsible for the construction of the improvements of intersection #3 at Main and Strong.
- 5) In lieu of a fair share fee study, paying fair share contributions, and constructing intersection

Roquet Ranch

improvements, the applicant may pay the City of Riverside Development Impact Fees (DIF), after which the City of Riverside would construct the intersection improvements.

Also, based on the FEIR's response to our comment letter, it is my understanding that the grading on the RPU property would only occur if approved by RPU (Letter Response H-7). Similarly, City of Riverside approval would be necessary for the proposed Orange Street alignment (Response H-6).

If either or both improvements do not receive approval by the City or Riverside, then the project would be revised to be wholly on-site. A few concerns with this; the project as it stands now was evaluated and is depicted as involving RPU property. While Riverside RPU/City is happy to work with the applicant to find amicable solutions, to date I am not aware of any authorization to develop/construct/access the City's property. Since property owner authorization is required at the time of a development application, the problem appears to be a fundamental project application completeness issue. Also, Response H-6 indicates that the DEIR is to evaluate the physical environmental effects of the project; yet the response to comments states that the hillside grading and Orange Street alignment were proposed on RPU property because they follow the contours, and have less impact. If the grading and alignment were to be relocated on-site, then it appears that is a more impactful condition; therefore the on-site project should be the plan that was evaluated by the DEIR as a worst case scenario. I'd suggest a condition of approval that states the applicant shall obtain City of Riverside approval of grading, street alignments, construction encroachments, etc. within property owned by the Riverside Public Utilities prior to final TTM approval and recordation, or otherwise revise the project and environmental (CEQA) documents to reflect a proposal that is wholly within properties under the applicant's control. Such a condition of approval would clarify the parameters of the project description, and would accommodate the applicant's need to move forward while the Northside Specific Plan is in the works.

In closing, I regret that the City of Riverside staff was unable to provide these responses to the City of Colton prior to the April 10 Planning Commission meeting. Unfortunately, the FEIR

Roquet Ranch

was only received by our office on Thursday April 5, which left less than three working days to review and comment. Additionally, I personally did not receive it on my desk until Tuesday morning (4/9), as I was at a conference on Thursday (4/5) and out sick on Friday (4/6).

Thank you for this opportunity to provide feedback on the Roquet Ranch conditions/mitigations. Please feel free to give me a call if you have any questions, or see other avenues that address our concerns.

Sincerely,

Jay Eastman, AICP  
Principal Planner  
Planning Division - Advanced Planning  
Community & Economic Development Department  
Office: (951) 826 - 5264  
Fax: (951) 826 - 5981  
jeastman@riversideca.gov

i



# MEMORANDUM

To: Mark Tomich, AICP  
Director, Development Services Department  
City of Colton

From: Shawn Nevill

Re: **ROQUET RANCH EIR - SUPPLEMENTAL  
CORRECTIONS AND ADDITIONS**

Date: May 9, 2018

The following represents the corrections and additions to the EIR that have occurred following the publication of the Final EIR in April, 2018. Additions are shown in the table below as underline text and deletions shown as ~~stricken~~ text. No corrections or additions made to the DEIR are considered substantial new information requiring recirculation or additional environmental review under CEQA Guidelines §15088.5.

### Additions, Corrections, and Revisions

| PAGE(S) | SECTION | ADDITIONS, CORRECTIONS, AND REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.10-3  | 4.10.9  | <p>Mitigation Measure 4.10-1 has been revised as follows:</p> <p>MM 4.10-1 Prior to issuance of any grading and building permits, the City of Colton shall review grading and building plans to ensure the following notes are included on the plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Colton upon request. The Grading Contractor shall permit periodic inspection of the construction site by City of Colton staff or its designee to confirm compliance. These notes also shall be specified in bind documents and contracts issued to prospective construction contractors.</p> <p>i) All construction activities and haul truck deliveries shall be prohibited from occurring between 7:00 p.m. and 7:00 a.m. <u>Monday through Saturday</u>, and <u>all day</u> on Sundays and Federal holidays.</p> <p>ii) All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, consistent with manufacturer’s standards. The construction contractors shall place all stationary equipment so that emitted noise is directed away from the noise sensitive receivers nearest the Project site.</p> |

|        |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|        |        | <p>iii) Construction equipment staging areas shall be located such that a minimum distance of 100 feet is maintained between construction staging areas, <u>existing homes, business</u> and noise-sensitive receptors.</p> <p>iv) The construction contractor shall design a haul route exhibit that includes delivery routes that minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. to 7:00 p.m. Monday to Saturday with no activity on Sundays and Federal holidays).</p>                                                                                                                                                                                                                                                                                          |
| 4.2-27 | 4.8.8  | <p>Mitigation Measure 4.2-1 has been modified as follows:</p> <p>MM 4.2-1 Prior to issuance of grading permits, the City of Colton Public Works Director or his/her designee shall ensure that grading plans include a note that specifies that all construction equipment greater than 150 horsepower is California Air Resources Board (CARB) Tier 4 Certified, provided that Tier 3 Certified equipment may be used if the Lead Agency determines that Tier 4 Certified equipment is not reasonably available on a timely basis within a 200-mile radius of the Project site. The Grading Contractor shall be responsible for ensuring compliance with this note throughout the duration of grading activities and permit periodic inspection of the construction site by City of Colton staff or its designee to confirm compliance. These notes also shall be specified in <del>bind bid</del> documents and contracts issued to prospective construction contractors.</p> |
| 4.6-44 | 4.6.10 | <p>The first paragraph of Mitigation Measure 4.6-1 has been revised as follows:</p> <p>Prior to issuance of building permits for each planning area, the Project Applicant shall provide documentation to the City of Colton Planning Division demonstrating that each planning area will implement Project design features that will achieve at least 75 points from the City of Colton’s Greenhouse Gas Emissions Screening Tables, which <u>design features</u> shall <u>be selected from, or be equivalent to include</u> <del>at least some of the following or equivalent to the following</del> Screening Table measures</p>                                                                                                                                                                                                                                                                                                                                             |

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CITY OF COLTON  
CITY COUNCIL/SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY  
FOR THE CITY OF COLTON/COLTON UTILITY AUTHORITY/  
COLTON PUBLIC FINANCING AUTHORITY AND  
COLTON HOUSING AUTHORITY  
CLOSED SESSION MINUTES

May 1, 2018

Closed Session Meeting was held on the above given date at 5:00 p.m., in the Council Chamber of City Hall, with Mayor Pro Tem Woods presiding.

CITY COUNCIL ROLL CALL

Councilmembers present were, Toro (*appeared at 5:20 p.m.*), Cisneros, Navarro, González, Mayor Pro Tem Woods, Suchil, and Mayor DeLaRosa (*appeared at 5:02 p.m.*).

STAFF PRESENT

City Manager Smith, City Attorney Campos, and City Clerk Padilla.

PUBLIC COMMENT

None

CLOSED SESSION

City Attorney Campos announced the City Council would meet in Closed Session to Discuss Item A.

A. CONFERENCE WITH LABOR NEGOTIATORS

Pursuant to Government Code Section 54957.6

Agency designated representatives: Haydee Sainz, Human Resources Director

Employee Groups: Teamsters - General Unit and Mid-Management Unit

Mayor Pro Tem Woods adjourned the meeting to Closed Session at 5:01 p.m. and at 6:04 p.m., the meeting reconvened, with all members present heretofore.

City Attorney Campos announced that the City Council did meet in Closed Session and discussed Item A; with direction to staff and no reportable action.

CITY COUNCIL/SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY FOR THE CITY OF  
COLTON/COLTON UTILITY AUTHORITY/  
COLTON PUBLIC FINANCING AUTHORITY AND  
COLTON HOUSING AUTHORITY  
REGULAR MEETING MINUTES

May 1, 2018

Regular Meeting held on the above-given date at 6:05 p.m. in the Council Chamber of City Hall, with Mayor DeLaRosa presiding.

INVOCATION

Pastor Peter Tasaka, Vineyard Christian Fellowship

FLAG SALUTE

American Legion Post #155; Member Louie Barrera and Steve Ferrence.

CITY COUNCIL ROLL CALL

Council Members Present

Richard A. DeLaRosa, Mayor  
David J. Toro  
Ernest R. Cisneros  
Frank J. Navarro  
Dr. Luis S. González  
Jack R. Woods, Mayor Pro Tem  
Isaac T. Suchil

Staff Present

William R. Smith, City Manager  
Carlos Campos, City Attorney  
Carolina R. Padilla, City Clerk

Council Members Absent

None

CEREMONIAL MATTERS

*Presentations, Awards, Proclamations*

- Proclamation – Colton Area Museum Day  
CM González presented a Proclamation declaring May 5, 2018, Colton Area Museum Day; accepted by representatives of the Colton Area Museum Board.
- Proclamation – Municipal Clerks Week, May 6 – 12, 2018  
Mayor DeLaRosa presented a Proclamation declaring May 6, 2018 through May 12, 2018, Municipal Clerks Week in the City of Colton; accepted by City Clerk Carolina R. Padilla.

MAYOR AND COUNCIL ITEMS

POSSIBLE CONFLICT OF INTEREST DISCLOSURES FOR THE COUNCIL MEETING OF MAY1, 2018.

GIFT DISCLOSURES

Mayor DeLaRosa asked the members present if there were any agenda items that were a conflict of interest pursuant to CMC Section 2.04.030. None disclosed.

AB 1234 ORAL REPORTS

Mayor Pro Tem Woods asked the members present if there were any brief reports on meetings attended at the expense of the City. (GC Section 53232.3(d)). None disclosed.

PUBLIC HEARINGS

- (1) Impasse Resolution for Teamsters, Local 1932 Mid-Managers and General Employee Units - Hear and consider proposed Resolutions R-35-18 and R-36-18 to the current impasse in negotiations between the City and the Teamsters Mid-Managers and General Employees Unit. RESOLUTION NO. R-35-18 AND RESOULTION R-36-18.

Mayor DeLaRosa declared the Public Hearing Open.

STAFF PRESENTATION

Haydee Sainz, Human Resources Director, presented for Council consideration an overview of negotiations; and recommended appropriate action to resolve the current impasse in negotiations between the City and Teamsters, Local 1932 related to Mid-Managers Unit and General Employees Unit.

PUBLIC COMMENT

The following community members addressed the Council: Juan Delgado; Stephanie Kierig; Steven Tonoco; Carlos Gonzales; Kelly Phelps; Felipe Vega Jr.; Kandyce Delgado; Annette Lira; Brandon Norris; Kim Sinclair; Isaac Rigbvd; and Jack Prewitt;

Motion and Second by CM Navarro/CM González to close the public hearing.  
Vote: Unanimous

Motion and Second by MPT Woods/CM Navarro to approve and adopt Resolution No. R-35-18 (*Mid-Managers Unit*) and Resolution No. R-36-18 (*General Employees Unit*).  
Vote: Motion carried with Mayor DeLaRosa voting: NO.

RECESS: 7:13  
RECONVENED: 7:18 p.m.

BUSINESS ITEMS

- (2) Revised Conceptual Site Plan for Colton Soccer Complex – Approve and accept the proposed revised conceptual plan for the Colton Soccer Parks.

Staff Discussion

Director Farrar introduced ICG Consultants Ron Hagan and Jeff Scott who with the assistance of a PowerPoint slide presentation a revised conceptual site plan for Colton Soccer Complex.

Council Discussion

Discussion by Councilmembers present with clarification provided by Director Farrar and ICG Consultants’ Hagan and Scott.

Motion and Second by CM González/CM Navarro to approve the Colton Soccer Park Concept Design of May 1, 2018.  
Vote: Unanimous

Motion and Second by CM González/CM Navarro to approve and adopt Resolution No. R-33-18.  
Vote: Unanimous

PUBLIC COMMENT

The following community members addressed the Council: Felipe Vega Jr.

CONSENT CALENDAR

Mayor DeLaRosa presented the Consent Calendar Items 3 through 13.

Motion and Second by CM Suchil/MPT Woods to approve the Consent Calendar Item 3 through 13.  
Vote: Unanimous

- (3) Minutes – Approval of Minutes for the City Council Regular Meeting Held April 17, 2018 on File in the Office of the City Clerk.

- (4) Warrants – Approve US Bank voucher dated 04/04/2018 and totaling \$24,863.70; voucher numbers 170159 to 170314 dated 04/12/2018 and totaling \$562,757.51; voucher numbers 170315 to 170450 dated 04/19/2018 and totaling \$1,628,971.64; and a payroll disbursement listing for the period 02/24/2018 to 03/09/2018 and totaling \$767,498.75.
- (5) City Treasurer’s Report - Receive and File City Treasurer’s Report for February 2018.
- (6) Extra-Territorial Water Service Agreement by and between City Of Colton and Susan Knapp - Authorize the recordation of the Extra-Territorial Water Service Agreement between the City and the property owner of the parcel located at Reche Canyon Road, Colton, CA 92324 (APN 1178-371-15-000).
- (7) Westnet Fire Station Alerting Core System – Authorize the purchase and installation of the Westnet First-In Alerting Core System with Turnout Timers.
- (8) Lease Agreement between the City of Colton and Towercom VII, LLC – Approve the Consent Agreement between the City of Colton and Towercom VII, LLC for the lease of an access road on the City Easement Property.
- (9) Notice of Completion Community Development Block Grant (CDBG) – Authorize the execution and recordation of the Notice of Completion for the Community Development Block Grant (CDBG) Project No. Colt-16-1-03L-7528 Ohio North Colton Sidewalk Improvement Project and Project No. Colt-16-1-03K-7530 6<sup>th</sup> Street Paving Project.
- (10) Award of Contract for the FY 17-18 Asphalt Paving Project – Authorize the Award of Contract for the FY 17-18 Asphalt Paving Project to Hardy and Harper as the lowest responsive and responsible bidder.
- (11) Award of Contract for the Wastewater Centrifuge Project – Authorize the Award of Construction contract for the Wastewater Centrifuge Project to RC Foster Corporation as the lowest responsive and responsible bidder.
- (12) Award of Contract for the FY 17-18 Sewer Lining Project – Authorize the Award of Construction contract for the FY 17-18 Sewer Lining Project to Sancon Technologies, Inc. as the lowest responsive and responsible bidder.
- (13) NEOGOV Job Applicant Tracking, Onboarding, and Performance System - Authorize the City Manager to execute a contract in the amount of \$42,576.00 with GovernmentJobs.Com, Inc. (dba: NEOGOV) for a job applicant tracking system, onboarding system and performance system and service.

MAYOR AND COUNCIL ORAL REPORTS AND COMMENTS

*Comments from Mayor and Council on various issues and activities throughout the community.*

CITY MANAGER’S REPORTS

- Update on 3/20/18 City Council direction pertaining to CMC Title 2, Chapter 2.02 – Election of Council Members by District (*Informational*).

City Attorney Campos gave an update of City Council direction as it relates to Election of Council Members by District:

- Best Best & Krieger hired National Demographic to perform the demographer services to reduce council districts from 6 to 4.

- National Demographics is the premier demographics firm and has been performing most of the demographic services for agencies moving to districts and has also performed work in the area.
- In 1992 National Demographics prepared Colton's initial districts.
- National Demographics is expected to provide its report by the end of next week that will include two to four maps describing the proposed reduced districts.

ADJOURNMENT

At 8:15 p.m., Mayor DeLaRosa adjourned the Regular Council Meeting.

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Carolina R. Padilla  
City Clerk

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## STAFF REPORT

DATE: MAY 15, 2018  
 TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS  
 FROM: BILL SMITH, CITY MANAGER  
 PREPARED BY: STACEY DABBS, FINANCE DIRECTOR  
 SUBJECT: APPROVAL OF ACCOUNTS PAYABLE VOUCHERS

### RECOMMENDED ACTION

It is recommended that the City Council approve voucher numbers 170451 to 170581 dated 04/26/2018 and totaling \$1,129,643.41; voucher numbers 170582 to 170672 dated 04/30/2018 and totaling \$73,108.75; approve voucher numbers 170673 to 170802 dated 05/03/2018 and totaling \$2,509,358.58.

### BACKGROUND

The California Government Code requires that the legislative body ratify all vouchers issued in the course of conducting City business.

### ISSUES/ANALYSIS

All vouchers and related backup documentation have been reviewed by the City Treasurer.

### FISCAL IMPACTS

None.

### ALTERNATIVES

1. Provide alternative direction to staff.

### ATTACHMENTS

1. Fund number & Title legend
2. Voucher lists

**City of Colton**  
**Fund Number and Title Legend**

| Fund | Title                                 |
|------|---------------------------------------|
| 100  | GENERAL FUND                          |
| 150  | TREASURERS ACCOUNT GROUP              |
| 206  | COMMUNITY CHILD CARE                  |
| 209  | DSF FLY CONSERVATION                  |
| 210  | SPECIAL GAS TAX                       |
| 211  | LIBRARY GRANT FUND                    |
| 212  | STATE TRAFFIC RELIEF FUND             |
| 213  | S.Y.E.T.P. GRANT                      |
| 214  | POLLUTION REDUCTION FUND              |
| 215  | COMMUNITY DEV ACT FUND                |
| 216  | CDBG HOUSING REHAB FUND               |
| 217  | DRUG/GANG INTERVENTION                |
| 218  | MEASURE I FUND                        |
| 219  | STATE AID - CAPITAL PROJECTS          |
| 220  | ViTep                                 |
| 225  | MISC GRANTS                           |
| 240  | HOST CITY FEES - CIP                  |
| 247  | Quimby In Lieu Fees                   |
| 248  | PARK DEVELOPMENT FUND                 |
| 249  | TRAFFIC IMPACT FUND                   |
| 250  | NEW FACILITIES DEVELOPMENT FEE        |
| 251  | CIVIC CENTER DEVELOPMENT FEE          |
| 252  | FIRE FACILITY DEVELOPMENT FEE         |
| 253  | POLICE FACILITY DEVELOPMENT FEE       |
| 261  | ASSET FORFEITURE                      |
| 326  | AD 94-1 DEBT SERVICE                  |
| 332  | 1971 SEWER BONDS, A & C               |
| 350  | PFA Debt Fund                         |
| 357  | POB-Non Enterprise                    |
| 358  | PENSION OBLIGATION DEBT SERVICE       |
| 359  | CORP YARD DEBT SERVICE                |
| 363  | 1978-2 ASSESSMENT DIST.               |
| 364  | WATER IMPRVMT DIST A                  |
| 379  | AD 1979-1 DEBT SERVICE                |
| 427  | AD 94-1 CONSTRUCTION                  |
| 450  | Capital Improvement Projects          |
| 451  | Colton Crossing Fund                  |
| 453  | STREET IMPROVEMENTS PRGM              |
| 457  | CAPITAL IMPROVEMENT                   |
| 469  | EQUIPMENT REPLACEMENT                 |
| 520  | ELECTRIC UTILITY                      |
| 521  | WATER UTILITY                         |
| 522  | WASTEWATER UTILITY                    |
| 523  | SOLID WASTE                           |
| 524  | CEMETERY                              |
| 525  | RECYCLING                             |
| 526  | PUBLIC BENEFIT FUND                   |
| 527  | WASTEWATER UTILITY - GRAND TERRACE    |
| 551  | WATER DEVELOPMENT                     |
| 552  | SEWER DEVELOPMENT                     |
| 560  | CEMETARY ENDOWMENT CARE               |
| 605  | Facility & Equipment Maintenance Fund |
| 606  | INFORMATION SERVICES FUND             |
| 607  | INSURANCE FUND                        |
| 608  | AUTOMOTIVE SHOP                       |
| 610  | AUTOMOTIVE SHOPS                      |

| Fund | Title                                    |
|------|------------------------------------------|
| 701  | LLMD #2                                  |
| 702  | LLMD #1                                  |
| 703  | CFD 87-1 DEBT SERVICE                    |
| 704  | CFD 87-1 CONSTRUCTION                    |
| 707  | CFD 88-1 DEBT SERVICE                    |
| 708  | CFD 88-1 CONSTRUCTION                    |
| 709  | DSF FLY CONSERVATION                     |
| 722  | STORM WATER                              |
| 733  | CFD 89-1 CONSTRUCTION                    |
| 734  | CFD 89-2 CONSTRUCTION                    |
| 744  | CFD 89-1 DEBT SERVICE                    |
| 745  | CFD 89-2 DEBT SERVICE                    |
| 750  | AQUA MANSA CFD                           |
| 754  | SB COUNTY HOSPITAL                       |
| 762  | TRUST AND AGENCY                         |
| 766  | DEFERRED COMPENSATION                    |
| 781  | CFD 90-1 DEBT SERVICE                    |
| 782  | CFD 90-1 CONSTRUCTION                    |
| 850  | Redevelopment Obligation Retirement Fund |
| 851  | Successor Agency Administration          |
| 855  | Housing Auth - RM PARK DEVELOPMENT       |
| 856  | Housing Auth - RANCHO MED BOND PROCEEDS  |
| 857  | LMI Asset Fund                           |
| 864  | Housing Auth - LOW/MOD BOND PROCEEDS     |
| 865  | Housing Auth - RANCHO MED CHFA           |
| 866  | ECONOMIC DEVELOPMENT                     |
| 867  | Consolidation Proj_08-09                 |
| 870  | Housing Auth - RM PARK OPERATIONS        |
| 871  | Successor Agcy-RANCHO/MILL PROJECT AREA  |
| 872  | Successor Agcy-RANCHO/MILL DEBT SERVICE  |
| 873  | Successor Agcy-RDA II PROJECT FUND       |
| 874  | Housing Auth - LOW/MOD DEBT SERVICE      |
| 875  | Housing Auth - LOW/MOD BOND PROCEEDS     |
| 876  | Successor Agcy-SANTA ANA RIV BND PROCEED |
| 877  | Successor Agcy-SANTA ANA RIVER CIP       |
| 878  | RDA FIXED ASSETS GROUP                   |
| 879  | Successor Agcy-WEST VALLEY CIP           |
| 881  | Successor Agcy-MT VERNON BOND PROCEEDS   |
| 882  | Successor Agcy-MT VERNON CIP             |
| 885  | Successor Agcy-MT VERNON DEBT SERVICE    |
| 886  | RDA ADMINISTRATION                       |
| 887  | COOLEY RANCH - now 894                   |
| 888  | MT VERNON - now 882                      |
| 889  | WEST VALLEY - now 879                    |
| 890  | Successor Agcy-RDA - LONG TERM DEBT GRP  |
| 891  | Successor Agcy-RDA I DEBT SERVICE FUND   |
| 892  | Successor Agcy-RDA I - CAPITAL PROJECTS  |
| 893  | Successor Agcy-RDA II DEBT SERVICE FUND  |
| 894  | Successor Agcy-COOLEY RANCH PROJECT      |
| 895  | Successor Agcy-COOLEY RANCH DEBT SERV    |
| 896  | SANTA ANA RIVER - now 877                |
| 897  | Successor Agcy-SANTA ANA RIVER DEBT SVC  |
| 898  | Housing Auth - LOW/MOD CAPITAL PROJECTS  |
| 899  | Successor Agcy-WEST VALLEY PRJ - DBT SV  |
| 941  | GENERAL LONG-TERM DEBT                   |
| 958  | GENERAL FIXED ASSETS                     |
| 990  | GASB 34                                  |

Voucher List  
City of Colton

Bank code : boa

| Voucher | Date      | Vendor                              | Invoice    | PO #   | Description/Account            | Amount           |
|---------|-----------|-------------------------------------|------------|--------|--------------------------------|------------------|
| 170451  | 4/24/2018 | 093928 FLYERS ENERGY, LLC           | 18-648348  |        | WW- DIESEL FUEL                |                  |
|         |           |                                     |            | 054335 | 522-8200-8200-2210-0000-000    | 1,557.57         |
|         |           |                                     |            |        | <b>Total :</b>                 | <b>1,557.57</b>  |
| 170452  | 4/26/2018 | cbc2441 2017-1 IH BORROW LP         | 00700520   |        | CLOSING BILL CREDITS           |                  |
|         |           |                                     |            |        | 520-2450-232                   | 80.16            |
|         |           |                                     |            |        | <b>Total :</b>                 | <b>80.16</b>     |
| 170453  | 4/26/2018 | 093369 A & I REPROGRAPHICS          | CN00027890 |        | PW- BONDING SUPPLIES           |                  |
|         |           |                                     | CN00028073 | 054315 | 215-1809-6920-3890-0000-000    | 45.26            |
|         |           |                                     | CN00028231 | 054315 | PW- BONDING SUPPLIES           |                  |
|         |           |                                     |            | 054315 | 215-1808-6920-3890-0000-000    | 97.78            |
|         |           |                                     |            | 054315 | PW- BONDING PAPER              |                  |
|         |           |                                     |            | 054315 | 249-1000-6900-2350-0000-000    | 489.98           |
|         |           |                                     |            |        | <b>Total :</b>                 | <b>633.02</b>    |
| 170454  | 4/26/2018 | 093675 ABB INC.                     | 7103755299 |        | ELEC- TRANSFORMERS             |                  |
|         |           |                                     |            | 018291 | 520-8000-8008-3890-0107-000    | 25,860.00        |
|         |           |                                     |            |        | 520-8000-8008-3890-0107-000    | 2,004.15         |
|         |           |                                     |            |        | <b>Total :</b>                 | <b>27,864.15</b> |
| 170455  | 4/26/2018 | 000289 AIRGAS USA, LLC              | 9074490740 |        | W- OXYGEN & WELDING SUPPLIES   |                  |
|         |           |                                     |            | 018034 | 521-8100-8101-2301-0000-000    | 249.58           |
|         |           |                                     |            |        | <b>Total :</b>                 | <b>249.58</b>    |
| 170456  | 4/26/2018 | 026370 ALLSTAR FIRE EQUIPMENT INC   | 206408     |        | FIRE- SAFETY GEAR AND SUPPLIES |                  |
|         |           |                                     |            | 017733 | 100-6090-6091-1180-0000-000    | 54.18            |
|         |           |                                     |            |        | <b>Total :</b>                 | <b>54.18</b>     |
| 170457  | 4/26/2018 | 044956 ANGELICA HEALTHCARE SERVICES | 1400607025 |        | FIRE- LAUNDRY SUPPLIES         |                  |
|         |           |                                     | 1400607689 | 017732 | 100-6090-6091-2301-0000-000    | 41.45            |
|         |           |                                     | 1400608374 | 017732 | FIRE- LAUNDRY SUPPLIES         |                  |
|         |           |                                     |            | 017732 | 100-6090-6091-2301-0000-000    | 41.45            |
|         |           |                                     | 1400609036 | 017732 | FIRE- LAUNDRY SUPPLIES         |                  |
|         |           |                                     |            |        | 100-6090-6091-2301-0000-000    | 41.45            |
|         |           |                                     |            |        | FIRE- LAUNDRY SUPPLIES         |                  |

Bank code : boa

| Voucher | Date      | Vendor                              | Invoice          | PO #   | Description/Account                                              | Amount           |
|---------|-----------|-------------------------------------|------------------|--------|------------------------------------------------------------------|------------------|
| 170457  | 4/26/2018 | 044956 ANGELICA HEALTHCARE SERVICES | (Continued)      |        |                                                                  |                  |
|         |           |                                     | 1400609677       | 017732 | 100-6090-6091-2301-0000-000<br>FIRE- LAUNDRY SUPPLIES            | 41.45            |
|         |           |                                     |                  | 017732 | 100-6090-6091-2301-0000-000                                      | 51.71            |
|         |           |                                     |                  |        | <b>Total :</b>                                                   | <b>217.51</b>    |
| 170458  | 4/26/2018 | 093989 ANIXTER POWER SOLUTIONS INC. | 3752896-00       |        | ELEC- TRANSFORMERS                                               |                  |
|         |           |                                     |                  | 018232 | 520-8000-8008-3890-0107-000                                      | 15,204.00        |
|         |           |                                     | 3824162-00       |        | 520-8000-8008-3890-0107-000                                      | 1,178.31         |
|         |           |                                     |                  | 018437 | ELEC- REPLACEMENT OUTRIGGEER PADS<br>520-8000-8004-2301-0921-000 | 1,674.56         |
|         |           |                                     |                  |        | 520-8000-8004-2301-0921-000                                      | 129.78           |
|         |           |                                     |                  |        | <b>Total :</b>                                                   | <b>18,186.65</b> |
| 170460  | 4/26/2018 | 046028 AT & T                       | 939055057-04/18  |        | TELEPHONE SERVICES                                               |                  |
|         |           |                                     | 9391054753-04/18 | 054319 | 520-8000-8024-2310-0930-200                                      | 20.37            |
|         |           |                                     | 9391054755-04/18 | 054319 | TELEPHONE SERVICES<br>520-8000-8024-2310-0930-200                | 20.37            |
|         |           |                                     | 9391054762-04/18 | 054319 | TELEPHONE SERVICES<br>520-8000-8024-2310-0930-200                | 20.37            |
|         |           |                                     | 9391054769-04/18 | 054319 | FIRE- TELEPHONE SERVICES<br>100-6090-6091-2310-0000-000          | 20.38            |
|         |           |                                     | 9391054770-04/18 | 054319 | TELEPHONE SERVICES<br>520-8000-8024-2310-0930-200                | 20.37            |
|         |           |                                     | 9391054773-04/18 | 054319 | TELEPHONE SERVICES<br>520-8000-8024-2310-0930-200                | 37.39            |
|         |           |                                     | 9391054778-04/18 | 054319 | COMM SVCS- TELEPHONE SERVICES<br>100-6200-6250-2310-0000-000     | 18.71            |
|         |           |                                     | 9391054785-04/18 | 054319 | W- TELEPHONE SERVICES<br>521-8100-8101-2310-0000-000             | 74.73            |
|         |           |                                     | 9391054788-04/18 | 054319 | COMM SVCS- TELEPHONE SERVICES<br>100-6200-6250-2310-0000-000     | 20.37            |
|         |           |                                     | 9391054794-04/18 | 054319 | ELEC- TELEPHONE SERVICES<br>520-8000-8009-2225-0548-000          | 228.99           |
|         |           |                                     | 9391054798-04/18 | 054319 | COMM SVCS- TELEPHONE SERVICES<br>100-6200-6250-2310-0000-000     | 20.37            |
|         |           |                                     |                  |        | TELEPHONE SERVICES                                               |                  |

Voucher List  
City of Colton

Bank code : boa

| Voucher | Date      | Vendor        | Invoice          | PO #   | Description/Account                                          | Amount |
|---------|-----------|---------------|------------------|--------|--------------------------------------------------------------|--------|
| 170460  | 4/26/2018 | 046028 AT & T | (Continued)      |        |                                                              |        |
|         |           |               | 9391054799-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES            | 20.37  |
|         |           |               | 9391054801-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES            | 20.25  |
|         |           |               | 9391054805-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>COMM SVCS- TELEPHONE SERVICES | 20.25  |
|         |           |               | 9391054942-04/18 | 054319 | 100-6200-6202-2310-0000-000<br>TELEPHONE SERVICES            | 14.75  |
|         |           |               | 9391054943-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES            | 38.88  |
|         |           |               | 9391054951-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>I.S.- TELEPHONE SERVICES      | 20.37  |
|         |           |               | 9391054976-04/18 | 054319 | 606-6040-6044-2310-0000-000<br>COMM SVCS- TELEPHONE SERVICES | 404.46 |
|         |           |               | 9391054978-03/18 | 054319 | 100-6200-6202-2310-0000-000<br>BM- TELEPHONE SERVICES        | 38.88  |
|         |           |               | 9391054980-04/18 | 054319 | 605-6150-6211-2320-0000-000<br>TELEPHONE SERVICES            | 20.37  |
|         |           |               | 9391054983-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES            | 20.26  |
|         |           |               | 9391054985-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES            | 20.36  |
|         |           |               | 9391054989-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES            | 20.25  |
|         |           |               | 9391054992-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>ELEC- TELEPHONE SERVICES      | 20.25  |
|         |           |               | 9391055023-04/18 | 054319 | 520-8000-8001-2310-0930-200<br>TELEPHONE SERVICES            | 285.03 |
|         |           |               | 9391055024-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES            | 20.30  |
|         |           |               | 9391055025-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES            | 20.25  |
|         |           |               | 9391055026-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES            | 20.25  |
|         |           |               | 9391055030-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES            | 20.25  |

Voucher List  
 City of Colton

Bank code : boa

| Voucher | Date      | Vendor        | Invoice          | PO #   | Description/Account                                     | Amount |
|---------|-----------|---------------|------------------|--------|---------------------------------------------------------|--------|
| 170460  | 4/26/2018 | 046028 AT & T | (Continued)      |        |                                                         |        |
|         |           |               | 9391055032-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25  |
|         |           |               | 9391055034-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 38.84  |
|         |           |               | 9391055035-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25  |
|         |           |               | 9391055036-03/18 | 054319 | 520-8000-8024-2310-0930-200<br>I.S.- TELEPHONE SERVICES | 20.25  |
|         |           |               | 9391055037-04/18 | 054319 | 606-6040-6044-2310-0000-000<br>TELEPHONE SERVICES       | 18.71  |
|         |           |               | 9391055039-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25  |
|         |           |               | 9391055046-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25  |
|         |           |               | 9391055055-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.37  |
|         |           |               | 9391055059-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25  |
|         |           |               | 9391055086-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.26  |
|         |           |               | 9391055087-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25  |
|         |           |               | 9391055089-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25  |
|         |           |               | 9391055093-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 38.84  |
|         |           |               | 9391055095-03/18 | 054319 | 520-8000-8024-2310-0930-200<br>VWV- TELEPHONE SERVICES  | 20.25  |
|         |           |               | 9391055098-04/18 | 054319 | 522-8200-8200-2310-0000-000<br>TELEPHONE SERVICES       | 113.79 |
|         |           |               | 9391055099-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25  |
|         |           |               | 9391055100-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25  |
|         |           |               | 9391055104-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25  |

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| Voucher | Date      | Vendor                      | Invoice          | PO #   | Description/Account                                     | Amount          |
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| 170460  | 4/26/2018 | 046028 AT & T               | (Continued)      |        |                                                         |                 |
|         |           |                             | 9391055105-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25           |
|         |           |                             | 9391055107-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25           |
|         |           |                             | 9391055124-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25           |
|         |           |                             | 9391055140-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.29           |
|         |           |                             | 9391055143-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25           |
|         |           |                             | 9391055169-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 20.25           |
|         |           |                             | 9391055180-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 39.08           |
|         |           |                             | 9391055270-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 25.81           |
|         |           |                             | 9391055286-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>TELEPHONE SERVICES       | 19.59           |
|         |           |                             | 9391055392-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>ELEC- TELEPHONE SERVICES | 20.25           |
|         |           |                             | 9391057024-04/18 | 054319 | 520-8000-8001-2310-0930-200<br>TELEPHONE SERVICES       | 99.08           |
|         |           |                             | 9391059094-04/18 | 054319 | 520-8000-8024-2310-0930-200<br>ELEC- TELEPHONE SERVICES | 20.25           |
|         |           |                             |                  | 054319 | 520-8000-8009-2225-0548-000                             | 1,222.23        |
|         |           |                             |                  |        | <b>Total :</b>                                          | <b>3,609.84</b> |
| 170461  | 4/26/2018 | 094159 ATHLANTA VILLAGRANA  | APRIL 2018       |        | COMM SVCS-CONTRACT INSTRUCTOR                           |                 |
|         |           |                             |                  | 017848 | 100-6200-6202-2350-0000-000                             | 1,123.50        |
|         |           |                             |                  |        | <b>Total :</b>                                          | <b>1,123.50</b> |
| 170462  | 4/26/2018 | 092800 AUTOMATIONDIRECT.COM | 8717049          |        | ELEC- PARTS FOR AMPP                                    |                 |
|         |           |                             |                  | 017673 | 520-8000-8009-2225-0548-000                             | 1,338.00        |
|         |           |                             |                  |        | 520-8000-8009-2225-0548-000                             | 103.70          |
|         |           |                             |                  |        | 762-2210-000                                            | -103.70         |

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| 170462  | 4/26/2018 | 092800  | 092800 AUTOMATIONDIRECT.COM        |                 |                                                                 |                 |
|         |           |         |                                    |                 | (Continued)                                                     |                 |
|         |           |         |                                    |                 | <b>Total :</b>                                                  | <b>1,338.00</b> |
| 170463  | 4/26/2018 | 094211  | AXXESS DOOR CORP.                  | 2667            |                                                                 |                 |
|         |           |         |                                    | 018593          | BM- ROOF HATCH DOOR REPAIR<br>605-6150-6211-2250-6217-000       | 975.00          |
|         |           |         |                                    |                 | <b>Total :</b>                                                  | <b>975.00</b>   |
| 170464  | 4/26/2018 | 092506  | BAY CITY ELECTRIC WORKS,INC        | W191706         |                                                                 |                 |
|         |           |         |                                    | W191708         | FIRE- GENERATOR MAINTENANCE<br>100-6090-6091-2240-0000-000      | 345.61          |
|         |           |         |                                    | W191709         | FIRE- GENERATOR MAINTENANCE<br>100-6090-6091-2240-0000-000      | 345.11          |
|         |           |         |                                    | W191744         | FIRE- GENERATOR MAINTENANCE<br>100-6090-6091-2240-0000-000      | 345.75          |
|         |           |         |                                    | 017727          | FIRE- GENERATOR MAINTENANCE<br>100-6090-6091-2240-0000-000      | 345.90          |
|         |           |         |                                    |                 | <b>Total :</b>                                                  | <b>1,382.37</b> |
| 170465  | 4/26/2018 | 046228  | BIG MIKE'S ROOTER & PLUMBING,, INC | 51544           |                                                                 |                 |
|         |           |         |                                    | 018020          | BM- ROOTER AND PLUMBING SERVICES<br>605-6150-6211-2350-0000-000 | 380.00          |
|         |           |         |                                    |                 | <b>Total :</b>                                                  | <b>380.00</b>   |
| 170466  | 4/26/2018 | cbc2439 | BRADLEY, WILLIAM                   | 00791420        |                                                                 |                 |
|         |           |         |                                    |                 | CLOSING BILL CREDITS<br>520-2450-232                            | 181.77          |
|         |           |         |                                    |                 | <b>Total :</b>                                                  | <b>181.77</b>   |
| 170467  | 4/26/2018 | 093948  | BRAUN BLAISING MCLAUGHLIN &        | 17231           |                                                                 |                 |
|         |           |         |                                    | 017862          | ELEC- LEGAL SERVICES<br>520-8000-8001-2350-0923-000             | 641.65          |
|         |           |         |                                    |                 | <b>Total :</b>                                                  | <b>641.65</b>   |
| 170468  | 4/26/2018 | 018879  | CAL-DUCT, INC                      | 5110773         |                                                                 |                 |
|         |           |         |                                    | 017755          | ELEC- REPAIR PARTS<br>520-8000-8004-2301-0921-000               | 1,993.38        |
|         |           |         |                                    |                 | <b>Total :</b>                                                  | <b>1,993.38</b> |
| 170469  | 4/26/2018 | 013606  | CALIF BUILDING OFFICIALS           | 11257           |                                                                 |                 |
|         |           |         |                                    |                 | REGIS. (ABM PROGRAM)<br>100-6300-6302-2280-0000-000             | 780.00          |
|         |           |         |                                    |                 | <b>Total :</b>                                                  | <b>780.00</b>   |
| 170470  | 4/26/2018 | 003672  | CALIFORNIA PUBLIC EMPLOYEES'       | 100000015253117 |                                                                 |                 |
|         |           |         |                                    |                 | REPLACEMENT BENEFIT CONTRIBUTION<br>100-6030-6030-2440-0000-000 | 2,519.28        |

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| 170470  | 4/26/2018 | 003672                                  | 003672 CALIFORNIA PUBLIC EMPLOYEES' |        | (Continued)                                        |                   |
|         |           |                                         |                                     |        | <b>Total :</b>                                     | <b>2,519.28</b>   |
| 170471  | 4/26/2018 | 043162 CALIFORNIA TOOL & WELD SUPPLY    | 313225                              | 017677 | ELEC- WELDING PARTS<br>520-8000-8009-2225-0548-000 | 32.97             |
|         |           |                                         |                                     |        | <b>Total :</b>                                     | <b>32.97</b>      |
| 170472  | 4/26/2018 | cbc2445 CASTRO JR., GUSTAVO             | 00450394                            |        | CLOSING BILL CREDITS<br>520-2450-232               | 83.11             |
|         |           |                                         |                                     |        | <b>Total :</b>                                     | <b>83.11</b>      |
| 170473  | 4/26/2018 | 041509 CENTER FOR HEALTHCARE, EDUCATION | 64275                               |        | ELEC- AED HEARTSTART                               |                   |
|         |           |                                         |                                     | 018565 | 520-8000-8003-4930-0101-000                        | 9,599.92          |
|         |           |                                         |                                     | 018565 | 520-8000-8004-1180-0926-000                        | 9.50              |
|         |           |                                         |                                     | 018565 | 520-8000-8003-4930-0101-000                        | 1,757.00          |
|         |           |                                         |                                     | 018565 | 520-8000-8004-1180-0926-000                        | 125.00            |
|         |           |                                         |                                     |        | 520-8000-8003-4930-0101-000                        | 856.80            |
|         |           |                                         |                                     |        | 520-8000-8004-1180-0926-000                        | 100.64            |
|         |           |                                         |                                     | 018565 | 520-8000-8004-1180-0926-000                        | 1,199.99          |
|         |           |                                         |                                     |        | <b>Total :</b>                                     | <b>13,648.85</b>  |
| 170474  | 4/26/2018 | 016763 CG POWER SYSTEMS USA INC         | 2318003                             |        | ELEC- TRANSFORMERS                                 |                   |
|         |           |                                         |                                     | 018228 | 520-8000-8008-3890-0107-000                        | 52,644.00         |
|         |           |                                         | 2318021                             |        | 520-8000-8008-3890-0107-000                        | 4,074.42          |
|         |           |                                         |                                     | 018228 | ELEC- TRANSFORMERS<br>520-8000-8008-3890-0107-000  | 85,591.00         |
|         |           |                                         | 2318046                             |        | 520-8000-8008-3890-0107-000                        | 6,633.30          |
|         |           |                                         |                                     | 018228 | ELEC- TRANSFORMERS<br>520-8000-8008-3890-0107-000  | 18,758.00         |
|         |           |                                         |                                     |        | 520-8000-8008-3890-0107-000                        | 2,578.89          |
|         |           |                                         | 2318201                             | 018228 | 520-8000-8008-3890-0107-000                        | 14,518.00         |
|         |           |                                         |                                     | 018228 | ELEC- TRANSFORMERS<br>520-8000-8008-3890-0107-000  | 14,799.00         |
|         |           |                                         |                                     |        | 520-8000-8008-3890-0107-000                        | 1,146.92          |
|         |           |                                         |                                     |        | <b>Total :</b>                                     | <b>200,743.53</b> |
| 170475  | 4/26/2018 | cbc2440 CHAVEZ, REBECCA                 | 00260805                            |        | CLOSING BILL CREDITS<br>520-2450-232               | 44.92             |

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| 170475  | 4/26/2018 | cbc2440 cbc2440 CHAVEZ, REBECCA    |             |        |                               |                 |
|         |           |                                    | (Continued) |        |                               |                 |
| 170476  | 4/26/2018 | 093906 CHJ CONSULTANTS             | 11421       |        | CIP- BRIDGE TESTING           |                 |
|         |           |                                    |             |        | 225-0641-6150-3890-0000-000   | 4,929.35        |
|         |           |                                    |             |        | 450-0641-6989-3890-0000-000   | 638.65          |
|         |           |                                    |             |        | <b>Total :</b>                | <b>44.92</b>    |
| 170477  | 4/26/2018 | 000491 COLTON TRUCK SUPPLY         | 05P10439    |        | AUTOMOTIVE PARTS & SUPPLIES   |                 |
|         |           |                                    |             | 054325 | 520-8000-8004-2301-0921-000   | 4.35            |
|         |           |                                    |             |        | <b>Total :</b>                | <b>4.35</b>     |
| 170478  | 4/26/2018 | 094144 COMMERICAL AQUATIC SERVICES | 118-1420    |        | COMM SVCS- CHLORINE           |                 |
|         |           |                                    |             | 017798 | 100-6200-6203-2250-0000-000   | 266.68          |
|         |           |                                    |             |        | <b>Total :</b>                | <b>266.68</b>   |
| 170479  | 4/26/2018 | 092635 CRITERION AUTOMATION INC.   | 1804-SCAD92 |        | W- SCADA SYSTEM SERVICES      |                 |
|         |           |                                    |             | 017893 | 522-8200-8200-2350-0000-000   | 4,288.00        |
|         |           |                                    |             |        | <b>Total :</b>                | <b>4,288.00</b> |
| 170480  | 4/26/2018 | 001453 CSMFO                       | 181392      |        | REGIS. (IE CHAPTER MEETING )  |                 |
|         |           |                                    |             |        | 100-6040-6041-2280-0000-000   | 30.00           |
|         |           |                                    |             |        | <b>Total :</b>                | <b>30.00</b>    |
| 170481  | 4/26/2018 | 040945 CSR COMPANY                 | 20241       |        | BM- AC MAINTENANCE            |                 |
|         |           |                                    |             | 017884 | 605-6150-6211-2250-6211-000   | 297.06          |
|         |           |                                    |             |        | <b>Total :</b>                | <b>297.06</b>   |
| 170482  | 4/26/2018 | 000139 CULLIGAN WATER CONDITION    | 621016      |        | WW- SOFTENER SUPPLIES         |                 |
|         |           |                                    |             | 017954 | 522-8200-8200-2301-0000-000   | 48.90           |
|         |           |                                    |             |        | <b>Total :</b>                | <b>48.90</b>    |
| 170483  | 4/26/2018 | 003952 DAILY JOURNAL CORP          | B3118149    |        | C. CLERK- LEGAL PUBLICATION   |                 |
|         |           |                                    |             |        | 100-6010-6010-2340-0000-000   | 127.60          |
|         |           |                                    |             |        | <b>Total :</b>                | <b>127.60</b>   |
| 170484  | 4/26/2018 | 043438 DELL COMPUTER CORPORATION   | 10235254820 |        | COMM SVCS- COMPUTER EQUIPMENT |                 |
|         |           |                                    |             | 054330 | 100-6200-6215-2301-0000-000   | 348.01          |

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| 170484  | 4/26/2018 | 043438 | 043438 DELL COMPUTER CORPORATION |              | (Continued)                                       |                 |
|         |           |        |                                  |              | <b>Total :</b>                                    | <b>348.01</b>   |
| 170485  | 4/26/2018 | 093773 | DM CONTRACTING, INC.             | 4583         | PW- RETENTION (ST. IMPROVEMENT)<br>218-2460-000   | 3,594.19        |
|         |           |        |                                  |              | <b>Total :</b>                                    | <b>3,594.19</b> |
| 170486  | 4/26/2018 | 000149 | DUNN-EDWARDS CORP                | 2018319736   | ST- PAINT SUPPLIES<br>210-6150-6160-2301-0000-000 | 136.04          |
|         |           |        |                                  | 017875       |                                                   |                 |
|         |           |        |                                  |              | <b>Total :</b>                                    | <b>136.04</b>   |
| 170487  | 4/26/2018 | 002587 | EDWARD BABCOCK & SONS INC        | BD80464-0987 | WW- LABORATORY SAMPLING                           |                 |
|         |           |        |                                  | BD80614-0987 | 522-8200-8200-2350-0000-000                       | 71.00           |
|         |           |        |                                  | BD80630-0987 | WW- LABORATORY SAMPLING                           | 71.00           |
|         |           |        |                                  | BD80630-0987 | 522-8200-8200-2350-0000-000                       | 71.00           |
|         |           |        |                                  | BD80638-0987 | WW- LABORATORY SAMPLING                           | 8.00            |
|         |           |        |                                  | BD80638-0987 | 522-8200-8200-2350-0000-000                       | 71.00           |
|         |           |        |                                  | BD80723-0987 | WW- LABORATORY SAMPLING                           |                 |
|         |           |        |                                  | BD80723-0987 | 522-8200-8200-2350-0000-000                       | 112.00          |
|         |           |        |                                  |              | <b>Total :</b>                                    | <b>333.00</b>   |
| 170488  | 4/26/2018 | 033495 | ELECTRONICS WAREHOUSE            | T-173948     | ELEC- REPAIR PARTS                                |                 |
|         |           |        |                                  | T-174331     | 520-8000-8009-2225-0548-000                       | 116.28          |
|         |           |        |                                  | T-174332     | ELEC- REPAIR PARTS                                |                 |
|         |           |        |                                  | T-174332     | 520-8000-8009-2225-0548-000                       | 99.09           |
|         |           |        |                                  | T-174332     | ELEC- REPAIR PARTS                                |                 |
|         |           |        |                                  | T-174332     | 520-8000-8009-2225-0548-000                       | 232.88          |
|         |           |        |                                  |              | <b>Total :</b>                                    | <b>448.25</b>   |
| 170489  | 4/26/2018 | 094073 | ENVIRO-MASTER                    | SB853440     | COMM SVCS- RESTROOM MAINTENANCE                   |                 |
|         |           |        |                                  |              | 100-6200-6217-2350-0000-000                       | 95.00           |
|         |           |        |                                  |              | <b>Total :</b>                                    | <b>95.00</b>    |
| 170490  | 4/26/2018 | 003851 | EQUIFAX                          | 4778671      | HR- BACKGROUND CHECKS                             |                 |
|         |           |        |                                  |              | 100-6030-6030-2342-0000-000                       | 20.90           |
|         |           |        |                                  |              | <b>Total :</b>                                    | <b>20.90</b>    |

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| 170491  | 4/26/2018 | 092327 ERMCO                       | 001934021   |        | ELEC- TRANSFORMERS          |                  |
|         |           |                                    |             | 018230 | 520-8000-8008-3890-0107-000 | 3,079.00         |
|         |           |                                    | 001937826   |        | 520-8000-8008-3890-0107-000 | 225.91           |
|         |           |                                    |             | 018230 | ELEC- TRANSFORMERS          |                  |
|         |           |                                    |             |        | 520-8000-8008-3890-0107-000 | 15,395.00        |
|         |           |                                    |             |        | 520-8000-8008-3890-0107-000 | 1,129.56         |
|         |           |                                    |             |        | <b>Total :</b>              | <b>19,829.47</b> |
| 170492  | 4/26/2018 | 020307 EWING IRRIGATION            | 5013170     |        | W- LANSCAPING SUPPLIES      |                  |
|         |           |                                    |             | 018259 | 521-8100-8110-3890-0000-000 | 164.81           |
|         |           |                                    |             |        | <b>Total :</b>              | <b>164.81</b>    |
| 170493  | 4/26/2018 | 015957 FAIRVIEW FORD SALES, INC    | 489917      |        | AUTOMOTIVE PARTS            |                  |
|         |           |                                    | 489949      | 054333 | 608-6150-8700-2210-6071-000 | 99.28            |
|         |           |                                    | 490582      | 054333 | AUTOMOTIVE PARTS            |                  |
|         |           |                                    |             |        | 608-6150-8700-2210-6071-000 | 1,275.23         |
|         |           |                                    | 492740      | 054333 | AUTOMOTIVE PARTS            |                  |
|         |           |                                    |             |        | 608-6150-8700-2210-6071-000 | 112.97           |
|         |           |                                    |             | 054333 | AUTOMOTIVE PARTS            |                  |
|         |           |                                    |             |        | 608-6150-8700-2210-6071-000 | 3.70             |
|         |           |                                    |             |        | <b>Total :</b>              | <b>1,491.18</b>  |
| 170494  | 4/26/2018 | cbc#7715 FATTAL, ERAN              | 00310730    |        | CLOSING BILL CREDITS        |                  |
|         |           |                                    |             |        | 520-2450-232                | 433.41           |
|         |           |                                    |             |        | <b>Total :</b>              | <b>433.41</b>    |
| 170495  | 4/26/2018 | 013964 FEDERAL EXPRESS CORPORATION | 6-150-41902 |        | ELEC- OVERNIGHT DELIVERY    |                  |
|         |           |                                    |             | 017693 | 520-8000-8001-2300-0921-000 | 64.98            |
|         |           |                                    |             |        | <b>Total :</b>              | <b>64.98</b>     |
| 170496  | 4/26/2018 | 093928 FLYERS ENERGY, LLC          | 18-674424   |        | FIRE- FUEL                  |                  |
|         |           |                                    | 18-674425   | 054335 | 100-6090-6091-2210-0000-000 | 1,063.89         |
|         |           |                                    |             | 054335 | FIRE- DIESEL FUEL           |                  |
|         |           |                                    | 18-677389   |        | 100-6090-6091-2210-0000-000 | 1,951.22         |
|         |           |                                    |             | 054335 | INV- DIESEL FUEL            |                  |
|         |           |                                    |             |        | 100-1530-000                | 20,448.84        |
|         |           |                                    |             |        | <b>Total :</b>              | <b>23,463.95</b> |

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| 170497  | 4/26/2018 | 092134 FOX OCCUPATIONAL MEDICAL CENTE | 156470-92598         |        | HR- EMPLOYMENT PHYSICALS       |                 |
|         |           |                                       | 5100-92597           | 054336 | 100-6030-6030-2350-0000-000    | 395.00          |
|         |           |                                       |                      | 054336 | HR- EMPLOYMENT PHYSICALS       |                 |
|         |           |                                       |                      | 054336 | 100-6030-6030-2350-0000-000    | 1,170.00        |
|         |           |                                       | 5823-92599           | 054336 | 521-8100-8101-2350-0000-000    | 40.00           |
|         |           |                                       |                      | 054336 | FIRE- ELECTROCARDIOGRAM PHYSIC |                 |
|         |           |                                       |                      |        | 100-6090-6091-2350-0000-000    | 35.00           |
|         |           |                                       |                      |        | <b>Total :</b>                 | <b>1,640.00</b> |
| 170498  | 4/26/2018 | 000230 GAS COMPANY                    | 009-021-7100-8-04/18 |        | BM- GAS SERVICES               |                 |
|         |           |                                       | 034-221-7500-4-0418  | 054338 | 605-6150-6211-2320-0000-000    | 98.02           |
|         |           |                                       | 036-321-7500-0-04/18 | 054338 | BM- GAS SERVICES               |                 |
|         |           |                                       |                      | 054338 | 605-6150-6211-2320-0000-000    | 162.15          |
|         |           |                                       | 050-921-8700-3-0418  | 054338 | BM- GAS SERVICES               |                 |
|         |           |                                       |                      | 054338 | 605-6150-6211-2320-0000-000    | 80.21           |
|         |           |                                       | 078-321-4900-4-0418  | 054338 | BM- GAS SERVICES               |                 |
|         |           |                                       |                      | 054338 | 605-6150-6211-2320-0000-000    | 82.70           |
|         |           |                                       | 082-521-4900-3-0418  | 054338 | BM- GAS SERVICES               |                 |
|         |           |                                       |                      | 054338 | 605-6150-6211-2320-0000-000    | 93.09           |
|         |           |                                       | 101-521-4300-3-0418  | 054338 | BM- GAS SERVICES               |                 |
|         |           |                                       |                      | 054338 | 605-6150-6211-2320-0000-000    | 74.86           |
|         |           |                                       | 107-621-0400-7-0418  | 054338 | BM- GAS SERVICES               |                 |
|         |           |                                       |                      | 054338 | 605-6150-6211-2320-0000-000    | 19.61           |
|         |           |                                       | 120-321-4800-4-04/18 | 054338 | VW- GAS SERVICES               |                 |
|         |           |                                       |                      | 054338 | 522-8200-8200-2320-0000-000    | 6,059.54        |
|         |           |                                       | 187-421-0400-5-0418  | 054338 | W- GAS SERVICES                |                 |
|         |           |                                       |                      | 054338 | 521-8100-8101-2320-0000-000    | 127.62          |
|         |           |                                       |                      | 054338 | BM- GAS SERVICES               |                 |
|         |           |                                       |                      |        | 605-6150-6211-2320-0000-000    | 38.40           |
|         |           |                                       |                      |        | <b>Total :</b>                 | <b>6,836.20</b> |
| 170499  | 4/26/2018 | 061306 GEICO                          | 1976548              |        | RISK- FINAL CLAIM SETTLEMENT   |                 |
|         |           |                                       |                      |        | 607-6040-8601-2290-0000-000    | 3,534.17        |
|         |           |                                       |                      |        | <b>Total :</b>                 | <b>3,534.17</b> |
| 170500  | 4/26/2018 | 000157 GENUINE AUTO PARTS             | 210939               |        | AUTOMOTIVE PARTS               |                 |
|         |           |                                       |                      | 054339 | 210-6150-6160-2301-0000-000    | 36.86           |

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| 170500  | 4/26/2018 | 000157 GENUINE AUTO PARTS             | (Continued)<br>212152 |        |                                                           |                 |
|         |           |                                       | 212289                | 054339 | W- AUTOMOTIVE PARTS<br>521-8100-8101-2301-0000-000        | 10.61           |
|         |           |                                       |                       | 054339 | AUTOMOTIVE PARTS<br>608-6150-8700-2210-8200-000           | 77.52           |
|         |           |                                       |                       |        | <b>Total :</b>                                            | <b>124.99</b>   |
| 170501  | 4/26/2018 | 046042 GK ASSOCIATES                  | 18-023                |        |                                                           |                 |
|         |           |                                       |                       | 017943 | PW- ENGINEERING SUPPORT<br>218-1804-6970-3890-0000-000    | 7,480.00        |
|         |           |                                       |                       |        | <b>Total :</b>                                            | <b>7,480.00</b> |
| 170502  | 4/26/2018 | 000159 GRAINGER, INC                  | 9737457326            |        |                                                           |                 |
|         |           |                                       | 9742066336            | 054340 | FIRE- MAINTENANCE SUPPLIES<br>100-6090-6091-2301-0000-000 | 809.77          |
|         |           |                                       | 9743652415            | 054340 | BM- MAINTENANCE SUPPLIES<br>605-6150-6211-2301-0000-000   | 55.82           |
|         |           |                                       | 9745307471            | 054340 | BM- MAINTENANCE SUPPLIES<br>605-6150-6211-2301-0000-000   | 97.95           |
|         |           |                                       |                       | 054340 | ELEC- MAINTENANCE SUPPLIES<br>520-8000-8003-2301-0921-000 | 223.53          |
|         |           |                                       |                       |        | <b>Total :</b>                                            | <b>1,187.07</b> |
| 170503  | 4/26/2018 | 000160 GRAYBAR ELECTRIC CO            | 9302610452            |        |                                                           |                 |
|         |           |                                       | 9302970524            | 054341 | BM- ELECTRIC PARTS<br>605-6150-6211-2301-0000-000         | 92.96           |
|         |           |                                       | 9302970525            | 054341 | BM- ELECTRIC PARTS<br>605-6150-6211-2250-6205-000         | 446.02          |
|         |           |                                       | 9303279467            | 054341 | BM- ELECTRIC PARTS<br>605-6150-6211-2301-0000-000         | 84.34           |
|         |           |                                       | 9303516201            | 054341 | BM- ELECTRIC PARTS<br>605-6150-6211-2250-6217-000         | 162.00          |
|         |           |                                       |                       | 054341 | BM- ELECTRIC PARTS<br>605-6150-6211-2250-6211-000         | 28.25           |
|         |           |                                       |                       |        | <b>Total :</b>                                            | <b>813.57</b>   |
| 170504  | 4/26/2018 | 093952 GREEN ACRES ADVERTISING DESIGN | 3788                  |        |                                                           |                 |
|         |           |                                       |                       | 018128 | ELEC- MARKETING SERVICES<br>526-8000-8035-2350-0923-000   | 1,833.33        |
|         |           |                                       |                       | 018128 | 526-8000-8037-2350-0923-000                               | 1,833.33        |
|         |           |                                       |                       | 018128 | 526-8000-8038-2350-0923-000                               | 1,833.34        |

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| 170504  | 4/26/2018 | 093952                                        | 093952 GREEN ACRES ADVERTISING DESIGN (Continued) |        |                                  |                 |
|         |           |                                               |                                                   |        | <b>Total :</b>                   | <b>5,500.00</b> |
| 170505  | 4/26/2018 | 082768 HAIG, ANTHONY J                        | APRIL 18                                          |        | COMM SVCS- CONTRACT INSTRUCTOR   |                 |
|         |           |                                               |                                                   | 017979 | 100-6200-6202-2350-0000-000      | 168.00          |
|         |           |                                               |                                                   |        | <b>Total :</b>                   | <b>168.00</b>   |
| 170506  | 4/26/2018 | 045250 HDL COREN & CONE                       | 0024932-IN                                        |        | ECON DEV- CONSULTING/AUDITING SE |                 |
|         |           |                                               |                                                   | 018214 | 100-6020-9050-2350-0000-000      | 3,465.00        |
|         |           |                                               |                                                   |        | <b>Total :</b>                   | <b>3,465.00</b> |
| 170507  | 4/26/2018 | 019252 HINDERLITER, de LLAMAS AND, ASSOCIATES | 0028656-IN                                        |        | ECON DEV- CONTRACT & AUDIT SVCS  |                 |
|         |           |                                               |                                                   | 017898 | 100-6020-9050-2350-0000-000      | 2,596.67        |
|         |           |                                               |                                                   |        | <b>Total :</b>                   | <b>2,596.67</b> |
| 170508  | 4/26/2018 | 025906 HOME DEPOT                             | 0190008                                           |        | COMM SVCS- HARDWARE SUPPLIES     |                 |
|         |           |                                               | 1122568                                           | 054343 | 100-6200-6201-2301-0000-000      | 605.27          |
|         |           |                                               | 2130727                                           | 054347 | W- HARDWARE SUPPLIES             | 25.77           |
|         |           |                                               | 4123260                                           | 054347 | 521-8100-8110-4930-0000-000      | 22.54           |
|         |           |                                               | 5013052                                           | 054345 | W- HARDWARE SUPPLIES             | 96.23           |
|         |           |                                               | 6032268                                           | 054345 | 521-8100-8110-4930-0000-000      | 336.79          |
|         |           |                                               | 8130164                                           | 054345 | BM- HARDWARE SUPPLIES            | 13.78           |
|         |           |                                               |                                                   | 054345 | 605-6150-6211-2250-8200-000      | 22.63           |
|         |           |                                               |                                                   |        | <b>Total :</b>                   | <b>1,123.01</b> |
| 170509  | 4/26/2018 | 025906 HOME DEPOT                             | 1062230                                           |        | ELEC- HARDWARE SUPPLIES          |                 |
|         |           |                                               | 3592368                                           | 017691 | 520-8000-8009-2225-0548-000      | 117.75          |
|         |           |                                               | 5020175                                           | 017691 | ELEC- HARDWARE SUPPLIES          | 382.07          |
|         |           |                                               | 6041633                                           | 017691 | 520-8000-8009-2225-0548-000      | 29.98           |
|         |           |                                               |                                                   |        | ELEC - HARDWARE SUPPLIES         |                 |

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| 170509  | 4/26/2018 | 025906 HOME DEPOT                 | (Continued)  |        |                                                           |                  |
|         |           |                                   | 7584475      | 017691 | 520-8000-8009-2225-0548-000<br>ELEC- HARDWARE SUPPLIES    | 260.26           |
|         |           |                                   |              | 017691 | 520-8000-8009-2225-0548-000                               | 152.45           |
|         |           |                                   |              |        | <b>Total :</b>                                            | <b>942.51</b>    |
| 170510  | 4/26/2018 | 000164 HUB CONST SPECIALTIES, INC | D01017378    |        | W- MAINTENANCE MATERIALS                                  |                  |
|         |           |                                   | D01020170    | 054350 | 521-8100-8101-2301-0000-000<br>PW- MAINTENANCE MATERIALS  | 26.57            |
|         |           |                                   |              | 054350 | 100-6150-6205-2301-0000-000                               | 38.88            |
|         |           |                                   |              |        | <b>Total :</b>                                            | <b>65.45</b>     |
| 170511  | 4/26/2018 | 000276 INLAND WATER WORKS SUPPLY  | S1010244.001 |        | W- PIPING SUPPLIES                                        |                  |
|         |           |                                   | S1010380-001 | 054351 | 521-8100-8101-2301-0000-000<br>W- PIPING SUPPLIES         | 47.52            |
|         |           |                                   |              | 054351 | 521-8100-8101-2301-0000-000                               | 183.60           |
|         |           |                                   |              |        | <b>Total :</b>                                            | <b>231.12</b>    |
| 170512  | 4/26/2018 | 059253 IRON MOUNTAIN ARCHIVE      | PUB0894      |        | ECON DEV- STORAGE SERVICES                                |                  |
|         |           |                                   | PWP2382      |        | 100-6020-9050-2350-0000-000<br>ECON DEV- STORAGE SERVICES | 157.30           |
|         |           |                                   |              |        | 100-6020-9050-2350-0000-000                               | 157.30           |
|         |           |                                   |              |        | <b>Total :</b>                                            | <b>314.60</b>    |
| 170513  | 4/26/2018 | 094049 J SAHL & ASSOCIATES        | 113          |        | ELEC- CONSULTING SERVICES                                 |                  |
|         |           |                                   |              | 016508 | 520-8000-8041-2350-0923-GGR                               | 10,369.00        |
|         |           |                                   |              |        | <b>Total :</b>                                            | <b>10,369.00</b> |
| 170514  | 4/26/2018 | 092166 K H METALS AND SUPPLY      | 0429386-IN   |        | STORM W.- HARDWARE SUPPLIES                               |                  |
|         |           |                                   | 0430723-IN   | 054355 | 722-6150-8215-2301-0000-000<br>ELEC- HARDWARE SUPPLIES    | 259.25           |
|         |           |                                   |              | 054355 | 520-8000-8004-2301-0921-000                               | 44.87            |
|         |           |                                   |              |        | <b>Total :</b>                                            | <b>304.12</b>    |
| 170515  | 4/26/2018 | 004747 KINCO WEED ABATEMENT       | 21603        |        | FIRE- WEED ABATEMENT                                      |                  |
|         |           |                                   | 21606        | 017989 | 100-6090-6093-2350-0000-000<br>FIRE- WEED ABATEMENT       | 130.00           |

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| 170515  | 4/26/2018 | 004747 KINCO WEED ABATEMENT           | (Continued)      |        |                                                                  |                 |
|         |           |                                       | 21809            | 017989 | 100-6090-6093-2350-0000-000<br>FIRE- WEED ABATEMENT              | 260.00          |
|         |           |                                       | 21810            | 017989 | 100-6090-6093-2350-0000-000<br>FIRE- WEED ABATEMENT              | 332.00          |
|         |           |                                       |                  | 017989 | 100-6090-6093-2350-0000-000                                      | 190.00          |
|         |           |                                       |                  |        | <b>Total :</b>                                                   | <b>912.00</b>   |
| 170516  | 4/26/2018 | 039589 LAW ENFORCEMENT MEDICAL SERVIC | 13566            |        |                                                                  |                 |
|         |           |                                       |                  | 018442 | PD- BLOOD DRAWS/SART KITS<br>100-6070-6071-2350-0000-000         | 1,391.00        |
|         |           |                                       |                  |        | <b>Total :</b>                                                   | <b>1,391.00</b> |
| 170517  | 4/26/2018 | cbc2436 LESLEY, TASIA                 | 00180800         |        |                                                                  |                 |
|         |           |                                       |                  |        | CLOSING BILL CREDITS<br>520-2450-232                             | 162.68          |
|         |           |                                       |                  |        | <b>Total :</b>                                                   | <b>162.68</b>   |
| 170518  | 4/26/2018 | 032193 LEXIS-NEXIS                    | 1630501-20180131 |        |                                                                  |                 |
|         |           |                                       | 1630501-20180228 | 018084 | PD- ADVANCED INVESTIGATIONS<br>100-6070-6071-2350-0000-000       | 550.45          |
|         |           |                                       |                  | 018084 | PD- ADVANCED INVESTIGATIONS<br>100-6070-6071-2350-0000-000       | 550.45          |
|         |           |                                       |                  |        | <b>Total :</b>                                                   | <b>1,100.90</b> |
| 170519  | 4/26/2018 | cbc2442 LIVINGSTON, KELEIA            | 00860360         |        |                                                                  |                 |
|         |           |                                       |                  |        | CLOSING BILL CREDITS<br>520-2450-232                             | 34.23           |
|         |           |                                       |                  |        | <b>Total :</b>                                                   | <b>34.23</b>    |
| 170520  | 4/26/2018 | 041927 LOU'S TIRE SERVICE             | 85120            |        |                                                                  |                 |
|         |           |                                       |                  | 054358 | AUTOMOTIVE TIRES<br>608-6150-8700-2210-6160-000                  | 65.39           |
|         |           |                                       |                  |        | <b>Total :</b>                                                   | <b>65.39</b>    |
| 170521  | 4/26/2018 | 061305 MACIAS, LEO                    | 001406-40        |        |                                                                  |                 |
|         |           |                                       |                  |        | CLOSING BILL CREDIT<br>520-2450-232                              | 330.00          |
|         |           |                                       |                  |        | <b>Total :</b>                                                   | <b>330.00</b>   |
| 170522  | 4/26/2018 | 093703 MAILFINANCE INC.               | N7101909         |        |                                                                  |                 |
|         |           |                                       |                  | 017721 | C. CLERK- LEASE ON MAILING SYSTEM<br>100-6010-6010-2420-0000-000 | 318.88          |
|         |           |                                       |                  |        | 100-6010-6010-2420-0000-000                                      | 18.14           |

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| 170522  | 4/26/2018 | 093703 093703 MAILFINANCE INC.        |                |        |                                                              |                            |
|         |           |                                       | (Continued)    |        |                                                              |                            |
| 170523  | 4/26/2018 | 093033 MAYON, LLC                     | 04/17-04/26/18 |        | FIN- PROF. ACCOUNTING SERVICE<br>100-6040-6041-2350-0000-000 | Total : 337.02<br>2,275.00 |
| 170524  | 4/26/2018 | cbc2444 MEROT, SIMON                  | 00760780       |        | CLOSING BILL CREDITS<br>520-2450-232                         | Total : 2,275.00<br>22.50  |
| 170525  | 4/26/2018 | 041081 MISSION LINEN SUPPLY & UNIFORM | 507083727      |        |                                                              | Total : 22.50              |
|         |           |                                       | 507115199      | 054359 | BM- MAT RENTAL SERVICES<br>605-6150-6211-2250-6211-000       | 32.59                      |
|         |           |                                       | 507129980      | 054359 | WW- UNIFORM RENTAL SERVICES<br>522-8200-8200-1170-0000-000   | 215.35                     |
|         |           |                                       | 507141585      | 054359 | BM- MAT RENTAL SERVICES<br>605-6150-6211-2250-6211-000       | 32.59                      |
|         |           |                                       | 507141586      | 054359 | AUTO- UNIFORM RENTAL SERVICES<br>608-6150-8700-2301-0000-000 | 28.34                      |
|         |           |                                       | 507141590      | 054359 | 608-6150-8700-1170-0000-000                                  | 18.66                      |
|         |           |                                       | 507161282      | 054359 | BM- UNIFORM RENTAL SERVICES<br>605-6150-6211-1170-0000-000   | 33.53                      |
|         |           |                                       | 507179714      | 054359 | W- UNIFORM RENTAL SERVICES<br>521-8100-8101-1170-0000-000    | 204.39                     |
|         |           |                                       | 507188460      | 054359 | WW- UNIFORM RENTAL SERVICES<br>522-8200-8200-1170-0000-000   | 219.23                     |
|         |           |                                       | 507188461      | 054359 | BM- MAT RENTAL SERVICES<br>605-6150-6211-2250-6211-000       | 32.59                      |
|         |           |                                       |                | 054359 | AUTO- UNIFORM RENTAL SERVICES<br>608-6150-8700-2301-0000-000 | 28.34                      |
|         |           |                                       |                | 054359 | 608-6150-8700-1170-0000-000                                  | 18.66                      |
|         |           |                                       |                | 054359 | BM- UNIFORM RENTAL SERVICES<br>605-6150-6211-1170-0000-000   | 33.53                      |
| 170526  | 4/26/2018 | 093781 NBS GOVERNMENT FINANCE GROUP   | 11800097       |        |                                                              | Total : 897.80             |
|         |           |                                       |                | 017384 | WW- SEWER CAPACITY FEES<br>521-8100-8101-2350-0000-000       | 725.63                     |
|         |           |                                       |                | 017384 | 522-8200-8200-2350-0000-000                                  | 725.62                     |

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| 170526  | 4/26/2018 | 093781 | 093781 NBS GOVERNMENT FINANCE GROUP |               | (Continued)                 |                 |
| 170527  | 4/26/2018 | 093220 | NESTLE WATERS NORTH AMERICA         | 08C0030671473 | BOTTLE WATER SERVICES       |                 |
|         |           |        |                                     | 054360        | 100-6070-6071-2301-0000-000 | 200.37          |
|         |           |        |                                     | 054360        | 100-6030-6030-2301-0000-000 | 19.38           |
|         |           |        |                                     | 054360        | 100-6020-6020-2301-0000-000 | 8.61            |
|         |           |        |                                     | 054360        | 100-6300-6301-2301-0000-000 | 6.45            |
|         |           |        |                                     | 054360        | 100-6010-6010-2301-0000-000 | 8.61            |
|         |           |        |                                     | 054360        | 206-7200-7202-2301-0000-000 | 25.55           |
|         |           |        |                                     | 054360        | 206-7200-7203-2301-0000-000 | 32.75           |
|         |           |        |                                     | 054360        | 520-8000-8001-2300-0921-000 | 114.19          |
|         |           |        |                                     | 054360        | 606-6040-6044-2301-0000-000 | 8.61            |
|         |           |        |                                     | 054360        | 100-6040-6041-2301-0000-000 | 46.91           |
|         |           |        |                                     | 054360        | 100-6040-6042-2301-0000-000 | 46.91           |
|         |           |        |                                     | 054360        | 522-8200-8200-2301-0000-000 | 120.15          |
|         |           |        |                                     | 054360        | 100-6090-6091-2301-0000-000 | 29.27           |
|         |           |        |                                     | 054360        | 100-6200-6212-2301-0000-000 | 119.77          |
|         |           |        |                                     | 054360        | 100-6200-6217-2301-0000-000 | 75.55           |
|         |           |        |                                     | 054360        | 100-6200-6213-2301-0000-000 | 32.63           |
|         |           |        |                                     | 054360        | 521-8100-8101-2301-0000-000 | 12.37           |
|         |           |        |                                     | 054360        | 100-6150-6151-2301-0000-000 | 12.37           |
|         |           |        |                                     | 054360        | 100-6200-6250-2301-0000-000 | 8.61            |
|         |           |        |                                     | 054360        | 605-6150-6211-2301-0000-000 | 13.60           |
|         |           |        |                                     | 054360        | 608-6150-8700-2301-0000-000 | 13.61           |
|         |           |        |                                     | 054360        | 210-6150-6160-2301-0000-000 | 67.42           |
|         |           |        |                                     | 054360        | 100-6150-6205-2301-0000-000 | 67.41           |
|         |           |        |                                     |               | <b>Total :</b>              | <b>1,451.25</b> |
| 170528  | 4/26/2018 | 094033 | NORTHSTAR CHEMICAL, LLC             | 121590        | WW- CHEMICAL SUPPLIES       |                 |
|         |           |        |                                     | 054361        | 522-8200-8200-2301-0000-000 | 1,791.40        |
|         |           |        |                                     |               | <b>Total :</b>              | <b>1,791.40</b> |
| 170529  | 4/26/2018 | 045033 | OFFICE DEPOT                        | 123169565001  | LIB- OFFICE SUPPLIES        |                 |
|         |           |        |                                     | 123169700001  | 100-6200-6250-2302-0000-000 | 51.16           |
|         |           |        |                                     | 123169701001  | LIB- OFFICE SUPPLIES        |                 |
|         |           |        |                                     |               | 100-6200-6250-2302-0000-000 | 68.60           |
|         |           |        |                                     |               | LIB- OFFICE SUPPLIES        |                 |

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| Voucher | Date      | Vendor                         | Invoice      | PO #   | Description/Account                                       | Amount          |
|---------|-----------|--------------------------------|--------------|--------|-----------------------------------------------------------|-----------------|
| 170529  | 4/26/2018 | 045033 OFFICE DEPOT            | (Continued)  |        |                                                           |                 |
|         |           |                                | 123169702001 | 054363 | 100-6200-6250-2302-0000-000<br>LIB- OFFICE SUPPLIES       | 52.53           |
|         |           |                                | 123169703001 | 054363 | 100-6200-6250-2302-0000-000<br>LIB- OFFICE SUPPLIES       | 10.72           |
|         |           |                                | 123401983001 | 054363 | 100-6200-6250-2302-0000-000<br>ELEC- OFFICE SUPPLIES      | 40.92           |
|         |           |                                | 123402171001 | 054363 | 526-8000-8035-2301-0921-000<br>ELEC- OFFICE SUPPLIES      | 68.49           |
|         |           |                                | 124654176001 | 054363 | 526-8000-8035-2301-0921-000<br>HR- OFFICE SUPPLIES        | 350.30          |
|         |           |                                | 124654548001 | 054363 | 100-6030-6030-2300-0000-000<br>HR- OFFICE SUPPLIES        | 49.54           |
|         |           |                                | 125100862001 | 054363 | 100-6030-6030-2300-0000-000<br>COMM SVCS- OFFICE SUPPLIES | 158.02          |
|         |           |                                | 125101047001 | 054363 | 100-6200-6215-2301-0000-000<br>COMM SVCS- OFFICE SUPPLIES | 201.40          |
|         |           |                                | 125288194001 | 054363 | 100-6200-6215-2301-0000-000<br>DEV SVCS- OFFICE SUPPLIES  | 16.36           |
|         |           |                                |              | 054363 | 100-6300-6301-2300-0000-000                               | 238.64          |
|         |           |                                |              |        | <b>Total :</b>                                            | <b>1,306.68</b> |
| 170530  | 4/26/2018 | cbc2443 OLIVERA, DAMIELLE      | 00181040     |        | CLOSING BILL CREDITS<br>520-2450-232                      | 161.43          |
|         |           |                                |              |        | <b>Total :</b>                                            | <b>161.43</b>   |
| 170531  | 4/26/2018 | 092396 ONE SOURCE DISTRIBUTORS | S5754240.003 |        | ELEC- HARDWARE SUPPLIES                                   |                 |
|         |           |                                |              | 018450 | 520-1500-154                                              | 975.00          |
|         |           |                                |              |        | 520-1500-154                                              | 75.56           |
|         |           |                                |              |        | <b>Total :</b>                                            | <b>1,050.56</b> |
| 170532  | 4/26/2018 | 093581 O'REILLY AUTO PARTS     | 3177-495094  |        | AUTOMOTIVE PARTS                                          |                 |
|         |           |                                | 3177-498681  | 054362 | 608-6150-8700-2210-6071-000<br>AUTOMOTIVE PARTS           | 213.15          |
|         |           |                                | 3177-498685  | 054362 | 608-6150-8700-2210-6071-000<br>AUTOMOTIVE PARTS           | 51.02           |
|         |           |                                |              | 054362 | 608-6150-8700-2210-6071-000                               | 6.09            |

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| Voucher | Date      | Vendor                            | Invoice  | PO #   | Description/Account         | Amount         |
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| 170532  | 4/26/2018 | 093581 093581 O'REILLY AUTO PARTS |          |        |                             |                |
|         |           |                                   |          |        | (Continued)                 |                |
|         |           |                                   |          |        |                             | <b>Total :</b> |
| 170533  | 4/26/2018 | 093839 P & P UNIFORMS             | 413958/4 |        | PD- UNIFORM (B. JIPP)       |                |
|         |           |                                   | 413959/4 | 054364 | 100-6070-6071-1170-0000-000 | 242.39         |
|         |           |                                   | 413960/4 | 054364 | 100-6070-6071-1180-0000-000 | 644.68         |
|         |           |                                   | 413962/4 | 054364 | 100-6070-6071-1170-0000-000 | 206.84         |
|         |           |                                   | 414108/4 | 054364 | 100-6070-6071-1180-0000-000 | 614.53         |
|         |           |                                   | 414109/4 | 054364 | 100-6070-6071-1180-0000-000 | 177.78         |
|         |           |                                   |          | 054364 | 100-6070-6071-1180-0000-000 | 177.78         |
|         |           |                                   |          |        |                             | <b>Total :</b> |
| 170534  | 4/26/2018 | 001712 PACIFIC ALARM SERVICE      | R137009  |        | ALARM SERVICES              |                |
|         |           |                                   | R137542  | 054392 | 605-6150-6211-2250-8001-000 | 254.50         |
|         |           |                                   | R137543  | 054392 | 605-6150-6211-2250-8001-000 | 134.50         |
|         |           |                                   | R137544  | 054392 | 605-6150-6211-2250-8001-000 | 41.50          |
|         |           |                                   | R137545  | 054392 | 605-6150-6211-2250-6211-000 | 79.00          |
|         |           |                                   | R137546  | 054392 | 605-6150-6211-2250-6250-000 | 57.00          |
|         |           |                                   | R137547  | 054392 | 605-6150-6211-2250-8001-000 | 86.00          |
|         |           |                                   | R137548  | 054392 | 605-6150-6211-2250-6211-000 | 162.00         |
|         |           |                                   | R137549  | 054392 | 605-6150-6211-2250-6202-000 | 279.00         |
|         |           |                                   | R137550  | 054392 | 605-6150-6211-2250-6211-000 | 61.00          |
|         |           |                                   |          | 054392 | 605-6150-6211-2250-6211-000 | 61.50          |
|         |           |                                   |          | 054392 | 605-6150-6211-2250-8101-000 | 61.50          |

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| 170534  | 4/26/2018 | 001712 | PACIFIC ALARM SERVICE<br>(Continued) |        |                             |        |
|         |           |        | R137551                              |        | ALARM SERVICES              |        |
|         |           |        | R137552                              | 054392 | 605-6150-6211-2250-7202-000 | 61.00  |
|         |           |        | R137553                              | 054392 | 605-6150-6211-2250-8001-000 | 111.00 |
|         |           |        | R137554                              | 054392 | 605-6150-6211-2250-8001-000 | 210.00 |
|         |           |        | R137555                              | 054392 | 605-6150-6211-2250-6211-000 | 43.50  |
|         |           |        | R137556                              | 054392 | 605-6150-6211-2250-6250-000 | 147.00 |
|         |           |        | R137557                              | 054392 | 605-6150-6211-2250-6213-000 | 48.50  |
|         |           |        | R137558                              | 054392 | 605-6150-6211-2250-6250-000 | 41.00  |
|         |           |        | R137559                              | 054392 | 605-6150-6211-2250-6213-000 | 183.00 |
|         |           |        | R137560                              | 054392 | 605-6150-6211-2250-6211-000 | 164.50 |
|         |           |        | R137561                              | 054392 | 605-6150-6211-2250-8001-000 | 88.00  |
|         |           |        | R137562                              | 054392 | 605-6150-6211-2250-6071-000 | 39.50  |
|         |           |        | R137563                              | 054392 | 605-6150-6211-2250-6071-000 | 58.00  |
|         |           |        | R137565                              | 054392 | 605-6150-6211-2250-6071-000 | 48.50  |
|         |           |        | R137566                              | 054392 | 605-6150-6211-2250-6071-000 | 92.50  |
|         |           |        | R137567                              | 054392 | 605-6150-6211-2250-6071-000 | 38.50  |
|         |           |        | R137569                              | 054392 | 605-6150-6211-2250-8200-000 | 365.50 |
|         |           |        | R137570                              | 054392 | 605-6150-6211-2250-6218-000 | 132.00 |
|         |           |        |                                      | 054392 | 605-6150-6211-2250-8101-000 | 134.00 |

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|---------|-----------|---------------------------------------|----------------|--------|--------------------------------------------------------------|------------------|
| 170534  | 4/26/2018 | 001712 001712 PACIFIC ALARM SERVICE   |                |        |                                                              |                  |
|         |           |                                       |                |        | (Continued)                                                  |                  |
| 170535  | 4/26/2018 | 002539 PATTON SALES CORP              | 3498236        |        |                                                              |                  |
|         |           |                                       | 350474         | 018514 | PARKS- MATERIALS<br>100-6150-6205-2301-0000-000              | 93.40            |
|         |           |                                       |                | 018514 | PARKS- MATERIALS<br>100-6150-6205-2301-0000-000              | 105.49           |
|         |           |                                       |                |        | <b>Total :</b>                                               | <b>198.89</b>    |
| 170536  | 4/26/2018 | 093074 PETSMART                       | 04/08/18       |        |                                                              |                  |
|         |           |                                       |                | 018087 | PD- DOG FOOD FOR K-9<br>100-6070-6071-2301-0000-000          | 116.62           |
|         |           |                                       |                |        | <b>Total :</b>                                               | <b>116.62</b>    |
| 170537  | 4/26/2018 | 093995 PLACEWORKS, INC.               | 65062          |        | DEV SVCS- PROFESSIONAL SERVICES                              |                  |
|         |           |                                       |                | 018262 | 100-6300-6301-2350-0000-000                                  | 17,011.19        |
|         |           |                                       |                |        | <b>Total :</b>                                               | <b>17,011.19</b> |
| 170538  | 4/26/2018 | 093995 PLACEWORKS, INC.               | 64657          |        | DEV SVCS- ENVIROMENTAL SERVICES                              |                  |
|         |           |                                       | 65144          | 054399 | 762-2341-000                                                 | 3,760.00         |
|         |           |                                       |                | 054399 | DEV SVCS- ENVIRO SERVICES<br>762-2341-000                    | 7,762.61         |
|         |           |                                       |                |        | <b>Total :</b>                                               | <b>11,522.61</b> |
| 170539  | 4/26/2018 | 092616 POWER PARTNERS INC.            | 90408          |        | ELEC- TRANSFORMER MOUNTS                                     |                  |
|         |           |                                       |                | 018290 | 520-8000-8008-3890-0107-000                                  | 10,812.00        |
|         |           |                                       |                |        | 520-8000-8008-3890-0107-000                                  | 791.76           |
|         |           |                                       |                |        | <b>Total :</b>                                               | <b>11,603.76</b> |
| 170540  | 4/26/2018 | 093060 PROTECTION ONE ALARM MONITORIN | 60390036-04/18 |        | BM- ALARM SERVICE CHARGE                                     |                  |
|         |           |                                       |                | 018172 | 605-6150-6211-2250-6211-000                                  | 349.25           |
|         |           |                                       |                |        | <b>Total :</b>                                               | <b>349.25</b>    |
| 170541  | 4/26/2018 | 014316 PRUDENTIAL OVERALL SUPPLY      | 22595930       |        | ELEC- UNIFORM RENTAL SERVICES                                |                  |
|         |           |                                       |                | 054391 | 520-8000-8004-1170-0926-000                                  | 249.10           |
|         |           |                                       | 22595931       | 054391 | 520-8000-8004-2301-0921-000                                  | 12.65            |
|         |           |                                       |                | 054391 | ELEC- UNIFORM RENTAL SERVICES<br>520-8000-8003-1170-0926-000 | 129.51           |
|         |           |                                       | 22595936       | 054391 | ELEC- UNIFORM RENTAL SERVICES<br>520-8000-8009-2225-0548-000 | 72.30            |

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| 170541  | 4/26/2018 | 014316 PRUDENTIAL OVERALL SUPPLY      | (Continued)<br>22599506 |        | PD- UNIFORM RENTAL SERVICES<br>520-8000-8004-1170-0926-000           | 249.10                             |
|         |           |                                       | 22599507                | 054391 | 520-8000-8002-2301-0921-000                                          | 12.65                              |
|         |           |                                       | 22599512                | 054391 | ELEC- UNIFORM RENTAL SERVICES<br>520-8000-8003-1170-0926-000         | 129.51                             |
|         |           |                                       |                         | 054391 | ELEC- UNIFORM RENTAL SERVICES<br>520-8000-8009-2225-0548-000         | 72.30                              |
|         |           |                                       |                         |        | <b>Total :</b>                                                       | <b>927.12</b>                      |
| 170542  | 4/26/2018 | 092511 RADIX FIRE CONSTRUCTION, INC   | W5921-01                |        | BM- SPRINKLER INSPECTION<br>605-6150-6211-2250-6211-000              | 650.00                             |
|         |           |                                       |                         | 018059 |                                                                      | <b>Total :</b><br><b>650.00</b>    |
| 170543  | 4/26/2018 | 027892 RDO EQUIPMENT COMPANY          | P77304                  |        | AUTO PARTS<br>608-6150-8700-2210-8101-000                            | 300.89                             |
|         |           |                                       |                         | 018115 |                                                                      | <b>Total :</b><br><b>300.89</b>    |
| 170544  | 4/26/2018 | 093911 RIVERSIDE COUNTY DEPARTMENT OF | AN00000001262           |        | PD- ANIMAL SHELTER SERVICES<br>100-6070-6071-2350-0000-000           | 14,212.50                          |
|         |           |                                       |                         | 018096 |                                                                      | <b>Total :</b><br><b>14,212.50</b> |
| 170545  | 4/26/2018 | 003162 RIVERSIDE HIGHLAND WATER CO    | 01014-01-04/18          |        | W- ASSESSMENT FEES<br>521-8100-8101-2331-0000-000                    | 474.48                             |
|         |           |                                       |                         |        |                                                                      | <b>Total :</b><br><b>474.48</b>    |
| 170546  | 4/26/2018 | 059666 RIVERSIDE RUBBER STAMP         | 18-94459                |        | DEV SVCS- OFFICE SUPPLIES<br>100-6300-6301-2300-0000-000             | 53.94                              |
|         |           |                                       |                         |        |                                                                      | <b>Total :</b><br><b>53.94</b>     |
| 170547  | 4/26/2018 | 049870 ROGERS, ADRIANNE               | 04/16-04/18/18          |        | ELEC- AIRFAIR/LODGING (APPA PLANNING)<br>520-8000-8005-2280-0930-200 | 982.93                             |
|         |           |                                       |                         |        |                                                                      | <b>Total :</b><br><b>982.93</b>    |
| 170548  | 4/26/2018 | 093865 ROW TRAFFIC SAFETY, INC.       | 15898                   |        | INV- SAFETY CONES<br>100-1500-000                                    | 279.00                             |
|         |           |                                       |                         | 018600 | 100-1500-000                                                         | 21.62                              |

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| 170548  | 4/26/2018 | 093865 093865 ROW TRAFFIC SAFETY, INC. |             |        |                                                               |                 |
|         |           |                                        | (Continued) |        |                                                               |                 |
|         |           |                                        |             |        | <b>Total :</b>                                                | <b>300.62</b>   |
| 170549  | 4/26/2018 | 016258 ROYAL WHOLESALE ELECTRIC        | 6441-556142 |        |                                                               |                 |
|         |           |                                        |             | 017652 | ELEC- ELECTRICAL SUPPLIES<br>520-8000-8009-2225-0548-000      | 277.46          |
|         |           |                                        |             |        | <b>Total :</b>                                                | <b>277.46</b>   |
| 170550  | 4/26/2018 | cbc2450 RUIZ, MERCEDES                 | 00790135    |        |                                                               |                 |
|         |           |                                        |             |        | CLOSING BILL CREDITS<br>520-2450-232                          | 186.21          |
|         |           |                                        |             |        | <b>Total :</b>                                                | <b>186.21</b>   |
| 170551  | 4/26/2018 | cbc2447 SALTER, LатарSHA               | 00760290    |        |                                                               |                 |
|         |           |                                        |             |        | CLOSING BILL CREDITS<br>520-2450-232                          | 105.34          |
|         |           |                                        |             |        | <b>Total :</b>                                                | <b>105.34</b>   |
| 170552  | 4/26/2018 | 002041 SAN BERNARDINO & RIVERSIDE CTY  | 96782       |        |                                                               |                 |
|         |           |                                        |             | 017774 | Fire extinguisher services<br>100-6090-6091-2240-0000-000     | 28.90           |
|         |           |                                        |             |        | <b>Total :</b>                                                | <b>28.90</b>    |
| 170553  | 4/26/2018 | 061304 SILVA, STEPHANIE                | 1090120.015 |        |                                                               |                 |
|         |           |                                        |             |        | REFUND CLEANING DEPOSIT<br>100-6747-000                       | 100.00          |
|         |           |                                        |             |        | <b>Total :</b>                                                | <b>100.00</b>   |
| 170554  | 4/26/2018 | 094045 SITEONE LANDSCAPE SUPPLY, LLC   | 84781539    |        |                                                               |                 |
|         |           |                                        | 84795119    | 017873 | PARKS- LANDSCAPING SUPPLIES<br>100-6150-6205-2301-0000-000    | 130.13          |
|         |           |                                        | 84834346    | 017873 | PARKS- LANDSCAPING MATERIAL<br>100-6150-6205-2301-0000-000    | 572.46          |
|         |           |                                        | 84855201    | 017873 | PARKS- LANDSCAPING MATERIAL<br>100-6150-6205-2301-0000-000    | 126.58          |
|         |           |                                        | 84872733    | 017873 | PARKS- LANDSCAPING MATERIAL<br>100-6150-6205-2301-0000-000    | 267.68          |
|         |           |                                        |             | 018543 | INV- LANDSCAPE SUPPLIES<br>100-1500-000                       | 1,268.50        |
|         |           |                                        |             |        | 100-1500-000                                                  | 98.31           |
|         |           |                                        |             |        | <b>Total :</b>                                                | <b>2,463.66</b> |
| 170555  | 4/26/2018 | 093099 SKAPIK LAW GROUP                | CLT-003M-67 |        |                                                               |                 |
|         |           |                                        |             |        | W- LEGAL SERVICES- GROUNDWATER<br>521-8100-8101-2350-0000-000 | 10,509.00       |

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| 170555  | 4/26/2018 | 093099 093099 SKAPIK LAW GROUP |          |        |                                                            |                  |
|         |           |                                |          |        | (Continued)                                                |                  |
|         |           |                                |          |        | <b>Total :</b>                                             | <b>10,509.00</b> |
| 170556  | 4/26/2018 | cbc2448 SNAGG, DWAYNE          | 00791480 |        | CLOSING BILL CREDITS<br>520-2450-232                       | 4.36             |
|         |           |                                |          |        | <b>Total :</b>                                             | <b>4.36</b>      |
| 170557  | 4/26/2018 | 092670 SO CAL LOCKSMITH        | 40088    |        | BM- LOCK PARTS AND SERVICES                                |                  |
|         |           |                                | 40104    | 054374 | 605-6150-6211-2250-6030-000                                | 40.00            |
|         |           |                                | 40110    | 054374 | W- LOCK PARTS AND SERVICES<br>521-8100-8110-2300-0000-000  | 3.99             |
|         |           |                                |          | 054374 | WW- LOCK PARTS AND SERVICES<br>522-8200-8200-2257-0000-000 | 37.09            |
|         |           |                                |          |        | <b>Total :</b>                                             | <b>81.08</b>     |
| 170558  | 4/26/2018 | 000234 SQUIRES LUMBER COMPANY  | 338366   |        | PARKS- MAINTENANCE MATERIAL                                |                  |
|         |           |                                | 458      | 018075 | 210-6150-6160-2301-0000-000                                | 78.89            |
|         |           |                                | 469      | 018076 | PARKS- MAINTENANCE MATERIAL<br>100-6150-6205-2301-0000-000 | 86.17            |
|         |           |                                | 483      | 018075 | ST- MAINTENANCE MATERIAL<br>210-6150-6160-2301-0000-000    | 23.67            |
|         |           |                                | 484      | 018075 | PARKS- MAINTENANCE MATERIAL<br>210-6150-6160-2301-0000-000 | 16.29            |
|         |           |                                | 488      | 018075 | ST- CREDIT<br>210-6150-6160-2301-0000-000                  | -6.03            |
|         |           |                                | 517      | 018075 | ST- MATERIAL MATERIAL<br>210-6150-6160-2301-0000-000       | 5.17             |
|         |           |                                | 541      | 018075 | PARKS- MAINTENANCE MATERIAL<br>210-6150-6160-2301-0000-000 | 10.96            |
|         |           |                                | 542      | 018076 | PARKS- MAINTENANCE MATERIAL<br>100-6150-6205-2301-0000-000 | 17.77            |
|         |           |                                | 545      | 018076 | PARKS- MAINTENANCE MATERIAL<br>100-6150-6205-2301-0000-000 | 22.62            |
|         |           |                                | 549      | 018075 | PARKS- MAINTENANCE MATERIAL<br>210-6150-6160-2301-0000-000 | 2.67             |
|         |           |                                | 551      | 018075 | PARKS- MAINTENANCE MATERIAL<br>210-6150-6160-2301-0000-000 | 57.60            |
|         |           |                                |          |        | PARKS- MAINTENANCE MATERIAL                                |                  |

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| 170558  | 4/26/2018 | 000234 SQUIRES LUMBER COMPANY | (Continued) |        |                                                            |               |
|         |           |                               | 552         | 018076 | 100-6150-6205-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 46.61         |
|         |           |                               | 553         | 018076 | 100-6150-6205-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 3.43          |
|         |           |                               | 564         | 018076 | 100-6150-6205-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 16.15         |
|         |           |                               | 582         | 018076 | 100-6150-6205-2301-0000-000<br>PARKS- CREDIT               | 8.08          |
|         |           |                               | 610         | 018075 | 210-6150-6160-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | -3.66         |
|         |           |                               | 621         | 018076 | 100-6150-6205-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 6.44          |
|         |           |                               | 622         | 018075 | 210-6150-6160-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 4.62          |
|         |           |                               | 653         | 018076 | 100-6150-6205-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 110.70        |
|         |           |                               | 654         | 018075 | 210-6150-6160-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 6.78          |
|         |           |                               | 668         | 018075 | 210-6150-6160-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 69.98         |
|         |           |                               | 729         | 018075 | 210-6150-6160-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 23.63         |
|         |           |                               | 731         | 018075 | 210-6150-6160-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 37.14         |
|         |           |                               | 771         | 018076 | 100-6150-6205-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 6.36          |
|         |           |                               | 853         | 018076 | 100-6150-6205-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 2.14          |
|         |           |                               | 868         | 018076 | 100-6150-6205-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 24.50         |
|         |           |                               | 925         | 018076 | 100-6150-6205-2301-0000-000<br>PARKS- MAINTENANCE MATERIAL | 24.56         |
|         |           |                               |             | 018076 | 100-6150-6205-2301-0000-000                                | 14.54         |
|         |           |                               |             |        | <b>Total :</b>                                             | <b>717.78</b> |
| 170559  | 4/26/2018 | 000234 SQUIRES LUMBER COMPANY | 783         |        | W- MAINTENANCE MATERIAL                                    |               |

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| Voucher | Date      | Vendor                                | Invoice       | PO #   | Description/Account           | Amount          |
|---------|-----------|---------------------------------------|---------------|--------|-------------------------------|-----------------|
| 170559  | 4/26/2018 | 000234 SQUIRES LUMBER COMPANY         | (Continued)   |        |                               |                 |
|         |           |                                       | 926           | 054378 | 521-8100-8101-2301-0000-000   | 52.77           |
|         |           |                                       |               | 054378 | C. CARE- MAINTENANCE MATERIAL |                 |
|         |           |                                       |               |        | 206-7200-7203-2301-0000-000   | 16.79           |
|         |           |                                       |               |        | <b>Total :</b>                | <b>69.56</b>    |
| 170560  | 4/26/2018 | 003079 STATE OF CALIF / JUSTICE DEPT  | 294814        |        |                               |                 |
|         |           |                                       |               | 054379 | HR- FINGERPRINTING SERVICES   |                 |
|         |           |                                       |               |        | 100-6030-6030-2342-0000-000   | 384.00          |
|         |           |                                       |               |        | <b>Total :</b>                | <b>384.00</b>   |
| 170561  | 4/26/2018 | 003079 STATE OF CALIF / JUSTICE DEPT  | 293626        |        |                               |                 |
|         |           |                                       |               | 054379 | PD- FINGERPRINTING SERVICES   |                 |
|         |           |                                       |               |        | 100-6070-6071-2350-0000-000   | 230.00          |
|         |           |                                       |               |        | <b>Total :</b>                | <b>230.00</b>   |
| 170562  | 4/26/2018 | 005151 STATE OF CALIFORNIA            | SL180638      |        |                               |                 |
|         |           |                                       |               | 017648 | ELEC- STREETLIGHTING COSTS    |                 |
|         |           |                                       |               |        | 520-8000-8001-2320-0930-200   | 3,933.07        |
|         |           |                                       |               |        | <b>Total :</b>                | <b>3,933.07</b> |
| 170563  | 4/26/2018 | 093922 T & B PLANNING, INC.           | 18-5213       |        |                               |                 |
|         |           |                                       |               | 014996 | DEV SVCS- ENVIRO IMPACT       |                 |
|         |           |                                       |               |        | 762-2327-000                  | 1,144.37        |
|         |           |                                       |               |        | <b>Total :</b>                | <b>1,144.37</b> |
| 170564  | 4/26/2018 | cbc2437 TAYLOR, DEVIN                 | 00290755      |        |                               |                 |
|         |           |                                       |               |        | CLOSING BILL CREDITS          |                 |
|         |           |                                       |               |        | 520-2450-232                  | 173.29          |
|         |           |                                       |               |        | <b>Total :</b>                | <b>173.29</b>   |
| 170565  | 4/26/2018 | 061307 TELACU WEATHERIZATION          | REFUND PERMIT |        |                               |                 |
|         |           |                                       |               |        | REFUND PLAN CHECK FEES        |                 |
|         |           |                                       |               |        | 100-5403-000                  | 147.90          |
|         |           |                                       |               |        | 100-6706-002                  | 71.85           |
|         |           |                                       |               |        | 100-6767-000                  | 15.57           |
|         |           |                                       |               |        | <b>Total :</b>                | <b>235.32</b>   |
| 170566  | 4/26/2018 | 093413 THE CORPORATE GIFT SERVICE INC | 25873         |        |                               |                 |
|         |           |                                       |               | 017825 | ELEC- MARKETING MATERIALS     |                 |
|         |           |                                       |               |        | 520-8000-8005-2341-0930-200   | 807.26          |
|         |           |                                       |               |        | <b>Total :</b>                | <b>807.26</b>   |
| 170567  | 4/26/2018 | 094158 THE GRAPHIC SOLUTION           | 6390          |        |                               |                 |
|         |           |                                       |               | 017817 | FIRE- HELMET DECALS           |                 |
|         |           |                                       |               |        | 100-6090-6091-2301-0000-000   | 301.70          |

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| Voucher | Date      | Vendor  | Invoice                      | PO #          | Description/Account                                         | Amount          |
|---------|-----------|---------|------------------------------|---------------|-------------------------------------------------------------|-----------------|
| 170567  | 4/26/2018 | 094158  | 094158 THE GRAPHIC SOLUTION  |               |                                                             |                 |
|         |           |         |                              |               | (Continued)                                                 |                 |
|         |           |         |                              |               | <b>Total :</b>                                              | <b>301.70</b>   |
| 170568  | 4/26/2018 | 094015  | THE LIVING DESERT            | 998           |                                                             |                 |
|         |           |         |                              | 018478        | C. CARE- FIELD TRIP<br>206-7200-7203-2304-0000-000          | 302.00          |
|         |           |         |                              |               | <b>Total :</b>                                              | <b>302.00</b>   |
| 170569  | 4/26/2018 | 094243  | TIFFANY HERRMANN             | 108           |                                                             |                 |
|         |           |         |                              | 018617        | LIB- PETTING ZOO EVENT<br>100-6200-6250-2350-0000-000       | 260.00          |
|         |           |         |                              |               | <b>Total :</b>                                              | <b>260.00</b>   |
| 170570  | 4/26/2018 | 093146  | TIME WARNER CABLE            | 0160610040618 |                                                             |                 |
|         |           |         |                              |               | COMM SVCS- INTERNET SERVICE<br>100-6200-6202-2310-0000-000  | 128.10          |
|         |           |         |                              |               | <b>Total :</b>                                              | <b>128.10</b>   |
| 170571  | 4/26/2018 | 021816  | TRI COUNTY PUMP CO           | 16165         |                                                             |                 |
|         |           |         |                              | 018586        | W- REPAIRS TO WELLS/BOOSTERS<br>521-8100-8101-2411-0000-000 | 129.30          |
|         |           |         |                              |               | <b>Total :</b>                                              | <b>129.30</b>   |
| 170572  | 4/26/2018 | 092083  | ULTRA PRINTING               | 15503         |                                                             |                 |
|         |           |         |                              | 054383        | ELEC- BUSINESS CARDS<br>520-8000-8005-2300-0930-200         | 33.40           |
|         |           |         |                              |               | <b>Total :</b>                                              | <b>33.40</b>    |
| 170573  | 4/26/2018 | 092236  | UNITED CABINET COMPANY, INC. | 7858          |                                                             |                 |
|         |           |         |                              | 018591        | BM- LAMINATING SERVICE<br>605-6150-6211-2210-0000-000       | 90.00           |
|         |           |         |                              |               | <b>Total :</b>                                              | <b>90.00</b>    |
| 170574  | 4/26/2018 | 092369  | UNITED RENTALS               | 154725199-001 |                                                             |                 |
|         |           |         |                              | 018594        | PARKS- RENTAL EQUIPMENT<br>100-6150-6205-2420-0000-000      | 1,060.73        |
|         |           |         |                              |               | <b>Total :</b>                                              | <b>1,060.73</b> |
| 170575  | 4/26/2018 | cbc2446 | VELIZ, VICTOR                | 00251160      |                                                             |                 |
|         |           |         |                              |               | CLOSING BILL CREDITS<br>520-2450-232                        | 327.06          |
|         |           |         |                              |               | <b>Total :</b>                                              | <b>327.06</b>   |
| 170576  | 4/26/2018 | 043535  | VFTS DISTRIBUTORS            | 10012444      |                                                             |                 |
|         |           |         |                              | 017789        | BM- HARDWARE SUPPLIES<br>608-6150-8700-2301-0000-000        | 117.03          |
|         |           |         |                              |               | <b>Total :</b>                                              | <b>117.03</b>   |

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| Voucher | Date      | Vendor                                                | Invoice            | PO #   | Description/Account                                              | Amount                                  |
|---------|-----------|-------------------------------------------------------|--------------------|--------|------------------------------------------------------------------|-----------------------------------------|
| 170577  | 4/26/2018 | 002306 WILLDAN ENGINEERING                            | 002-18974          | 017030 | DEV SVCS- PLAN CHECK REVIEW<br>100-6300-6302-2350-0000-000       | 1,462.92<br><b>Total : 1,462.92</b>     |
| 170578  | 4/26/2018 | 003646 WILLDAN FINANCIAL SERVICES                     | 010-37648          |        | WW- ARBITRAGE REBATE SERVICE<br>522-8200-8200-2350-0000-000      | 1,750.00<br><b>Total : 1,750.00</b>     |
| 170579  | 4/26/2018 | cbc2438 WILLIAMS, TYONE                               | 00190265           |        | CLOSING BILL CREDITS<br>520-2450-232                             | 39.23<br><b>Total : 39.23</b>           |
| 170580  | 4/26/2018 | 045690 WIRZ & COMPANY PRINTING                        | 98196              | 017824 | ELEC- PRINTING PROJECTS<br>520-8000-8005-2341-0930-200           | 52.26<br><b>Total : 52.26</b>           |
| 170581  | 4/26/2018 | cbc2449 YANEZ, ANTONIO                                | 01960380           |        | CLOSING BILL CREDITS<br>520-2450-232                             | 137.72<br><b>Total : 137.72</b>         |
| 450000  | 4/18/2018 | 046969 NORESKO                                        | 33306              |        | ELEC- O & M SERVICES - AGUA MANSA<br>520-8000-8009-2225-0548-000 | 87,360.59<br><b>Total : 87,360.59</b>   |
| 480000  | 4/19/2018 | 003833 SO CALIF PUBLIC POWER AUTH, %US BANK / MA 0418 |                    |        | ELEC- TRANSMISSION COSTS<br>520-8000-8006-2330-0555-700          | 53,804.00<br><b>Total : 53,804.00</b>   |
| 490000  | 4/19/2018 | 003111 SO CALIF PUBLIC POWER AUTH                     | MAG 0418           |        | ELEC- MONTHLY POWER COSTS<br>520-8000-8006-2330-0555-400         | 165,876.00<br><b>Total : 165,876.00</b> |
| 500000  | 4/19/2018 | 000904 CITY OF BURBANK                                | 123910             |        | ELEC- BILLING FOR MAGNOLIA POWER<br>520-8000-8006-2330-0555-700  | 29,200.00<br><b>Total : 29,200.00</b>   |
| 1900000 | 4/12/2018 | 009994 SHELL ENERGY NORTH AMERICA                     | 06.2015 RERUN T33M |        | ELEC- FIRM POWER TRANSMISSION<br>520-8000-8006-2330-0555-800     | -421.87                                 |

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| Voucher  | Date      | Vendor                                                  | Invoice         | PO # | Description/Account                                                                     | Amount                  |
|----------|-----------|---------------------------------------------------------|-----------------|------|-----------------------------------------------------------------------------------------|-------------------------|
| 1900000  | 4/12/2018 | 009994 SHELL ENERGY NORTH AMERICA                       | (Continued)     |      | 520-8000-8006-2330-0555-600                                                             | 860.98                  |
|          |           |                                                         |                 |      | <b>Total :</b>                                                                          | <b>439.11</b>           |
| 4122018  | 4/12/2018 | 061303 LAWYERS TITLE COMPANY                            | RCL 10494-CL    |      | ECON DEV- BUYERS CLOSING COSTS<br>100-6020-9050-4960-0000-000                           | 2,750.00                |
|          |           |                                                         |                 |      | <b>Total :</b>                                                                          | <b>2,750.00</b>         |
| 4700000  | 4/19/2018 | 003834 SO CALIF PUBLIC POWER AUTH                       | MP 0418         |      | ELEC- TRANSMISSION COSTS<br>520-8000-8006-2330-0555-700                                 | 7,346.00                |
|          |           |                                                         |                 |      | <b>Total :</b>                                                                          | <b>7,346.00</b>         |
| 6240000  | 4/19/2018 | 042999 SO CALIF PUBLIC POWER AUTH, U S BANK A NGPP 0418 |                 |      | ELEC- COSTS & GAS SALES<br>520-8000-8006-2330-0555-400                                  | 53,699.92               |
|          |           |                                                         |                 |      | <b>Total :</b>                                                                          | <b>53,699.92</b>        |
| 6250000  | 4/19/2018 | 092133 AVANGRID RENEWABLES, LLC                         | 65962-CLTN      |      | ELEC- WIND ENERGY DELIVERED<br>520-8000-8006-2330-0555-510                              | 5,241.25                |
|          |           |                                                         |                 |      | <b>Total :</b>                                                                          | <b>5,241.25</b>         |
| 7747200  | 4/16/2018 | 003111 SO CALIF PUBLIC POWER AUTH                       | MAG F 0318      |      | POWER COSTS (MAGNOLIA POWER)<br>520-8000-8006-2330-0555-400                             | 49,581.00               |
|          |           |                                                         |                 |      | <b>Total :</b>                                                                          | <b>49,581.00</b>        |
| 9636291  | 4/18/2018 | 000882 COLONIAL LIFE & ACCIDENT                         | 9636291-0401588 |      | PREMIUM PROCESSING<br>762-2020-000                                                      | 4,453.17                |
|          |           |                                                         |                 |      | <b>Total :</b>                                                                          | <b>4,453.17</b>         |
| 13203400 | 4/19/2018 | 003755 SO CALIF PUBLIC POWER AUTH                       | MWD 0418        |      | ELEC- MONTHLY ENERGY COSTS<br>520-8000-8006-2330-0555-530                               | 32,709.00               |
|          |           |                                                         |                 |      | <b>Total :</b>                                                                          | <b>32,709.00</b>        |
| 13203500 | 4/19/2018 | 060161 SO CALIF PUBLIC POWER AUTH                       | KBS 0418        |      | ELEC- MONTHLY POWER COSTS<br>520-8000-8006-2330-0555-540<br>520-8000-8006-2330-0555-600 | 52,800.00<br>-10,175.89 |
|          |           |                                                         |                 |      | <b>Total :</b>                                                                          | <b>42,624.11</b>        |
| 13203600 | 4/19/2018 | 003111 SO CALIF PUBLIC POWER AUTH                       | ATSP 0418       |      | ELEC- MONTHLY POWER COSTS                                                               |                         |

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| Voucher                             | Date      | Vendor                            | Invoice             | PO # | Description/Account                                                          | Amount                   |
|-------------------------------------|-----------|-----------------------------------|---------------------|------|------------------------------------------------------------------------------|--------------------------|
| 13203600                            | 4/19/2018 | 003111 SO CALIF PUBLIC POWER AUTH | (Continued)         |      | 520-8000-8006-2330-0555-540<br>520-8000-8006-2330-0555-600                   | 100,700.00<br>-20,053.59 |
| <b>Total :</b>                      |           |                                   |                     |      |                                                                              | <b>80,646.41</b>         |
| 19100000                            | 4/2/2018  | 003754 SO CALIF PUBLIC POWER AUTH | SJ 0418             |      | ELEC- MONTHLY POWER COSTS<br>520-8000-8006-2330-0555-300                     | 1,912.00                 |
| <b>Total :</b>                      |           |                                   |                     |      |                                                                              | <b>1,912.00</b>          |
| 25970700                            | 4/23/2018 | 003934 U S DEPARTMENT OF ENERGY   | GG1947W0318         |      | ELEC- INTERTIE POWER SYSTEM<br>520-8000-8006-2330-0555-100                   | 8,739.48                 |
| <b>Total :</b>                      |           |                                   |                     |      |                                                                              | <b>8,739.48</b>          |
| 25971600                            | 4/23/2018 | 003934 U S DEPARTMENT OF ENERGY   | GG1947A0318         |      | UPRATING CREDIT RECONCILIATION<br>520-8000-8006-2330-0555-100                | 7,783.69                 |
| <b>Total :</b>                      |           |                                   |                     |      |                                                                              | <b>7,783.69</b>          |
| 33634732                            | 4/19/2018 | 047215 CALIFORNIA DEPARTMENT OF   | 01/01/18-03/31/18   |      | SALES TAX RETURN<br>762-2210-000                                             | 1,213.00                 |
| <b>Total :</b>                      |           |                                   |                     |      |                                                                              | <b>1,213.00</b>          |
| 900352429                           | 4/19/2018 | 058819 CALIFORNIA INDEPENDENT     | 2018041731-38115482 |      | ELECTRIC TRANSMISSION SERVICE<br>520-8000-8006-2330-0555-710<br>520-7907-000 | 3,412.75<br>-1,563.93    |
| <b>Total :</b>                      |           |                                   |                     |      |                                                                              | <b>1,848.82</b>          |
| <b>149 Vouchers for bank code :</b> |           |                                   |                     |      |                                                                              |                          |
| <b>149 Vouchers in this report</b>  |           |                                   |                     |      |                                                                              | <b>boa</b>               |
| <b>Bank total :</b>                 |           |                                   |                     |      |                                                                              | <b>1,129,643.41</b>      |
| <b>Total vouchers :</b>             |           |                                   |                     |      |                                                                              | <b>1,129,643.41</b>      |



Stacey Dabbs  
Finance Director



Aurelio De La Torre  
City Treasurer

Bank code : boa

| Voucher | Date      | Vendor                    | Invoice  | PO # | Description/Account                                          | Amount          |
|---------|-----------|---------------------------|----------|------|--------------------------------------------------------------|-----------------|
| 170582  | 4/30/2018 | rm28737 ANDERSON, GAREN   | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 233.61          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>233.61</b>   |
| 170583  | 4/30/2018 | rm69605 APONTE, REUBEN    | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,284.40        |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>1,284.40</b> |
| 170584  | 4/30/2018 | rm54027 BACA, RUBEN       | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 786.46          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>786.46</b>   |
| 170585  | 4/30/2018 | rm41128 BADEN, LETITIA    | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 606.64          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>606.64</b>   |
| 170586  | 4/30/2018 | rm82549 BAKER, ANNETTA    | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 533.80          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>533.80</b>   |
| 170587  | 4/30/2018 | rm56638 BAYER, CURTIS     | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,316.25        |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>1,316.25</b> |
| 170588  | 4/30/2018 | rm01272 BEACHTEL, MICHAEL | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 714.18          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>714.18</b>   |
| 170589  | 4/30/2018 | rm61231 BECERRA, CHARLES  | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,147.65        |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>1,147.65</b> |
| 170590  | 4/30/2018 | rm14267 BENFIELD, DONALD  | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 173.17          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>173.17</b>   |
| 170591  | 4/30/2018 | rm53442 BENNETT, DEIRDRE  | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT                                |                 |

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| Voucher | Date      | Vendor                      | Invoice     | PO # | Description/Account                                          | Amount          |
|---------|-----------|-----------------------------|-------------|------|--------------------------------------------------------------|-----------------|
| 170591  | 4/30/2018 | rm53442 BENNETT, DEIRDRE    | (Continued) |      | 100-6030-6030-1150-0000-000                                  | 1,200.60        |
|         |           |                             |             |      | <b>Total :</b>                                               | <b>1,200.60</b> |
| 170592  | 4/30/2018 | rm09306 BICKERS, DENNIS     | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 997.84          |
|         |           |                             |             |      | <b>Total :</b>                                               | <b>997.84</b>   |
| 170593  | 4/30/2018 | rm76189 BLINKINSOP, DOUGLAS | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 845.28          |
|         |           |                             |             |      | <b>Total :</b>                                               | <b>845.28</b>   |
| 170594  | 4/30/2018 | rm53493 BORNESHEUER, BRENDA | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 454.91          |
|         |           |                             |             |      | <b>Total :</b>                                               | <b>454.91</b>   |
| 170595  | 4/30/2018 | rm96939 BORNESHEUER, ROBBIE | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 660.15          |
|         |           |                             |             |      | <b>Total :</b>                                               | <b>660.15</b>   |
| 170596  | 4/30/2018 | rm44563 BRADSHAW, LORI      | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 323.35          |
|         |           |                             |             |      | <b>Total :</b>                                               | <b>323.35</b>   |
| 170597  | 4/30/2018 | rm88125 BURROWS, CHARLES    | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 654.80          |
|         |           |                             |             |      | <b>Total :</b>                                               | <b>654.80</b>   |
| 170598  | 4/30/2018 | rm03721 CALDERILLA, JOVITA  | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 444.15          |
|         |           |                             |             |      | <b>Total :</b>                                               | <b>444.15</b>   |
| 170599  | 4/30/2018 | rm32614 CARRION, RICHARD    | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,147.65        |
|         |           |                             |             |      | <b>Total :</b>                                               | <b>1,147.65</b> |
| 170600  | 4/30/2018 | rm44322 CONAWAY, KENNETH    | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 528.45          |

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| Voucher | Date      | Vendor                           | Invoice     | PO # | Description/Account                                          | Amount                              |
|---------|-----------|----------------------------------|-------------|------|--------------------------------------------------------------|-------------------------------------|
| 170600  | 4/30/2018 | rm44322 rm44322 CONAWAY, KENNETH | (Continued) |      |                                                              | <b>Total : 528.45</b>               |
| 170601  | 4/30/2018 | rm40061 CONNOLLY, PAUL           | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 626.03<br><b>Total : 626.03</b>     |
| 170602  | 4/30/2018 | rm55912 COOPER, THEODORE         | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 455.35<br><b>Total : 455.35</b>     |
| 170603  | 4/30/2018 | rm41763 CROWE, CHRISTINA         | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 197.76<br><b>Total : 197.76</b>     |
| 170604  | 4/30/2018 | rm67320 DEANTONIO, DANA          | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 786.46<br><b>Total : 786.46</b>     |
| 170605  | 4/30/2018 | rm32059 DEDIANOUS, NOEL          | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,385.29<br><b>Total : 1,385.29</b> |
| 170606  | 4/30/2018 | rm04121 DEVINE, JERRY            | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 893.48<br><b>Total : 893.48</b>     |
| 170607  | 4/30/2018 | rm75521 DREY, ROBERT             | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,278.75<br><b>Total : 1,278.75</b> |
| 170608  | 4/30/2018 | rm88879 ENTWISTLE, ROGER         | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 786.46<br><b>Total : 786.46</b>     |
| 170609  | 4/30/2018 | rm78526 FALCON, GILBERT          | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 601.03<br><b>Total : 601.03</b>     |

Bank code : boa

| Voucher | Date      | Vendor                      | Invoice             | PO # | Description/Account                                          | Amount                              |
|---------|-----------|-----------------------------|---------------------|------|--------------------------------------------------------------|-------------------------------------|
| 170610  | 4/30/2018 | rm44562 FLORES, ADELFA      | MAY 2018            |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 636.05<br><b>Total : 636.05</b>     |
| 170611  | 4/30/2018 | rm35786 FLORES, OLIVIA      | MAY 2018            |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 785.35<br><b>Total : 785.35</b>     |
| 170612  | 4/30/2018 | rm74117 GAMACHE, LOUIS      | MAY 2018            |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,278.75<br><b>Total : 1,278.75</b> |
| 170613  | 4/30/2018 | rm23446 GARCIA, ALONSO      | MAY 2018            |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 509.70<br><b>Total : 509.70</b>     |
| 170614  | 4/30/2018 | rm00834 GARCIA, ANTHONY     | MAY 2018            |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,147.65<br><b>Total : 1,147.65</b> |
| 170615  | 4/30/2018 | rm77865 GERTH, GREGG        | MAY 2018            |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,219.93<br><b>Total : 1,219.93</b> |
| 170616  | 4/30/2018 | rm58919 GLASS, KAYE         | MAY 2018            |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 653.52<br><b>Total : 653.52</b>     |
| 170617  | 4/30/2018 | rm95036 GONZALES, FRANK     | MAY 2018            |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 249.30<br><b>Total : 249.30</b>     |
| 170618  | 4/30/2018 | rm14995 GONZALES, RICHARD   | MAR, APR & MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 4,407.48<br><b>Total : 4,407.48</b> |
| 170619  | 4/30/2018 | rm77990 GONZALES, ROSEMARIE | MAY 2018            |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 785.35                              |

Bank code : boa

| Voucher | Date      | Vendor                              | Invoice     | PO # | Description/Account                                          | Amount                              |
|---------|-----------|-------------------------------------|-------------|------|--------------------------------------------------------------|-------------------------------------|
| 170619  | 4/30/2018 | rm77990 rm77990 GONZALES, ROSEMARIE | (Continued) |      |                                                              | <b>Total : 785.35</b>               |
| 170620  | 4/30/2018 | rm32105 GRIGG, MITCHELL             | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 857.00<br><b>Total : 857.00</b>     |
| 170621  | 4/30/2018 | rm97058 GRUENZNER, GARY             | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,147.65<br><b>Total : 1,147.65</b> |
| 170622  | 4/30/2018 | rm35990 GUTIERREZ, JOSE             | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,147.65<br><b>Total : 1,147.65</b> |
| 170623  | 4/30/2018 | rm09609 HALL, DAVID                 | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 499.68<br><b>Total : 499.68</b>     |
| 170624  | 4/30/2018 | rm26270 HAMP, FRANK                 | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,399.67<br><b>Total : 1,399.67</b> |
| 170625  | 4/30/2018 | rm57796 HENDRIX, THOMAS             | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 631.60<br><b>Total : 631.60</b>     |
| 170626  | 4/30/2018 | rm13436 HEUSTERBERG, RANDALL        | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 631.60<br><b>Total : 631.60</b>     |
| 170627  | 4/30/2018 | rm86489 HORN, WILLIAM               | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 173.17<br><b>Total : 173.17</b>     |
| 170628  | 4/30/2018 | rm46603 HUDSON, DEWAYNE             | MAY 2018    |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 558.94<br><b>Total : 558.94</b>     |

Bank code : boa

| Voucher | Date      | Vendor                    | Invoice  | PO # | Description/Account                                          | Amount          |
|---------|-----------|---------------------------|----------|------|--------------------------------------------------------------|-----------------|
| 170629  | 4/30/2018 | rm29848 HUMPHREY, BRANDON | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 951.82          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>951.82</b>   |
| 170630  | 4/30/2018 | rm09772 HUTTON, DORAINE   | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 585.98          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>585.98</b>   |
| 170631  | 4/30/2018 | rm77170 HUTTON, JOHN      | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 249.30          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>249.30</b>   |
| 170632  | 4/30/2018 | rm02943 KERSHNER, KYLE    | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,278.75        |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>1,278.75</b> |
| 170633  | 4/30/2018 | rm95795 KNOWLES, JOANNE   | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 197.76          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>197.76</b>   |
| 170634  | 4/30/2018 | rm87064 KOAHOU, ALAN      | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,316.25        |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>1,316.25</b> |
| 170635  | 4/30/2018 | rm56995 LOFY, NATALIE     | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 212.97          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>212.97</b>   |
| 170636  | 4/30/2018 | rm13762 LUNSFORD, BERNARD | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 626.03          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>626.03</b>   |
| 170637  | 4/30/2018 | rm50921 MADSEN, MARGARET  | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 212.97          |
|         |           |                           |          |      | <b>Total :</b>                                               | <b>212.97</b>   |
| 170638  | 4/30/2018 | rm76322 MAXWELL, JAMES    | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 533.90          |

Bank code : boa

| Voucher | Date      | Vendor                         | Invoice          | PO # | Description/Account                                          | Amount                              |
|---------|-----------|--------------------------------|------------------|------|--------------------------------------------------------------|-------------------------------------|
| 170638  | 4/30/2018 | rm76322 rm76322 MAXWELL, JAMES | (Continued)      |      |                                                              | <b>Total : 533.90</b>               |
| 170639  | 4/30/2018 | rm75787 MC CANN, CHARLES       | MAY 2018         |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,278.75<br><b>Total : 1,278.75</b> |
| 170640  | 4/30/2018 | rm09565 MCCOY, MICHAEL         | MAY 2018         |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,385.29<br><b>Total : 1,385.29</b> |
| 170641  | 4/30/2018 | rm28522 MEDINA, MIKE           | APRIL & MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 829.85<br><b>Total : 829.85</b>     |
| 170642  | 4/30/2018 | rm91252 MILLER, ROBERT         | MAY 2018         |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 509.70<br><b>Total : 509.70</b>     |
| 170643  | 4/30/2018 | rm68250 MILLER, VON ERIC       | MAY 2018         |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,278.75<br><b>Total : 1,278.75</b> |
| 170644  | 4/30/2018 | rm15529 MIRELES, REYMUNDO      | MAY 2018         |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,385.29<br><b>Total : 1,385.29</b> |
| 170645  | 4/30/2018 | rm91452 OJEDA, FRANK           | MAY 2018         |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 845.28<br><b>Total : 845.28</b>     |
| 170646  | 4/30/2018 | rm40996 PACHECO, THOMAS        | MAY 2018         |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 565.35<br><b>Total : 565.35</b>     |
| 170647  | 4/30/2018 | rm69401 PAY, COLIN             | MAY 2018         |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 951.82<br><b>Total : 951.82</b>     |

Bank code : boa

| Voucher | Date      | Vendor                           | Invoice  | PO # | Description/Account                                          | Amount                          |
|---------|-----------|----------------------------------|----------|------|--------------------------------------------------------------|---------------------------------|
| 170648  | 4/30/2018 | rm86045 PHILPOTT, WILLIAM        | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 712.33<br><b>Total : 712.33</b> |
| 170649  | 4/30/2018 | rm10854 RAMIREZ, JORGE           | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 543.35<br><b>Total : 543.35</b> |
| 170650  | 4/30/2018 | rm29885 RAMIREZ, RICHARD         | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 857.00<br><b>Total : 857.00</b> |
| 170651  | 4/30/2018 | rm09970 RAMOS, HELEN             | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 183.34<br><b>Total : 183.34</b> |
| 170652  | 4/30/2018 | rm44165 RIVERA, RANDY            | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 833.36<br><b>Total : 833.36</b> |
| 170653  | 4/30/2018 | rm86312 RODRIGUEZ-MENDOZA, SUSAN | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 444.15<br><b>Total : 444.15</b> |
| 170654  | 4/30/2018 | rm49440 ROQUE, JOHN              | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 570.50<br><b>Total : 570.50</b> |
| 170655  | 4/30/2018 | rm45999 ROQUE, PAULINE           | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 570.50<br><b>Total : 570.50</b> |
| 170656  | 4/30/2018 | rm08038 RUBIO, GUADALUPE         | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 533.80<br><b>Total : 533.80</b> |
| 170657  | 4/30/2018 | rm14902 SANTA ROSA, PHILIP       | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 983.35                          |

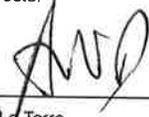
Bank code : boa

| Voucher | Date      | Vendor                             | Invoice  | PO # | Description/Account                                          | Amount          |
|---------|-----------|------------------------------------|----------|------|--------------------------------------------------------------|-----------------|
| 170657  | 4/30/2018 | rm14902 rm14902 SANTA ROSA, PHILIP |          |      | (Continued)                                                  |                 |
|         |           |                                    |          |      | <b>Total :</b>                                               | <b>983.35</b>   |
| 170658  | 4/30/2018 | rm89242 SIEGFRIED, ANTHONY         | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 791.00          |
|         |           |                                    |          |      | <b>Total :</b>                                               | <b>791.00</b>   |
| 170659  | 4/30/2018 | rm63391 SPROAL, SHARI              | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 606.64          |
|         |           |                                    |          |      | <b>Total :</b>                                               | <b>606.64</b>   |
| 170660  | 4/30/2018 | rm33028 STRATTON, JACK             | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 558.94          |
|         |           |                                    |          |      | <b>Total :</b>                                               | <b>558.94</b>   |
| 170661  | 4/30/2018 | rm81799 UNDERHILL, JACK            | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,208.71        |
|         |           |                                    |          |      | <b>Total :</b>                                               | <b>1,208.71</b> |
| 170662  | 4/30/2018 | rm61099 UPDEGRAFF, GARY            | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 659.17          |
|         |           |                                    |          |      | <b>Total :</b>                                               | <b>659.17</b>   |
| 170663  | 4/30/2018 | rm82311 VANDIVER, DEBRA            | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 570.50          |
|         |           |                                    |          |      | <b>Total :</b>                                               | <b>570.50</b>   |
| 170664  | 4/30/2018 | rm46493 VELASQUEZ, WILLIAM         | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,208.71        |
|         |           |                                    |          |      | <b>Total :</b>                                               | <b>1,208.71</b> |
| 170665  | 4/30/2018 | rm05284 VILLEGAS, LAWRENCE         | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 570.50          |
|         |           |                                    |          |      | <b>Total :</b>                                               | <b>570.50</b>   |
| 170666  | 4/30/2018 | rm56255 WAGONER, DONNA             | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 566.56          |
|         |           |                                    |          |      | <b>Total :</b>                                               | <b>566.56</b>   |

Bank code : boa

| Voucher                                | Date      | Vendor                    | Invoice  | PO # | Description/Account                                          | Amount                              |
|----------------------------------------|-----------|---------------------------|----------|------|--------------------------------------------------------------|-------------------------------------|
| 170667                                 | 4/30/2018 | rm87750 WALTERS, MARK     | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 712.33<br><b>Total : 712.33</b>     |
| 170668                                 | 4/30/2018 | rm80987 WARD, STEVEN      | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 1,304.96<br><b>Total : 1,304.96</b> |
| 170669                                 | 4/30/2018 | rm76590 WHITE, CRAIG      | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 997.84<br><b>Total : 997.84</b>     |
| 170670                                 | 4/30/2018 | rm16652 WILLIAMS, KENNETH | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 845.28<br><b>Total : 845.28</b>     |
| 170671                                 | 4/30/2018 | rm49954 ZAMORA, SARAH     | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 509.70<br><b>Total : 509.70</b>     |
| 170672                                 | 4/30/2018 | rm17376 ZENDEJAS, ROBERT  | MAY 2018 |      | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000 | 786.43<br><b>Total : 786.43</b>     |
| <b>91 Vouchers for bank code : boa</b> |           |                           |          |      |                                                              | <b>Bank total : 73,108.75</b>       |
| <b>91 Vouchers in this report</b>      |           |                           |          |      |                                                              | <b>Total vouchers : 73,108.75</b>   |

  
\_\_\_\_\_  
Stacey Dabbs  
Finance Director

  
\_\_\_\_\_  
Aurelio De La Torre  
City Treasurer

Bank code : boa

| Voucher | Date      | Vendor                                | Invoice         | PO #   | Description/Account                                               | Amount                              |
|---------|-----------|---------------------------------------|-----------------|--------|-------------------------------------------------------------------|-------------------------------------|
| 170673  | 4/30/2018 | rm56309 GUERRERO, MARTIN              | MAY 18          |        | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000      | 681.00<br><b>Total : 681.00</b>     |
| 170674  | 4/30/2018 | rm59065 GUZMAN, DAVID                 | APRIL & MAY 18  |        | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000      | 2,638.68<br><b>Total : 2,638.68</b> |
| 170675  | 4/30/2018 | rm92256 MARKS, CLIFTON                | MAY 18          |        | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000      | 882.78<br><b>Total : 882.78</b>     |
| 170676  | 4/30/2018 | rm78295 MUSGRAVES, MICHAEL            | MAY 18          |        | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000      | 786.46<br><b>Total : 786.46</b>     |
| 170677  | 4/30/2018 | rm66751 NUNN, STEVEN                  | MAY 18          |        | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000      | 845.28<br><b>Total : 845.28</b>     |
| 170678  | 4/30/2018 | rm87066 SHAW, JOHN                    | MAY 18          |        | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000      | 180.27<br><b>Total : 180.27</b>     |
| 170679  | 4/30/2018 | rm51216 WILLMORE, KENT                | MAY 18          |        | RETIREE MEDICAL REIMBURSEMENT<br>100-6030-6030-1150-0000-000      | 882.78<br><b>Total : 882.78</b>     |
| 170680  | 4/30/2018 | 029963 DEPT OF SOCIAL SERVICES        | CHANGE LOCATION |        | APPLICATION FEE TO CHANGE LOCATION<br>206-7200-7203-2241-0000-000 | 25.00<br><b>Total : 25.00</b>       |
| 170681  | 5/3/2018  | 093665 AAA ELECTRIC MOTOR SALES & SER | 98423           | 017629 | BM- A/C PARTS<br>605-6150-6211-2250-6211-000                      | 75.90<br><b>Total : 75.90</b>       |
| 170682  | 5/3/2018  | 092430 ALLIANCE BUS LINES INC.        | 58609           |        | C. CARE- BUS TRANSPORTATION                                       |                                     |

Bank code : boa

| Voucher        | Date     | Vendor                         | Invoice           | PO #   | Description/Account                  | Amount          |
|----------------|----------|--------------------------------|-------------------|--------|--------------------------------------|-----------------|
| 170682         | 5/3/2018 | 092430 ALLIANCE BUS LINES INC. | (Continued)       |        |                                      |                 |
|                |          |                                |                   | 018572 | 206-7200-7203-2350-0000-000          | 696.74          |
| <b>Total :</b> |          |                                |                   |        |                                      | <b>696.74</b>   |
| 170683         | 5/3/2018 | cbc2451 AMAYA, FILEMON         | 01981355          |        | CLOSING BILL CREDITS<br>520-2450-232 | 162.73          |
| <b>Total :</b> |          |                                |                   |        |                                      | <b>162.73</b>   |
| 170684         | 5/3/2018 | 046028 AT & T                  | 9391054752-04/18  |        | COMM SVCS- TELEPHONE SERVICES        |                 |
|                |          |                                |                   | 054319 | 100-6200-6250-2310-0000-000          | 99.08           |
|                |          |                                | 9391054803-04/18  |        | LIB- TELEPHONE SERVICES              |                 |
|                |          |                                |                   | 054319 | 100-6200-6250-2310-0000-000          | 40.62           |
|                |          |                                | 9391054979- 04/18 |        | C. CARE- TELEPHONE SERVICES          |                 |
|                |          |                                |                   | 054319 | 206-7200-7202-2310-0000-000          | 17.45           |
|                |          |                                | 9391054984-0418   |        | I.S.- TELEPHONE SERVICES             |                 |
|                |          |                                |                   | 054319 | 606-6040-6044-2310-0000-000          | 20.25           |
|                |          |                                | 9391054987-04/18  |        | I.S.- TELEPHONE SERVICES             |                 |
|                |          |                                |                   | 054319 | 606-6040-6044-2310-0000-000          | 105.24          |
|                |          |                                | 9391055038-04/18  |        | C. CARE- TELEPHONE SERVICES          |                 |
|                |          |                                |                   | 054319 | 206-7200-7202-2310-0000-000          | 10.12           |
|                |          |                                |                   | 054319 | 206-7200-7203-2310-0000-000          | 10.13           |
|                |          |                                | 9391055095-04/18  |        | WW- TELEPHONE SERVICES               |                 |
|                |          |                                |                   | 054319 | 522-8200-8200-2310-0000-000          | 112.96          |
|                |          |                                | 9391055106-04/18  |        | I.S.- TELEPHONE SERVICES             |                 |
|                |          |                                |                   | 054319 | 606-6040-6044-2310-0000-000          | 117.37          |
|                |          |                                | 9391055165-04/18  |        | C. CARE- TELEPHONE SERVICES          |                 |
|                |          |                                |                   | 054319 | 206-7200-7202-2310-0000-000          | 196.23          |
|                |          |                                | 9391055175-04/18  |        | LIB- TELEPHONE SERVICES              |                 |
|                |          |                                |                   | 054319 | 100-6200-6250-2310-0000-000          | 20.25           |
|                |          |                                | 9391055262-0418   |        | I.S.- TELEPHONE SERVICES             |                 |
|                |          |                                |                   | 054319 | 606-6040-6044-2310-0000-000          | 1,197.14        |
|                |          |                                | 9391057038-04/18  |        | I.S.- TELEPHONE SERVICES             |                 |
|                |          |                                |                   | 054319 | 606-6040-6044-2310-0000-000          | 330.23          |
|                |          |                                | 9391064730-03/18  |        | BM- TELEPHONE SERVICES               |                 |
|                |          |                                |                   | 054319 | 605-6150-6211-2320-0000-000          | 282.51          |
| <b>Total :</b> |          |                                |                   |        |                                      | <b>2,559.58</b> |

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| Voucher | Date     | Vendor                        | Invoice            | PO #   | Description/Account                                             | Amount                              |
|---------|----------|-------------------------------|--------------------|--------|-----------------------------------------------------------------|-------------------------------------|
| 170685  | 5/3/2018 | 094155 AT&T                   | 157516614- 04/18   |        | COMM SVCS- INTERNET SERVICES<br>100-6200-6202-2310-0000-000     | 100.13<br><b>Total : 100.13</b>     |
| 170686  | 5/3/2018 | 093447 AVAYA INC.             | 2734028932         | 017786 | I.S.- PHONE SYSTEM MAINT.<br>606-6040-6044-2310-0000-000        | 2,452.28<br><b>Total : 2,452.28</b> |
| 170687  | 5/3/2018 | 049779 AVILA, ELIAS           | 05/02-05/03/18     |        | ELEC- PER DIEM (EUSERC TRAINING)<br>520-8000-8002-2280-0930-200 | 18.00<br><b>Total : 18.00</b>       |
| 170688  | 5/3/2018 | 042996 AVO TRAINING INSTITUTE | 5590481782         | 018522 | ELEC- AVO TRAINING<br>520-8000-8003-1160-0926-000               | 2,670.00<br><b>Total : 2,670.00</b> |
| 170689  | 5/3/2018 | 061274 BENITEZ, MICHELLE      | MILEAGE - MARCH 18 |        | C. CARE- MILEAGE REIMBURSEMENTS<br>206-7200-7202-2280-0000-000  | 56.95<br><b>Total : 56.95</b>       |
| 170690  | 5/3/2018 | 001527 BEST BEST & KRIEGER    | 813452             |        | RISK- CLAIM EXPENSES<br>607-6040-8601-2290-0000-000             | 600.00                              |
|         |          |                               | 813453             |        | RISK- CLAIM EXPENSES<br>607-6040-8601-2290-0000-000             | 975.76                              |
|         |          |                               | 813454             |        | RISK- CLAIM EXPENSES<br>607-6040-8601-2290-0000-000             | 159.00                              |
|         |          |                               | 813457             |        | RISK- CLAIM EXPENSES<br>607-6040-8601-2290-0000-000             | 3,744.86                            |
|         |          |                               | 813459             |        | RISK- CLAIM EXPENSES<br>607-6040-8601-2290-0000-000             | 4,916.61                            |
|         |          |                               | 813460             |        | RISK- CLAIM EXPENSES<br>607-6040-8601-2290-0000-000             | 18,847.81                           |
|         |          |                               | 819974             |        | RISK- CLAIM EXPENSES<br>607-6040-8601-2290-0000-000             | 39,269.58                           |
|         |          |                               | 819977             |        | RISK- CLAIM EXPENSES<br>607-6040-8601-2290-0000-000             | 5,111.25                            |
|         |          |                               | 819978             |        | RISK- CLAIM EXPENSES                                            |                                     |

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| Voucher | Date     | Vendor                                                | Invoice     | PO #   | Description/Account                                           | Amount           |
|---------|----------|-------------------------------------------------------|-------------|--------|---------------------------------------------------------------|------------------|
| 170690  | 5/3/2018 | 001527 BEST BEST & KRIEGER                            | (Continued) |        |                                                               |                  |
|         |          |                                                       | 819979      |        | 607-6040-8601-2290-0000-000<br>RISK- CLAIM EXPENSES           | 3,657.20         |
|         |          |                                                       | 819980      |        | 607-6040-8601-2290-0000-000<br>RISK- CLAIM EXPENSES           | 146.90           |
|         |          |                                                       |             |        | 607-6040-8601-2290-0000-000                                   | 4,584.10         |
|         |          |                                                       |             |        | <b>Total :</b>                                                | <b>82,013.07</b> |
| 170691  | 5/3/2018 | 046228 BIG MIKE'S ROOTER & PLUMBING,, INC             | 51575       |        |                                                               |                  |
|         |          |                                                       |             | 018020 | BM- ROOTER AND PLUMBING SVC<br>605-6150-6211-2350-0000-000    | 475.00           |
|         |          |                                                       |             |        | <b>Total :</b>                                                | <b>475.00</b>    |
| 170692  | 5/3/2018 | cbc2453 BRECKENRIDGE PROPTERY FUND, 2016, LL 00360400 |             |        |                                                               |                  |
|         |          |                                                       |             |        | CLOSING BILL CREDITS<br>520-2450-232                          | 244.40           |
|         |          |                                                       |             |        | <b>Total :</b>                                                | <b>244.40</b>    |
| 170693  | 5/3/2018 | 094150 BURGUAN, RENE                                  | 04/28/18    |        |                                                               |                  |
|         |          |                                                       |             | 018635 | COMM SVCS- PERFORMANCE<br>100-6200-6212-2350-0000-000         | 700.00           |
|         |          |                                                       |             |        | <b>Total :</b>                                                | <b>700.00</b>    |
| 170694  | 5/3/2018 | 018879 CAL-DUCT, INC                                  | 5111836     |        |                                                               |                  |
|         |          |                                                       |             | 017755 | ELEC- REPAIR PARTS<br>520-8000-8004-2301-0921-000             | 290.93           |
|         |          |                                                       |             |        | <b>Total :</b>                                                | <b>290.93</b>    |
| 170695  | 5/3/2018 | 059707 CALIFORNIA DISTRICT ATTORNEYS, ASSOCI/         | 16176       |        |                                                               |                  |
|         |          |                                                       | 16177       |        | PD- TUITION (ASSET FORFEITURE)<br>100-6070-6071-1160-0000-000 | 125.00           |
|         |          |                                                       |             |        | PD- TUITION (ASSET FORFEITURE)<br>100-6070-6071-1160-0000-000 | 125.00           |
|         |          |                                                       |             |        | <b>Total :</b>                                                | <b>250.00</b>    |
| 170696  | 5/3/2018 | 015809 CALOLYMPIC GLOVE &                             | 368594      |        |                                                               |                  |
|         |          |                                                       |             | 018520 | ELEC INV- SAFETY SUPPLIES<br>520-1500-154                     | 631.44           |
|         |          |                                                       |             | 018520 | 100-1500-000                                                  | 420.96           |
|         |          |                                                       |             |        | 100-1500-000                                                  | 118.41           |
|         |          |                                                       |             |        | 520-1500-154                                                  | 48.94            |
|         |          |                                                       |             |        | 100-1500-000                                                  | 48.93            |
|         |          |                                                       |             | 018520 | 100-1500-000                                                  | 210.48           |

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| Voucher | Date     | Vendor | Invoice                   | PO #     | Description/Account         | Amount          |
|---------|----------|--------|---------------------------|----------|-----------------------------|-----------------|
| 170696  | 5/3/2018 | 015809 | 015809 CALOLYMPIC GLOVE & |          | (Continued)                 |                 |
|         |          |        |                           |          | <b>Total :</b>              | <b>1,479.16</b> |
| 170697  | 5/3/2018 | 003165 | CANON FINANCIAL SERVICES  | 18507462 | COPIER LEASE PAYMENTS       |                 |
|         |          |        |                           | 018561   | 100-6090-6091-2420-0000-000 | 102.47          |
|         |          |        |                           | 018561   | 522-8200-8200-2420-0000-000 | 113.97          |
|         |          |        |                           | 018561   | 520-8000-8001-2420-0931-000 | 102.47          |
|         |          |        |                           | 018561   | 100-6000-6000-2420-0000-000 | 120.97          |
|         |          |        |                           | 018561   | 100-6200-6250-2420-0000-000 | 151.57          |
|         |          |        |                           | 018561   | 100-6070-6071-2420-0000-000 | 120.97          |
|         |          |        |                           | 018561   | 100-6040-6042-2420-0000-000 | 107.54          |
|         |          |        |                           | 018561   | 100-6200-6200-2420-0000-000 | 118.97          |
|         |          |        |                           | 018561   | 100-6020-6020-2420-0000-000 | 109.74          |
|         |          |        |                           | 018561   | 100-6070-6071-2420-0000-000 | 177.22          |
|         |          |        |                           |          | 100-6040-6042-2420-0000-000 | 8.33            |
|         |          |        |                           |          | 100-6200-6200-2420-0000-000 | 9.22            |
|         |          |        |                           |          | 100-6020-6020-2420-0000-000 | 8.51            |
|         |          |        |                           |          | 100-6040-6043-2420-0000-000 | 9.53            |
|         |          |        |                           |          | 100-6040-6041-2420-0000-000 | 10.60           |
|         |          |        |                           |          | 520-8000-8009-2225-0548-000 | 7.94            |
|         |          |        |                           |          | 520-8000-8003-2420-0931-000 | 7.94            |
|         |          |        |                           |          | 100-6030-6030-2420-0000-000 | 8.51            |
|         |          |        |                           |          | 100-6150-6151-2420-0000-000 | 9.80            |
|         |          |        |                           |          | 521-8300-8300-2420-0000-000 | 17.74           |
|         |          |        |                           |          | 206-7200-7202-2420-0000-000 | 7.94            |
|         |          |        |                           | 018561   | 100-6040-6043-2420-0000-000 | 102.47          |
|         |          |        |                           | 018561   | 100-6040-6041-2420-0000-000 | 136.74          |
|         |          |        |                           | 018561   | 100-6070-6071-2420-0000-000 | 20.45           |
|         |          |        |                           | 018561   | 520-8000-8009-2225-0548-000 | 102.47          |
|         |          |        |                           | 018561   | 100-6040-6043-2420-0000-000 | 20.45           |
|         |          |        |                           | 018561   | 520-8000-8003-2420-0931-000 | 102.47          |
|         |          |        |                           | 018561   | 100-6030-6030-2420-0000-000 | 109.74          |
|         |          |        |                           | 018561   | 100-6070-6071-2420-0000-000 | 116.29          |
|         |          |        |                           | 018561   | 100-6150-6151-2420-0000-000 | 54.51           |
|         |          |        |                           | 018561   | 521-8300-8300-2420-0000-000 | 54.51           |
|         |          |        |                           | 018561   | 100-6150-6151-2420-0000-000 | 71.99           |
|         |          |        |                           | 018561   | 521-8300-8300-2420-0000-000 | 71.98           |
|         |          |        |                           | 018561   | 206-7200-7202-2420-0000-000 | 102.47          |

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| Voucher | Date     | Vendor                          | Invoice        | PO #   | Description/Account                   | Amount          |
|---------|----------|---------------------------------|----------------|--------|---------------------------------------|-----------------|
| 170697  | 5/3/2018 | 003165 CANON FINANCIAL SERVICES | (Continued)    |        |                                       |                 |
|         |          |                                 |                | 018561 | 100-6090-6091-2420-0000-000           | 102.47          |
|         |          |                                 |                | 018561 | 100-6070-6071-2420-0000-000           | 120.97          |
|         |          |                                 |                | 018561 | 521-8300-8300-2420-0000-000           | 102.47          |
|         |          |                                 |                |        | 100-6090-6091-2420-0000-000           | 15.88           |
|         |          |                                 |                |        | 522-8200-8200-2420-0000-000           | 8.83            |
|         |          |                                 |                |        | 520-8000-8001-2420-0931-000           | 7.94            |
|         |          |                                 |                |        | 100-6000-6000-2420-0000-000           | 9.38            |
|         |          |                                 |                |        | 100-6200-6250-2420-0000-000           | 11.75           |
|         |          |                                 |                |        | 100-6070-6071-2420-0000-000           | 43.08           |
|         |          |                                 |                |        | <b>Total :</b>                        | <b>2,821.26</b> |
| 170698  | 5/3/2018 | 003165 CANON FINANCIAL SERVICES | 18507458       |        | DEV SVCS- COPIER LEASE PAYMENTS       |                 |
|         |          |                                 |                | 017714 | 100-6300-6301-2420-0000-000           | 211.05          |
|         |          |                                 |                | 017714 | 100-6300-6301-2240-0000-000           | 496.48          |
|         |          |                                 |                |        | 100-6300-6301-2420-0000-000           | 16.36           |
|         |          |                                 |                |        | <b>Total :</b>                        | <b>723.89</b>   |
| 170699  | 5/3/2018 | 093964 CARQUEST OF COLTON       | 14921-67035    |        | AUTO PARTS                            |                 |
|         |          |                                 |                | 018602 | 608-6150-8700-2210-6071-000           | 89.67           |
|         |          |                                 |                |        | <b>Total :</b>                        | <b>89.67</b>    |
| 170700  | 5/3/2018 | 048932 CARRILLO, RICO           | 02/05/18       |        | PD- PER DIEM (DRIVING SIMULATOR)      |                 |
|         |          |                                 | 11/14-11/16/17 |        | 100-6070-6071-1160-0000-000           | 12.92           |
|         |          |                                 |                |        | PD- PER DIEM (FIELD TRAINING OFFICER) |                 |
|         |          |                                 |                |        | 100-6070-6071-1160-0000-000           | 33.48           |
|         |          |                                 |                |        | <b>Total :</b>                        | <b>46.40</b>    |
| 170701  | 5/3/2018 | 003894 CENDEJAS, CONSTANTINO    | RECERTS 2017   |        | FIRE- REIMBURSE FOR RECERTS           |                 |
|         |          |                                 |                |        | 100-6090-6091-1161-0000-000           | 270.00          |
|         |          |                                 |                |        | <b>Total :</b>                        | <b>270.00</b>   |
| 170702  | 5/3/2018 | cbc2469 CHILCOTE, MICHAEL       | 00882435       |        | CLOSING BILL CREDITS                  |                 |
|         |          |                                 |                |        | 520-2450-232                          | 42.39           |
|         |          |                                 |                |        | <b>Total :</b>                        | <b>42.39</b>    |
| 170703  | 5/3/2018 | 093729 CHILDCARE CAREERS, LLC   | 321075         |        | C. CARE- SUBSTITUTE TEACHERS & AIDES  |                 |

Bank code : boa

| Voucher | Date     | Vendor                        | Invoice         | PO #   | Description/Account                                                     | Amount          |
|---------|----------|-------------------------------|-----------------|--------|-------------------------------------------------------------------------|-----------------|
| 170703  | 5/3/2018 | 093729 CHILDCARE CAREERS, LLC | (Continued)     |        |                                                                         |                 |
|         |          |                               | 322568          | 017708 | 206-7200-7202-2350-0000-000                                             | 107.80          |
|         |          |                               |                 | 017708 | C. CARE- SUBSTITUTE TEACHERS & AIDES<br>206-7200-7202-2350-0000-000     | 206.56          |
|         |          |                               |                 |        | <b>Total :</b>                                                          | <b>314.36</b>   |
| 170704  | 5/3/2018 | 094225 CITY OF RIALTO         | 2018-0124       |        |                                                                         |                 |
|         |          |                               |                 | 018616 | ST- SHARED TRAFFIC SIGNAL<br>210-6150-6160-2460-0000-000                | 2,080.32        |
|         |          |                               |                 |        | <b>Total :</b>                                                          | <b>2,080.32</b> |
| 170705  | 5/3/2018 | 033508 CITY OF SAN BERNARDINO | 121-93224-04/18 |        |                                                                         |                 |
|         |          |                               |                 |        | W- HYDRANT METER CHARGE<br>521-8100-8101-2331-0000-000                  | 797.40          |
|         |          |                               |                 |        | <b>Total :</b>                                                          | <b>797.40</b>   |
| 170706  | 5/3/2018 | 057529 CLIFTON, JUSTIN        | 04/30-05/04/18  |        |                                                                         |                 |
|         |          |                               |                 |        | ELEC- PER DIEM (AVO TRAINING)<br>520-8000-8003-2280-0930-200            | 90.00           |
|         |          |                               |                 |        | <b>Total :</b>                                                          | <b>90.00</b>    |
| 170707  | 5/3/2018 | cbc2467 COLEMAN, LAVONDA      | 00461250        |        |                                                                         |                 |
|         |          |                               |                 |        | CLOSING BILL CREDITS<br>520-2450-232                                    | 77.83           |
|         |          |                               |                 |        | <b>Total :</b>                                                          | <b>77.83</b>    |
| 170708  | 5/3/2018 | 039586 CORONA COATINGS CORP   | 1416            |        |                                                                         |                 |
|         |          |                               |                 | 018559 | BM- NEW ROOF - FLEMING PARK AMPHITHEATRE<br>605-6150-6211-4950-0000-000 | 8,210.00        |
|         |          |                               |                 |        | <b>Total :</b>                                                          | <b>8,210.00</b> |
| 170709  | 5/3/2018 | 041987 CREST CHEVROLET        | 684354          |        |                                                                         |                 |
|         |          |                               | 686096          | 018394 | AUTO REPAIRS<br>608-6150-8700-2210-6071-000                             | 92.33           |
|         |          |                               |                 | 018394 | AUTO REPAIRS<br>608-6150-8700-2210-6071-000                             | 13.01           |
|         |          |                               |                 |        | <b>Total :</b>                                                          | <b>105.34</b>   |
| 170710  | 5/3/2018 | 040945 CSR COMPANY            | 20283           |        |                                                                         |                 |
|         |          |                               |                 | 017884 | W- A/C MAINTENANCE SERVICE<br>605-6150-6211-2250-0000-000               | 586.36          |
|         |          |                               |                 |        | <b>Total :</b>                                                          | <b>586.36</b>   |
| 170711  | 5/3/2018 | cbc2468 D & A INVESTMENTS     | 00321210        |        |                                                                         |                 |
|         |          |                               |                 |        | CLOSING BILL CREDITS<br>520-2450-232                                    | 33.13           |

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| Voucher | Date     | Vendor                                | Invoice                 | PO #   | Description/Account                                            | Amount                                         |
|---------|----------|---------------------------------------|-------------------------|--------|----------------------------------------------------------------|------------------------------------------------|
| 170711  | 5/3/2018 | cbc2468 D & A INVESTMENTS             | (Continued)<br>00630510 |        | CLOSING BILL CREDITS<br>520-2450-232                           | 9.75<br><b>Total : 42.88</b>                   |
| 170712  | 5/3/2018 | cbc2477 DAHLSEID, BRIANNA             | 00472235                |        | CLOSING BILL CREDITS<br>520-2450-232                           | 58.24<br><b>Total : 58.24</b>                  |
| 170713  | 5/3/2018 | 061313 DAVISON, PATRICIA              | 1089551.015             |        | REFUND CLEANING DEPOSIT<br>100-6747-000                        | 200.00<br><b>Total : 200.00</b>                |
| 170714  | 5/3/2018 | cbc2466 DE LOS SANTOS, IRMA           | 00290035                |        | CLOSING BILL CREDITS<br>520-2450-232                           | 163.40<br><b>Total : 163.40</b>                |
| 170715  | 5/3/2018 | 061310 DEANS, MELISSA                 | 1089335.105             |        | REFUND CLEANING DEPOSIT<br>100-6747-000                        | 100.00<br><b>Total : 100.00</b>                |
| 170716  | 5/3/2018 | 059654 DELTA DENTAL INSURANCE COMPANY | BE002798952             |        | DENTAL PREMIUMS<br>762-2030-000                                | 1,929.70<br><b>Total : 1,929.70</b>            |
| 170717  | 5/3/2018 | 003660 DELTA DENTAL OF CALIFORNIA     | BE002797187             |        | DENTAL PREMIUMS<br>762-2030-000<br>100-6030-6030-1150-0000-000 | 20,238.01<br>60.13<br><b>Total : 20,298.14</b> |
| 170718  | 5/3/2018 | 093982 DENALI WATER SOLUTIONS LLC     | 0017923-IN              | 017784 | WWW- HAULING & DISPOSAL SVC<br>522-8200-8200-2350-0000-000     | 87,186.83<br><b>Total : 87,186.83</b>          |
| 170719  | 5/3/2018 | cbc2452 DIAZ, DANIEL                  | 00180150                |        | CLOSING BILL CREDITS<br>520-2450-232                           | 85.03<br><b>Total : 85.03</b>                  |

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| Voucher        | Date     | Vendor                           | Invoice        | PO #   | Description/Account                  | Amount          |
|----------------|----------|----------------------------------|----------------|--------|--------------------------------------|-----------------|
| 170720         | 5/3/2018 | 024265 DISCOUNT SCHOOL SUPPLY    | W30919570101   |        | C. CARE- INSTRUCTIONAL SUPPLIES      |                 |
|                |          |                                  |                | 018245 | 206-7200-7203-2304-0000-000          | 380.18          |
|                |          |                                  | W30919710101   |        | C. CARE- INSTRUCTIONAL SUPPLIES      |                 |
|                |          |                                  |                | 018245 | 206-7200-7203-2304-0000-000          | 88.69           |
|                |          |                                  | W30919710102   |        | C. CARE- INSTRUCTIONAL SUPPLIES      |                 |
|                |          |                                  |                | 018245 | 206-7200-7203-2304-0000-000          | 2,155.68        |
|                |          |                                  | W30923000101   |        | C. CARE- INSTRUCTIONAL SUPPLIES      |                 |
|                |          |                                  |                | 018245 | 206-7200-7203-2304-0000-000          | 310.83          |
|                |          |                                  |                |        |                                      |                 |
|                |          |                                  | W30923000102   |        | C. CARE- INSTRUCTIONAL SUPPLIES      |                 |
|                |          |                                  |                | 018245 | 206-7200-7203-2304-0000-000          | 251.97          |
|                |          |                                  | W30923000103   |        | C. CARE- INSTRUCTIONAL SUPPLIES      |                 |
|                |          |                                  |                | 018245 | 206-7200-7203-2304-0000-000          | 271.49          |
|                |          |                                  | W30923000104   |        | C. CARE- INSTRUCTIONAL SUPPLIES      |                 |
|                |          |                                  |                | 018245 | 206-7200-7203-2304-0000-000          | 1,520.16        |
| <b>Total :</b> |          |                                  |                |        |                                      | <b>4,979.00</b> |
| 170721         | 5/3/2018 | 044580 DOMINGUEZ, HENRY          | 05/07-05/08/18 |        | PD- PER DIEM (CDAA ASSET FORFEITURE) |                 |
|                |          |                                  |                |        | 100-6070-6071-1160-0000-000          | 123.00          |
| <b>Total :</b> |          |                                  |                |        |                                      | <b>123.00</b>   |
| 170722         | 5/3/2018 | 002587 EDWARD BABCOCK & SONS INC | BD80230-0987   |        | WW- LABORATORY SAMPLING              |                 |
|                |          |                                  |                | 017937 | 522-8200-8200-2350-0000-000          | 71.00           |
|                |          |                                  | BD80232-0987   |        | WW- LABORATORY SAMPLING              |                 |
|                |          |                                  |                | 017937 | 522-8200-8200-2350-0000-000          | 20.00           |
|                |          |                                  | BD80357-0987   |        | WW- LABORATORY SAMPLING              |                 |
|                |          |                                  |                | 017937 | 522-8200-8200-2350-0000-000          | 71.00           |
|                |          |                                  | BD80824-0987   |        | WW- LABORATORY SAMPLING              |                 |
|                |          |                                  |                | 017937 | 522-8200-8200-2350-0000-000          | 71.00           |
|                |          |                                  |                |        |                                      |                 |
|                |          |                                  | BD80843-0987   |        | WW- LABORATORY SAMPLING              |                 |
|                |          |                                  |                | 017937 | 522-8200-8200-2350-0000-000          | 20.00           |
|                |          |                                  | BD80848-0987   |        | WW- LABORATORY SAMPLING              |                 |
|                |          |                                  |                | 017937 | 522-8200-8200-2350-0000-000          | 71.00           |
| <b>Total :</b> |          |                                  |                |        |                                      | <b>324.00</b>   |
| 170723         | 5/3/2018 | 094017 ELISEO ART SILVA          | #10            |        | CITY OF COLTON MURAL PROJECT. PER    |                 |
|                |          |                                  |                | 016249 | 451-1203-6987-3890-0000-000          | 1,540.76        |
|                |          |                                  |                |        | 451-2460-000                         | -77.04          |

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| Voucher | Date     | Vendor                                | Invoice        | PO #   | Description/Account                  | Amount                  |
|---------|----------|---------------------------------------|----------------|--------|--------------------------------------|-------------------------|
| 170723  | 5/3/2018 | 094017 094017 ELISEO ART SILVA        | (Continued)    |        |                                      | <b>Total : 1,463.72</b> |
| 170724  | 5/3/2018 | 094073 ENVIRO-MASTER                  | SB253752       |        | COMM SVCS- RESTROOM MAINTENANCE      |                         |
|         |          |                                       |                | 017941 | 100-6200-6217-2350-0000-000          | 425.00                  |
|         |          |                                       |                |        | <b>Total :</b>                       | <b>425.00</b>           |
| 170725  | 5/3/2018 | 020307 EWING IRRIGATION               | 5063808        |        | W- LANDSCAPE MATERIAL                |                         |
|         |          |                                       | 5072024        | 018259 | 521-8100-8110-3890-0000-000          | 158.38                  |
|         |          |                                       |                | 018259 | 521-8100-8110-3890-0000-000          | 48.72                   |
|         |          |                                       |                |        | <b>Total :</b>                       | <b>207.10</b>           |
| 170726  | 5/3/2018 | 015957 FAIRVIEW FORD SALES, INC       | C43850         |        | AUTOMOTIVE PARTS                     |                         |
|         |          |                                       |                | 054333 | 608-6150-8700-2210-6071-000          | 125.00                  |
|         |          |                                       |                |        | <b>Total :</b>                       | <b>125.00</b>           |
| 170727  | 5/3/2018 | 045442 FARCAS, MICHAEL                | 05/07-05/08/18 |        | PD- PER DIEM (CDAA ASSET FORFEITURE) |                         |
|         |          |                                       |                |        | 100-6070-6071-1160-0000-000          | 123.00                  |
|         |          |                                       |                |        | <b>Total :</b>                       | <b>123.00</b>           |
| 170728  | 5/3/2018 | 036815 FARWEST LINE SPECIALTIES       | 252644         |        | INV- ENDLESS SLING                   |                         |
|         |          |                                       |                | 018601 | 100-1500-000                         | 165.00                  |
|         |          |                                       |                |        | 100-1500-000                         | 27.55                   |
|         |          |                                       |                | 018601 | 100-1500-000                         | 207.50                  |
|         |          |                                       |                |        | <b>Total :</b>                       | <b>400.05</b>           |
| 170729  | 5/3/2018 | cbc2470 FATTAL, ERAN                  | 00220510       |        | CLOSING BILL CREDITS                 |                         |
|         |          |                                       |                |        | 520-2450-232                         | 335.70                  |
|         |          |                                       |                |        | <b>Total :</b>                       | <b>335.70</b>           |
| 170730  | 5/3/2018 | 001422 FERGUSON ENTERPRISES INC #1350 | 5875305        |        | BM- PLUMBING SUPPLIES                |                         |
|         |          |                                       |                | 054334 | 605-6150-6211-2250-6211-000          | 27.76                   |
|         |          |                                       |                |        | <b>Total :</b>                       | <b>27.76</b>            |
| 170731  | 5/3/2018 | cbc2476 FLORES, HAYLIE                | 00261475       |        | CLOSING BILL CREDITS                 |                         |
|         |          |                                       |                |        | 520-2450-232                         | 73.15                   |
|         |          |                                       |                |        | <b>Total :</b>                       | <b>73.15</b>            |

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| Voucher        | Date     | Vendor                    | Invoice              | PO #   | Description/Account                  | Amount        |
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| 170732         | 5/3/2018 | cbc2474 GAMERO, MARIA     | 00170055             |        | CLOSING BILL CREDITS<br>520-2450-232 | 123.07        |
| <b>Total :</b> |          |                           |                      |        |                                      | <b>123.07</b> |
| 170733         | 5/3/2018 | 000230 GAS COMPANY        | 057-321-7100-3-04/18 |        | BM- GAS SERVICES                     |               |
|                |          |                           |                      | 054338 | 605-6150-6211-2320-0000-000          | 59.38         |
|                |          |                           | 059-421-7122-3-04/18 | 054338 | 605-6150-6211-2320-0000-000          | 74.06         |
|                |          |                           | 063-621-7100-8-04/18 | 054338 | 605-6150-6211-2320-0000-000          | 50.43         |
| <b>Total :</b> |          |                           |                      |        |                                      | <b>183.87</b> |
| 170734         | 5/3/2018 | 000157 GENUINE AUTO PARTS | 207328               |        | AUTOMOTIVE PARTS                     |               |
|                |          |                           |                      | 054339 | 100-6090-6091-2210-0000-000          | 16.40         |
|                |          |                           | 208874               | 054339 | AUTOMOTIVE PARTS                     |               |
|                |          |                           |                      | 054339 | 521-8100-8101-2301-0000-000          | 48.68         |
|                |          |                           | 208979               | 054339 | BM - AUTOMOTIVE PARTS                |               |
|                |          |                           |                      | 054339 | 608-6150-8700-2210-6071-000          | 5.81          |
|                |          |                           | 210689               | 054339 | BM - AUTOMOTIVE PARTS                |               |
|                |          |                           |                      | 054339 | 608-6150-8700-2210-6071-000          | 40.12         |
|                |          |                           | 210989               | 054339 | BM - AUTOMOTIVE PARTS                |               |
|                |          |                           |                      | 054339 | 608-6150-8700-2210-6071-000          | 30.77         |
|                |          |                           | 210995               | 054339 | BM - AUTOMOTIVE PARTS                |               |
|                |          |                           |                      | 054339 | 608-6150-8700-2210-6071-000          | 78.78         |
|                |          |                           | 211352               | 054339 | BM - AUTOMOTIVE PARTS                |               |
|                |          |                           |                      | 054339 | 608-6150-8700-2210-8000-000          | 28.42         |
|                |          |                           | 211391               | 054339 | BM - AUTOMOTIVE PARTS                |               |
|                |          |                           |                      | 054339 | 608-6150-8700-2210-6071-000          | 71.33         |
|                |          |                           | 211856               | 054339 | BM - AUTOMOTIVE PARTS                |               |
|                |          |                           |                      | 054339 | 608-6150-8700-2210-6211-000          | 137.35        |
|                |          |                           | 211891               | 054339 | BM - AUTOMOTIVE PARTS                |               |
|                |          |                           |                      | 054339 | 608-6150-8700-2210-8000-000          | 32.56         |
|                |          |                           | 212091               | 054339 | BM - AUTOMOTIVE PARTS                |               |
|                |          |                           |                      | 054339 | 608-6150-8700-2210-8000-000          | 16.30         |
|                |          |                           | 212092               | 054339 | BM - AUTOMOTIVE PARTS                |               |
|                |          |                           |                      | 054339 | 608-6150-8700-2210-6211-000          | -62.99        |
|                |          |                           | 212243               |        | BM - AUTOMOTIVE PARTS                |               |

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|---------|----------|-----------------------------|-------------|--------|-----------------------------------------------------------|-----------------|
| 170734  | 5/3/2018 | 000157 GENUINE AUTO PARTS   | (Continued) |        |                                                           |                 |
|         |          |                             | 212278      | 054339 | 608-6150-8700-2210-6211-000<br>WW - AUTOMOTIVE PARTS      | 50.42           |
|         |          |                             | 212307      | 054339 | 522-8200-8200-2255-0000-000<br>WW - AUTOMOTIVE PARTS      | 28.97           |
|         |          |                             | 212308      | 054339 | 522-8200-8200-2255-0000-000<br>WW - AUTOMOTIVE PARTS      | 8.30            |
|         |          |                             | 212310      | 054339 | 522-8200-8200-2255-0000-000<br>WW - AUTOMOTIVE PARTS      | 24.20           |
|         |          |                             |             | 054339 | 522-8200-8200-2255-0000-000                               | 14.44           |
|         |          |                             |             |        | <b>Total :</b>                                            | <b>569.86</b>   |
| 170735  | 5/3/2018 | cbc2472 GONZALES, GUILLERMO | 00531095    |        | CLOSING BILL CREDITS<br>520-2450-232                      | 484.77          |
|         |          |                             |             |        | <b>Total :</b>                                            | <b>484.77</b>   |
| 170736  | 5/3/2018 | 092564 GORM INC.            | 258785      |        | INV- JANITORIAL SUPPLIES                                  |                 |
|         |          |                             |             | 018598 | 100-1500-000                                              | 977.82          |
|         |          |                             |             |        | 100-1500-000                                              | 75.78           |
|         |          |                             |             |        | <b>Total :</b>                                            | <b>1,053.60</b> |
| 170737  | 5/3/2018 | 000159 GRAINGER, INC        | 9749141850  |        | ELEC- INDUSTRIAL SUPPLIES                                 |                 |
|         |          |                             | 9760026642  | 017770 | 520-8000-8009-2225-0548-000                               | 437.35          |
|         |          |                             |             | 017770 | ELEC- INDUSTRIAL SUPPLIES<br>520-8000-8009-2225-0548-000  | 55.20           |
|         |          |                             |             |        | <b>Total :</b>                                            | <b>492.55</b>   |
| 170738  | 5/3/2018 | 000159 GRAINGER, INC        | 9746990358  |        | BM- MAINTENANCE SUPPLIES                                  |                 |
|         |          |                             | 9746990366  | 054340 | 605-6150-6211-2301-0000-000                               | 7.43            |
|         |          |                             | 9752730383  | 054340 | BM- MAINTENANCE SUPPLIES<br>605-6150-6211-2301-0000-000   | 9.81            |
|         |          |                             | 9756536125  | 054340 | W- MAINTENANCE SUPPLIES<br>521-8100-8101-2301-0000-000    | 164.13          |
|         |          |                             |             | 054340 | ELEC- MAINTENANCE SUPPLIES<br>520-8000-8004-2301-0921-000 | 259.31          |
|         |          |                             |             |        | <b>Total :</b>                                            | <b>440.68</b>   |

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| Voucher | Date     | Vendor                                | Invoice         | PO #   | Description/Account           | Amount          |
|---------|----------|---------------------------------------|-----------------|--------|-------------------------------|-----------------|
| 170739  | 5/3/2018 | 000160 GRAYBAR ELECTRIC CO            | 9302732773      |        | BM- ELECTRIC PARTS            |                 |
|         |          |                                       | 9303613874      | 054341 | 605-6150-6211-2250-8200-000   | 87.21           |
|         |          |                                       | 9303613875      | 054341 | 605-6150-6211-2250-8200-000   | 290.52          |
|         |          |                                       | 9303643391      | 054341 | 605-6150-6211-2301-0000-000   | 106.26          |
|         |          |                                       |                 | 054341 | 605-6150-6211-2250-6217-000   | -163.46         |
|         |          |                                       |                 |        | <b>Total :</b>                | <b>320.53</b>   |
| 170740  | 5/3/2018 | 093952 GREEN ACRES ADVERTISING DESIGN | 3742            |        | W- MARKETING SERVICES         |                 |
|         |          |                                       |                 | 018174 | 521-8100-8110-2341-0000-000   | 1,250.00        |
|         |          |                                       |                 |        | <b>Total :</b>                | <b>1,250.00</b> |
| 170741  | 5/3/2018 | cbc2464 GREEN, DORA                   | 00290830        |        | CLOSING BILL CREDITS          |                 |
|         |          |                                       |                 |        | 520-2450-232                  | 157.52          |
|         |          |                                       |                 |        | <b>Total :</b>                | <b>157.52</b>   |
| 170742  | 5/3/2018 | cbc2454 HARDY, REGINALD               | 00411295        |        | CLOSING BILL CREDITS          |                 |
|         |          |                                       |                 |        | 520-2450-232                  | 52.00           |
|         |          |                                       |                 |        | <b>Total :</b>                | <b>52.00</b>    |
| 170743  | 5/3/2018 | 094198 HEARD'S INVESTIGATION AND      | 5850            |        | HR- BACKGROUNDS               |                 |
|         |          |                                       |                 |        | 100-6030-6030-2342-0000-000   | 150.00          |
|         |          |                                       |                 |        | <b>Total :</b>                | <b>150.00</b>   |
| 170744  | 5/3/2018 | 061314 HERNANDEZ, ANGIE               | 02/15/18        |        | REPLACE RETURNED CHECK 126974 |                 |
|         |          |                                       |                 |        | 762-2005-000                  | 161.06          |
|         |          |                                       |                 |        | <b>Total :</b>                | <b>161.06</b>   |
| 170745  | 5/3/2018 | 025906 HOME DEPOT                     | 0016234         |        | BM- HARDWARE SUPPLIES         |                 |
|         |          |                                       | 2020425         | 054345 | 605-6150-6211-2301-0000-000   | 430.91          |
|         |          |                                       |                 | 054345 | 605-6150-6211-2250-8700-000   | 29.34           |
|         |          |                                       |                 |        | <b>Total :</b>                | <b>460.25</b>   |
| 170746  | 5/3/2018 | 037218 HOSE MAN                       | 6199103-0001-06 |        | WW- HOSE REPAIRS              |                 |
|         |          |                                       |                 | 054348 | 522-8200-8200-2257-0000-000   | 131.67          |

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| 170746  | 5/3/2018 | 037218 | 037218 HOSE MAN      |        | (Continued)                                                        | <b>Total : 131.67</b> |
| 170747  | 5/3/2018 | 046663 | INFOSEND INC.        |        |                                                                    |                       |
|         |          |        | 134616               | 017724 | C/S- UTILITY BILLING AND MAIL SVC<br>100-6040-6042-2350-0000-000   | 8,110.70              |
|         |          |        | 135472               | 017724 | C/S- UTILITY BILLING AND MAIL SVC<br>100-6040-6042-2350-0000-000   | 5,584.43              |
|         |          |        |                      |        | <b>Total :</b>                                                     | <b>13,695.13</b>      |
| 170748  | 5/3/2018 | 094167 | JETPAY CORPORATION   |        |                                                                    |                       |
|         |          |        | 2019519              | 017984 | C/S- ELECTRONIC COLLECTION SERVICES<br>100-6040-6042-2670-0000-000 | 16,868.36             |
|         |          |        |                      |        | <b>Total :</b>                                                     | <b>16,868.36</b>      |
| 170749  | 5/3/2018 | 001947 | KRIEGER & STEWART    |        |                                                                    |                       |
|         |          |        | 41757                | 017387 | W- DESIGN ENGINEERING<br>521-8100-8106-3890-0000-000               | 10,855.19             |
|         |          |        |                      |        | <b>Total :</b>                                                     | <b>10,855.19</b>      |
| 170750  | 5/3/2018 | 023087 | LAKESHORE LIFESKILLS |        |                                                                    |                       |
|         |          |        | 4629420418           | 054356 | C. CARE- EDUCATIONAL MATERIAL<br>206-7200-7202-2304-0000-000       | 336.23                |
|         |          |        | 4645500418           | 054356 | C. CARE- EDUCATIONAL MATERIAL<br>206-7200-7203-2304-0000-000       | 181.50                |
|         |          |        | 4647250418           | 054356 | C. CARE- EDUCATIONAL MATERIAL<br>206-7200-7202-2304-0000-000       | 731.42                |
|         |          |        | 4693460418           | 054356 | C. CARE- EDUCATIONAL MATERIAL<br>206-7200-7203-2304-0000-000       | 293.59                |
|         |          |        | 4775130418           | 054356 | C. CARE- EDUCATIONAL MATERIAL<br>206-7200-7203-2304-0000-000       | 14.41                 |
|         |          |        |                      |        | <b>Total :</b>                                                     | <b>1,557.15</b>       |
| 170751  | 5/3/2018 | 094094 | LEE & RO             |        |                                                                    |                       |
|         |          |        | 1162/08              | 017256 | WW- ENGINEERING DESIGN<br>522-8200-8204-3890-0000-000              | 5,295.15              |
|         |          |        | 1162/09              | 017256 | WW- ENGINEERING DESIGN<br>522-8200-8204-3890-0000-000              | 9,887.02              |
|         |          |        |                      |        | <b>Total :</b>                                                     | <b>15,182.17</b>      |
| 170752  | 5/3/2018 | 092174 | LEGALSHIED           |        |                                                                    |                       |
|         |          |        | APRIL 18             |        | PREMIUMS PROCESSED<br>762-2086-000                                 | 201.25                |
|         |          |        |                      |        | <b>Total :</b>                                                     | <b>201.25</b>         |

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|---------|----------|----------------------------------|-------------|--------|-----------------------------------------|------------------|
| 170753  | 5/3/2018 | 041927 LOU'S TIRE SERVICE        | 85411       |        | AUTOMOTIVE TIRES                        |                  |
|         |          |                                  |             | 054358 | 608-6150-8700-2210-8200-000             | 19.00            |
|         |          |                                  |             |        | <b>Total :</b>                          | <b>19.00</b>     |
| 170754  | 5/3/2018 | 019009 LSA                       | 158779      |        | DEV SVCS- PROF SVCS- RECHE CANYON PLAZA |                  |
|         |          |                                  | 159034      | 054398 | 762-2329-000                            | 25,000.00        |
|         |          |                                  |             | 054398 | DEV SVCS- PROF SVCS- RECHE CANYON PLAZA |                  |
|         |          |                                  |             |        | 762-2329-000                            | 8,495.00         |
|         |          |                                  |             |        | <b>Total :</b>                          | <b>33,495.00</b> |
| 170755  | 5/3/2018 | 061308 LUTHIE, DENISE            | REFUND      |        | REFUND PERMIT FEES~                     |                  |
|         |          |                                  |             |        | 100-6705-000                            | 8.75             |
|         |          |                                  |             |        | 100-6733-000                            | 10.00            |
|         |          |                                  |             |        | 100-6703-000                            | 950.00           |
|         |          |                                  |             |        | <b>Total :</b>                          | <b>968.75</b>    |
| 170756  | 5/3/2018 | cbc2455 MAC LACHLAN, JOHN        | 00640060    |        | CLOSING BILL CREDITS                    |                  |
|         |          |                                  |             |        | 520-2450-232                            | 71.80            |
|         |          |                                  |             |        | <b>Total :</b>                          | <b>71.80</b>     |
| 170757  | 5/3/2018 | 061309 MARQUEZ, MELINDA          | 1090628.015 |        | REFUND CLEANING DEPOSIT                 |                  |
|         |          |                                  |             |        | 100-6747-000                            | 100.00           |
|         |          |                                  |             |        | <b>Total :</b>                          | <b>100.00</b>    |
| 170758  | 5/3/2018 | 002711 MATICH CORP               | 21817062R   |        | PW- RETENTION- ASPHALT REPAIR           |                  |
|         |          |                                  |             |        | 218-2460-000                            | 450.00           |
|         |          |                                  |             |        | <b>Total :</b>                          | <b>450.00</b>    |
| 170759  | 5/3/2018 | cbc2465 MEEKINS, JAMIE           | 00180005    |        | CLOSING BILL CREDITS                    |                  |
|         |          |                                  |             |        | 520-2450-232                            | 95.17            |
|         |          |                                  |             |        | <b>Total :</b>                          | <b>95.17</b>     |
| 170760  | 5/3/2018 | cbc2462 MENDEZ, DAVID            | 00580115    |        | CLOSING BILL CREDITS                    |                  |
|         |          |                                  |             |        | 520-2450-232                            | 121.82           |
|         |          |                                  |             |        | <b>Total :</b>                          | <b>121.82</b>    |
| 170761  | 5/3/2018 | cbc2473 MENDOZA CANTU, STEPHANIE | 00472140    |        | CLOSING BILL CREDITS                    |                  |
|         |          |                                  |             |        | 520-2450-232                            | 42.83            |

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| 170761  | 5/3/2018 | cbc2473 | cbc2473 MENDOZA CANTU, STEPHANIE |        | (Continued)                     | <b>Total : 42.83</b> |
| 170762  | 5/3/2018 | 041081  | MISSION LINEN SUPPLY & UNIFORM   |        |                                 |                      |
|         |          |         | 507093651                        |        | PURCH - UNIFORM RENTAL SERVICES |                      |
|         |          |         | 507141584                        | 054359 | 100-6040-6043-1170-0000-000     | 33.64                |
|         |          |         | 507188459                        | 054359 | PURCH - UNIFORM RENTAL SERVICES | 33.64                |
|         |          |         | 507225858                        | 054359 | 100-6040-6043-1170-0000-000     | 33.64                |
|         |          |         | 507235915                        | 054359 | BM - UNIFORM RENTAL SERVICES    | 32.59                |
|         |          |         | 507235916                        | 054359 | 605-6150-6211-2250-6211-000     | 32.59                |
|         |          |         | 507235917                        | 054359 | PURCH - UNIFORM RENTAL SERVICES | 33.64                |
|         |          |         |                                  | 054359 | 100-6040-6043-1170-0000-000     | 33.64                |
|         |          |         |                                  | 054359 | BM - UNIFORM RENTAL SERVICES    | 28.35                |
|         |          |         |                                  | 054359 | 608-6150-8700-2301-0000-000     | 19.13                |
|         |          |         |                                  | 054359 | 608-6150-8700-1170-0000-000     | 19.13                |
|         |          |         |                                  | 054359 | BM - UNIFORM RENTAL SERVICES    | 33.53                |
|         |          |         |                                  |        | 605-6150-6211-1170-0000-000     | 33.53                |
|         |          |         |                                  |        | <b>Total :</b>                  | <b>248.16</b>        |
| 170763  | 5/3/2018 | cbc2457 | MOHAVE RIVER ACADEMY             |        |                                 |                      |
|         |          |         | 01929940                         |        | CLOSING BILL CREDITS            |                      |
|         |          |         |                                  |        | 520-2450-232                    | 1,950.78             |
|         |          |         |                                  |        | <b>Total :</b>                  | <b>1,950.78</b>      |
| 170764  | 5/3/2018 | 049002  | NAEIR                            |        |                                 |                      |
|         |          |         | H810330                          |        | SUPPLIES FOR SCHOOL AGE PROGRAM |                      |
|         |          |         |                                  |        | 206-7200-7202-2304-0000-000     | 57.38                |
|         |          |         |                                  |        | 762-2210-000                    | -4.13                |
|         |          |         |                                  |        | <b>Total :</b>                  | <b>53.25</b>         |
| 170765  | 5/3/2018 | 093220  | NESTLE WATERS NORTH AMERICA      |        |                                 |                      |
|         |          |         | 18D0021202460                    |        | FIRE- BOTTLE WATER SERVICES     |                      |
|         |          |         |                                  | 054360 | 100-6090-6091-2301-0000-000     | 215.44               |
|         |          |         |                                  |        | <b>Total :</b>                  | <b>215.44</b>        |
| 170766  | 5/3/2018 | 093220  | NESTLE WATERS NORTH AMERICA      |        |                                 |                      |
|         |          |         | 08D0030671358                    |        | LIB- BOTTLE WATER SERVICES      |                      |
|         |          |         | 08D0030671663                    | 054360 | 100-6200-6250-2301-0000-000     | 28.20                |
|         |          |         | 08D0030671911                    | 054360 | ELEC- BOTTLE WATER SERVICES     | 49.80                |
|         |          |         |                                  | 054360 | 520-8000-8009-2225-0548-000     | 49.80                |
|         |          |         |                                  |        | PURCH- BOTTLE WATER SERVICES    |                      |

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| Voucher | Date     | Vendor                             | Invoice       | PO #   | Description/Account                                           | Amount          |
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| 170766  | 5/3/2018 | 093220 NESTLE WATERS NORTH AMERICA | (Continued)   |        |                                                               |                 |
|         |          |                                    | 08D0030672000 | 054360 | 100-6040-6043-2301-0000-000<br>BM- BOTTLE WATER SERVICES      | 21.25           |
|         |          |                                    |               | 054360 | 605-6150-6211-2301-0000-000                                   | 4.30            |
|         |          |                                    | 08D0034312413 | 054360 | 608-6150-8700-2301-0000-000<br>C. CARE- BOTTLE WATER SERVICES | 4.31            |
|         |          |                                    |               | 054360 | 206-7200-7203-2305-0000-000                                   | 50.44           |
|         |          |                                    |               |        | <b>Total :</b>                                                | <b>158.30</b>   |
| 170767  | 5/3/2018 | 094033 NORTHSTAR CHEMICAL, LLC     | 121732        |        | W- CHEMICAL SUPPLIES                                          |                 |
|         |          |                                    | 121733        | 054361 | 521-8100-8101-2308-0000-000                                   | 383.43          |
|         |          |                                    | 121734        | 054361 | 521-8100-8101-2308-0000-000<br>W- CHEMICAL SUPPLIES           | 1,134.97        |
|         |          |                                    | 121735        | 054361 | 521-8100-8101-2308-0000-000<br>W- CHEMICAL SUPPLIES           | 276.73          |
|         |          |                                    | 121736        | 054361 | 521-8100-8101-2308-0000-000<br>W- CHEMICAL SUPPLIES           | 587.12          |
|         |          |                                    |               | 054361 | 521-8100-8101-2308-0000-000                                   | 430.05          |
|         |          |                                    |               |        | <b>Total :</b>                                                | <b>2,812.30</b> |
| 170768  | 5/3/2018 | 045033 OFFICE DEPOT                | 125903094001  |        | COMM SVCS- OFFICE SUPPLIES                                    |                 |
|         |          |                                    | 127855088001  | 054363 | 100-6200-6209-2301-0000-000<br>COMM SVCS- OFFICE SUPPLIES     | 56.13           |
|         |          |                                    | 127855235001  | 054363 | 100-6200-6209-2301-0000-000<br>COMM SVCS- OFFICE SUPPLIES     | 33.38           |
|         |          |                                    | 127894738001  | 054363 | 100-6200-6209-2301-0000-000<br>COMM SVCS- OFFICE SUPPLIES     | 27.99           |
|         |          |                                    | 127894778001  | 054363 | 100-6200-6212-2301-0000-000<br>COMM SVCS- OFFICE SUPPLIES     | 81.11           |
|         |          |                                    | 128451173001  | 054363 | 100-6200-6204-2301-0000-000<br>COMM SVCS- OFFICE SUPPLIES     | 7.75            |
|         |          |                                    |               | 054363 | 100-6200-6201-2301-0000-000                                   | 18.31           |
|         |          |                                    |               | 054363 | 100-6200-6204-2301-0000-000                                   | 98.20           |
|         |          |                                    |               |        | <b>Total :</b>                                                | <b>322.87</b>   |
| 170769  | 5/3/2018 | cbc2460 OLVERA, VANESSA            | 00270230      |        | CLOSING BILL CREDITS                                          |                 |

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| 170769  | 5/3/2018 | cbc2460 OLVERA, VANESSA      | (Continued) |        | 520-2450-232                 | 154.11        |
|         |          |                              |             |        | <b>Total :</b>               | <b>154.11</b> |
| 170770  | 5/3/2018 | 001712 PACIFIC ALARM SERVICE | P100224     |        | BM- ALARM SERVICES           |               |
|         |          |                              | P100474     | 054392 | 605-6150-6211-2250-7202-000  | 98.50         |
|         |          |                              | R136714     | 054392 | 605-6150-6211-2250-8200-000  | 197.00        |
|         |          |                              |             | 054392 | 605-6150-6211-2250-7202-000  | 26.75         |
|         |          |                              | R137568     | 054392 | 605-6150-6211-2250-7203-000  | 26.75         |
|         |          |                              |             | 054392 | 605-6150-6211-2250-7202-000  | 26.75         |
|         |          |                              |             | 054392 | 605-6150-6211-2250-7203-000  | 26.75         |
|         |          |                              |             |        | <b>Total :</b>               | <b>402.50</b> |
| 170771  | 5/3/2018 | 002539 PATTON SALES CORP     | 3471118     |        | PARKS- MAINTENANCE MATERIALS |               |
|         |          |                              | 3484395     | 018514 | 100-6150-6205-2301-0000-000  | 103.44        |
|         |          |                              | 3486571     | 018514 | 100-6150-6205-2301-0000-000  | 93.16         |
|         |          |                              | 3491102     | 018514 | 100-6150-6205-2301-0000-000  | 39.67         |
|         |          |                              | 3500844     | 018514 | 100-6150-6205-2301-0000-000  | 99.13         |
|         |          |                              |             | 018514 | 100-6150-6205-2301-0000-000  | 43.42         |
|         |          |                              |             |        | <b>Total :</b>               | <b>378.82</b> |
| 170772  | 5/3/2018 | 061312 PAULSEN, FRANK        | 1089361.015 |        | REFUND CLEANING DEPOSIT      |               |
|         |          |                              |             |        | 100-6747-000                 | 100.00        |
|         |          |                              |             |        | <b>Total :</b>               | <b>100.00</b> |
| 170773  | 5/3/2018 | cbc1610 PAZ-MARTINEZ, NANCY  | 00820470    |        | CLOSING BILL CREDIT          |               |
|         |          |                              |             |        | 520-2450-232                 | 101.71        |
|         |          |                              |             |        | <b>Total :</b>               | <b>101.71</b> |
| 170774  | 5/3/2018 | 044879 PEPE'S TOWING         | 79081       |        | AUTO- TOWING SERVICE         |               |

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| 170774  | 5/3/2018 | 044879 PEPE'S TOWING             | (Continued) |        |                                |                  |
|         |          |                                  |             | 018597 | 608-6150-8700-2210-8000-000    | 95.00            |
|         |          |                                  |             |        | <b>Total :</b>                 | <b>95.00</b>     |
| 170775  | 5/3/2018 | 093499 PROFORMA EXPRESS GRAPHICS | 9015602187  |        | DEV SVCS- PRINTING SERVICES    |                  |
|         |          |                                  |             | 054366 | 100-6300-6301-2300-0000-000    | 1,151.61         |
|         |          |                                  |             |        | <b>Total :</b>                 | <b>1,151.61</b>  |
| 170776  | 5/3/2018 | 094190 PROSHOP AUTOMOTIVE        | 9926        |        | AUTO- VEHICLE MAINTENANCE      |                  |
|         |          |                                  |             | 018277 | 608-6150-8700-2210-8200-000    | 922.37           |
|         |          |                                  |             |        | <b>Total :</b>                 | <b>922.37</b>    |
| 170777  | 5/3/2018 | cbc2456 PURCELL, PATRICK         | 00970025    |        | CLOSING BILL CREDITS           |                  |
|         |          |                                  |             |        | 520-2450-232                   | 125.32           |
|         |          |                                  |             |        | <b>Total :</b>                 | <b>125.32</b>    |
| 170778  | 5/3/2018 | cbc2475 PUYOL, JAZZAE            | 00180825    |        | CLOSING BILL CREDITS           |                  |
|         |          |                                  |             |        | 520-2450-232                   | 68.98            |
|         |          |                                  |             |        | <b>Total :</b>                 | <b>68.98</b>     |
| 170779  | 5/3/2018 | 094044 R. F. DICKSON             | 2509070     |        | PW- STREET SWEEPING SERVICES   |                  |
|         |          |                                  |             | 018163 | 100-6150-6160-2350-0000-000    | 17,972.50        |
|         |          |                                  |             |        | <b>Total :</b>                 | <b>17,972.50</b> |
| 170780  | 5/3/2018 | cbc2459 ROGERS, BRYAN            | 00800060    |        | CLOSING BILL CREDITS           |                  |
|         |          |                                  |             |        | 520-2450-232                   | 50.87            |
|         |          |                                  |             |        | <b>Total :</b>                 | <b>50.87</b>     |
| 170781  | 5/3/2018 | 061311 ROMAN, FELISHA            | 1090611.015 |        | REFUND CLEANING DEPOSIT        |                  |
|         |          |                                  |             |        | 100-6747-000                   | 92.00            |
|         |          |                                  |             |        | <b>Total :</b>                 | <b>92.00</b>     |
| 170782  | 5/3/2018 | 092865 S & S WORLDWIDE, INC      | 10176428    |        | COMM SVCS- SUPPLIES FOR EVENTS |                  |
|         |          |                                  |             | 018563 | 100-6200-6215-2301-0000-000    | 517.95           |
|         |          |                                  |             |        | 100-6200-6215-2301-0000-000    | 40.18            |
|         |          |                                  |             |        | <b>Total :</b>                 | <b>558.13</b>    |
| 170783  | 5/3/2018 | 092865 S & S WORLDWIDE, INC      | 10021621    |        | COMM SVCS- PROGRAM SUPPLIES    |                  |

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| 170783  | 5/3/2018 | 092865 S & S WORLDWIDE, INC    | (Continued)     |        | 100-6200-6215-2301-0000-000          | 18.09            |
|         |          |                                |                 |        | <b>Total :</b>                       | <b>18.09</b>     |
| 170784  | 5/3/2018 | 092322 SAM'S CLUB DIRECT       | CHARGES 4/18-2  |        | INV- SUPPLIES                        |                  |
|         |          |                                |                 | 018546 | 100-1500-000                         | 171.74           |
|         |          |                                |                 |        | 100-1500-000                         | 25.48            |
|         |          |                                |                 | 018546 | 100-1500-000                         | 146.80           |
|         |          |                                |                 |        | <b>Total :</b>                       | <b>344.02</b>    |
| 170785  | 5/3/2018 | 092322 SAM'S CLUB DIRECT       | CHARGES - 04/18 |        | SUPPLIES (VARIOUS DEPTS)             |                  |
|         |          |                                |                 | 054371 | 100-6200-6212-2301-0000-000          | 89.53            |
|         |          |                                |                 | 054371 | 520-8000-8005-2341-0930-200          | 216.96           |
|         |          |                                |                 |        | <b>Total :</b>                       | <b>306.49</b>    |
| 170786  | 5/3/2018 | 013979 SAN BERNARDINO COUNTY   | FC 005/18       |        | SHARE PAYMENT-FLOOD CONTROL DISTRICT |                  |
|         |          |                                |                 | 017777 | 722-6150-8215-2241-0000-000          | 55,984.00        |
|         |          |                                |                 |        | <b>Total :</b>                       | <b>55,984.00</b> |
| 170787  | 5/3/2018 | 000224 SMART AND FINAL IRIS CO | 41692           |        | COMM SVCS- GROCERY ITEMS             |                  |
|         |          |                                | 41718           | 054373 | 100-6200-6250-2280-0000-000          | 38.86            |
|         |          |                                |                 | 054373 | C. CARE- GROCERY ITEMS               |                  |
|         |          |                                |                 |        | 206-7200-7202-2305-0000-000          | 51.44            |
|         |          |                                |                 |        | <b>Total :</b>                       | <b>90.30</b>     |
| 170788  | 5/3/2018 | 093494 SMART HIRE              | 44528           |        | HR- PERSONNEL BACKGROUND CHECK       |                  |
|         |          |                                |                 |        | 100-6030-6030-2342-0000-000          | 140.00           |
|         |          |                                |                 |        | <b>Total :</b>                       | <b>140.00</b>    |
| 170789  | 5/3/2018 | 092670 SO CAL LOCKSMITH        | 39712           |        | BM- LOCK PARTS AND SERVICE           |                  |
|         |          |                                |                 | 054374 | 605-6150-6211-2250-6211-000          | 26.79            |
|         |          |                                |                 |        | <b>Total :</b>                       | <b>26.79</b>     |
| 170790  | 5/3/2018 | cbc2471 SO CAL PROPERTY        | 00621110        |        | CLOSING BILL CREDITS                 |                  |
|         |          |                                |                 |        | 520-2450-232                         | 130.32           |
|         |          |                                |                 |        | <b>Total :</b>                       | <b>130.32</b>    |
| 170791  | 5/3/2018 | cbc2463 SOLIS, STEPHANIE       | 00261060        |        | CLOSING BILL CREDITS                 |                  |

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|---------|----------|---------------------------------------|----------------------|--------|-----------------------------------------------------------------|------------------|
| 170791  | 5/3/2018 | cbc2463 SOLIS, STEPHANIE              | (Continued)          |        | 520-2450-232                                                    | 63.18            |
|         |          |                                       |                      |        | <b>Total :</b>                                                  | <b>63.18</b>     |
| 170792  | 5/3/2018 | 003763 SOUTHERN CALIFORNIA EDISON     | 7500889718           |        | ELEC- DISTRIBUTION ACCESS TARIFF<br>520-8000-8006-2330-0555-700 | 23,858.64        |
|         |          |                                       |                      |        | <b>Total :</b>                                                  | <b>23,858.64</b> |
| 170793  | 5/3/2018 | 003181 SOUTHERN CALIFORNIA GAS CO     | 116-145-3943-2-04/18 | 054376 | BM- NATURAL GAS VEHICLES<br>605-6150-6211-2320-0000-000         | 40.13            |
|         |          |                                       |                      |        | <b>Total :</b>                                                  | <b>40.13</b>     |
| 170794  | 5/3/2018 | 093988 SPARKLING CLEAN CAR WASH INC.  | 276                  | 054377 | PD- CAR WASH SERVICES<br>100-6070-6071-2210-0000-000            | 360.00           |
|         |          |                                       |                      |        | <b>Total :</b>                                                  | <b>360.00</b>    |
| 170795  | 5/3/2018 | 000234 SQUIRES LUMBER COMPANY         | 342626               | 054378 | W- MAINTENANCE MATERIAL<br>521-8100-8101-2301-0000-000          | 193.21           |
|         |          |                                       | 886                  | 054378 | WW- MAINTENANCE MATERIAL<br>522-8200-8200-2301-0000-000         | 10.83            |
|         |          |                                       | 933                  | 054378 | W- MAINTENANCE MATERIAL<br>521-8100-8101-2301-0000-000          | 16.15            |
|         |          |                                       | 954                  | 054378 | ELEC- MAINTENANCE MATERIAL<br>520-8000-8004-2301-0921-000       | 12.48            |
|         |          |                                       |                      |        | <b>Total :</b>                                                  | <b>232.67</b>    |
| 170796  | 5/3/2018 | cbc2458 STREETER, CARLTON             | 00860450             |        | CLOSING BILL CREDITS<br>520-2450-232                            | 6.80             |
|         |          |                                       |                      |        | <b>Total :</b>                                                  | <b>6.80</b>      |
| 170797  | 5/3/2018 | 059603 THE STANDARD INSURANCE COMPANY | MAY 18               |        | LIFE & STD/LTD PREMIUMS<br>762-2205-000                         | 2,998.80         |
|         |          |                                       |                      |        | 100-6030-6030-2440-0000-000                                     | 8,918.76         |
|         |          |                                       |                      |        | 762-2205-000                                                    | 699.12           |
|         |          |                                       |                      |        | <b>Total :</b>                                                  | <b>12,616.68</b> |
| 170798  | 5/3/2018 | cbc2478 VERDIN, HECTOR                | 00491155             |        | CLOSING BILL CREDITS<br>520-2450-232                            | 181.71           |

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| 170798  | 5/3/2018 | cbc2478 cbc2478 VERDIN, HECTOR  |            |        | (Continued)                 |                 |
|         |          |                                 |            |        | <b>Total :</b>              | <b>181.71</b>   |
| 170799  | 5/3/2018 | 092286 VERIZON WIRELESS         | 9805419034 |        | ELEC- CELLULAR SERVICES     |                 |
|         |          |                                 |            | 017667 | 520-8000-8024-2310-0930-200 | 718.28          |
|         |          |                                 |            |        | <b>Total :</b>              | <b>718.28</b>   |
| 170800  | 5/3/2018 | 093406 VERIZON WIRELESS         | 9805261584 |        | I.S.- CELLULAR SERVICES     |                 |
|         |          |                                 | 9805632384 | 054385 | 606-6040-6044-2310-0000-000 | 38.01           |
|         |          |                                 | 9805632385 | 054385 | 520-8000-8001-2310-0930-200 | 550.24          |
|         |          |                                 | 9805632385 | 054385 | FIRE- CELLULAR SERVICE      |                 |
|         |          |                                 | 9805632388 | 054385 | 100-6090-6094-2310-0000-000 | 13.20           |
|         |          |                                 | 9805632389 | 054385 | ELEC- CELLULAR SERVICES     |                 |
|         |          |                                 | 9805632389 | 054385 | 520-8000-8001-2310-0930-200 | 221.00          |
|         |          |                                 | 9805632390 | 054385 | ELEC- CELLULAR SERVICES     |                 |
|         |          |                                 | 9805632390 | 054385 | 520-8000-8001-2310-0930-200 | 353.27          |
|         |          |                                 | 9805632398 | 054385 | ELEC- CELLULAR SERVICES     |                 |
|         |          |                                 | 9805632398 | 054385 | 520-8000-8009-2225-0548-000 | 381.46          |
|         |          |                                 | 9805632402 | 054385 | I.S.- CELLULAR SERVICES     |                 |
|         |          |                                 | 9805632402 | 054385 | 606-6040-6044-2310-0000-000 | 154.13          |
|         |          |                                 |            | 054385 | CM- CELLULAR SERVICES       |                 |
|         |          |                                 |            | 054385 | 100-6020-6020-2310-0000-000 | 68.09           |
|         |          |                                 |            |        | <b>Total :</b>              | <b>1,779.40</b> |
| 170801  | 5/3/2018 | 033501 VULCAN MATERIALS COMPANY | 71770391   |        | ST- ASPHALT MATERIALS       |                 |
|         |          |                                 | 71770392   | 017872 | 210-6150-6160-2301-0000-000 | 225.04          |
|         |          |                                 | 71770392   | 017872 | ST- ASPHALT MATERIALS       |                 |
|         |          |                                 | 71786067   | 017872 | 210-6150-6160-2301-0000-000 | 115.94          |
|         |          |                                 | 71788473   | 017872 | ST- ASPHALT MATERIALS       |                 |
|         |          |                                 | 71788473   | 017872 | 210-6150-6160-2301-0000-000 | 151.58          |
|         |          |                                 |            | 017872 | ST- ASPHALT MATERIALS       |                 |
|         |          |                                 |            | 017872 | 210-6150-6160-2301-0000-000 | 185.04          |
|         |          |                                 |            |        | <b>Total :</b>              | <b>677.60</b>   |
| 170802  | 5/3/2018 | 043159 WYATT'S PAINT AND BODY   | 20196      |        | AUTO- VEHICLE REPAIRS       |                 |
|         |          |                                 |            | 054390 | 608-6150-8700-2210-8200-000 | 676.16          |
|         |          |                                 |            |        | <b>Total :</b>              | <b>676.16</b>   |

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|---------|-----------|------------------------------------------------------------------|----------------------|------|----------------------------------------------------------------|-----------------------------------------|
| 843000  | 4/25/2018 | 021869 UNION BANK                                                | APRIL 18- ELECTRIC   |      | DEBT SVC (ELEC REV 2012 SERIES A)<br>520-1090-000              | 228,921.50<br><b>Total : 228,921.50</b> |
| 1790000 | 4/24/2018 | 003753 SO CALIF PUBLIC POWER AUTH, BNY WESTE PV0418              |                      |      | ELEC- MONTHLY POWER COSTS<br>520-8000-8006-2330-0555-200       | 67,999.00<br><b>Total : 67,999.00</b>   |
| 3185000 | 4/26/2018 | 035929 BANK OF AMERICA                                           | FEDERAL 4/26/18 SUP2 |      | FEDERAL TAXES<br>762-2200-000                                  | 1.26<br><b>Total : 1.26</b>             |
| 5524600 | 4/26/2018 | 035929 BANK OF AMERICA                                           | FEDERAL 4/26/18-SUPP |      | FEDERAL TAXES<br>762-2200-000                                  | 594.28<br><b>Total : 594.28</b>         |
| 5524700 | 4/26/2018 | 035929 BANK OF AMERICA                                           | STATE 04/26/18- SUPP |      | STATE TAXES<br>762-2010-000                                    | 122.93<br><b>Total : 122.93</b>         |
| 8440000 | 4/25/2018 | 021869 UNION BANK                                                | APRIL 18             |      | DEBT SVC (REV BONDS, 2007 SERIES A)<br>520-1090-008            | 136,352.71<br><b>Total : 136,352.71</b> |
| 8450000 | 4/25/2018 | 009994 SHELL ENERGY NORTH AMERICA                                | 03.2015 RERUN T36M   |      | ELEC- FIRM POWER TRANSMISSION<br>520-8000-8006-2330-0555-600   | 121.49<br><b>Total : 121.49</b>         |
| 8470000 | 4/25/2018 | 060656 DOMINO SOLAR LTD                                          | JB-9231899-00-03/18  |      | ELEC- ENERGY PURCHASED<br>520-8000-8006-2330-0555-540          | 4,937.82<br><b>Total : 4,937.82</b>     |
| 8490000 | 4/25/2018 | 059525 COLTON SOLAR ONE, LLC                                     | CS1033               |      | ELEC- ENERGY PURCHASED<br>520-8000-8006-2330-0555-540          | 29,664.37<br><b>Total : 29,664.37</b>   |
| 8510000 | 4/25/2018 | 042999 SO CALIF PUBLIC POWER AUTH, U S BANK A NGRP 0418- BARNETT |                      |      | ELEC- MONTHLY COSTS & GAS SALES<br>520-8000-8006-2330-0555-400 | 73,750.00                               |

Bank code : boa

| Voucher  | Date      | Vendor | Invoice                                               | PO #                 | Description/Account                                                                                                                                                                                | Amount                                                                                                |
|----------|-----------|--------|-------------------------------------------------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| 8510000  | 4/25/2018 | 042999 | 042999 SO CALIF PUBLIC POWER AUTH, U S BA (Continued) |                      |                                                                                                                                                                                                    | <b>Total : 73,750.00</b>                                                                              |
| 8520000  | 4/25/2018 | 009994 | SHELL ENERGY NORTH AMERICA                            | 03.2018 T+3          | FIRM POWER TRANSMISSION<br>520-8000-8006-2330-0555-400<br>520-8000-8009-2321-0547-000<br>520-8000-8006-2330-5550-000<br>520-8000-8006-2330-0555-600<br>520-8000-8006-2330-0555-800<br>520-7905-000 | 5,249.40<br>4,374.46<br>17,200.00<br>641,010.37<br>2,968.85<br>-8,054.82<br><b>Total : 662,748.26</b> |
| 10609700 | 4/24/2018 | 000214 | PERS-PAYROLL REPORT                                   | 04/12/18- 26038      | RETIREMENT CONTRIBUTION<br>762-2080-000                                                                                                                                                            | 20,167.51<br><b>Total : 20,167.51</b>                                                                 |
| 55056000 | 4/26/2018 | 035929 | BANK OF AMERICA                                       | FEDERAL 4/26/18      | FEDERAL TAXES PP 04/26/18<br>762-2200-000                                                                                                                                                          | 137,941.26<br><b>Total : 137,941.26</b>                                                               |
| 55068000 | 4/26/2018 | 035929 | BANK OF AMERICA                                       | STATE 4/26/18        | STATE TAXES<br>762-2010-000                                                                                                                                                                        | 49,222.86<br><b>Total : 49,222.86</b>                                                                 |
| 63910000 | 4/26/2018 | 060656 | DOMINO SOLAR LTD                                      | JB-9232227-00- 04/18 | ELEC- ENERGY PURCHASE<br>520-8000-8006-2330-0555-540                                                                                                                                               | 5,084.55<br><b>Total : 5,084.55</b>                                                                   |
| 63932000 | 4/26/2018 | 003756 | CITY OF LOS ANGELES / DWP                             | GA190843             | ELEC- TRANSMISSION & DISPATCHING<br>520-8000-8006-2330-0555-700                                                                                                                                    | 6,322.96<br><b>Total : 6,322.96</b>                                                                   |
| 84600000 | 4/25/2018 | 042999 | SO CALIF PUBLIC POWER AUTH, U S BANK A NGRP 0418      |                      | ELEC- COSTS & GAS SALES<br>520-8000-8006-2330-0555-400                                                                                                                                             | 37,035.00<br><b>Total : 37,035.00</b>                                                                 |
| 84700000 | 4/25/2018 | 060656 | DOMINO SOLAR LTD                                      | JB-9231899-00-04/18  | ELEC- ENERGY PURCHASED<br>520-8000-8006-2330-0555-540                                                                                                                                              | 5,165.88                                                                                              |

Bank code : boa

| Voucher   | Date      | Vendor                            | Invoice         | PO # | Description/Account                                                                          | Amount                                         |
|-----------|-----------|-----------------------------------|-----------------|------|----------------------------------------------------------------------------------------------|------------------------------------------------|
| 84700000  | 4/25/2018 | 060656 060656 DOMINO SOLAR LTD    | (Continued)     |      |                                                                                              | <b>Total : 5,165.88</b>                        |
| 84800000  | 4/25/2018 | 059733 COLTON SOLAR TWO, LLC      | CST035          |      | ELEC- ENERGY PURCHASED<br>520-8000-8006-2330-0555-540                                        | 14,344.81<br><b>Total : 14,344.81</b>          |
| 85000000  | 4/25/2018 | 009994 SHELL ENERGY NORTH AMERICA | 06.2017 T+9M    |      | ELEC- FIRM POWER, TRANSMISSION<br>520-8000-8006-2330-0555-800<br>520-8000-8006-2330-0555-600 | 3,328.08<br>-123.07<br><b>Total : 3,205.01</b> |
| 106097800 | 4/24/2018 | 000214 PERS-PAYROLL REPORT        | 04/12/18- 25057 |      | RETIREMENT CONTRIBUTION<br>762-2080-000                                                      | 12,286.30<br><b>Total : 12,286.30</b>          |
| 106097900 | 4/24/2018 | 000214 PERS-PAYROLL REPORT        | 04/12/18- 25056 |      | RETIREMENT CONTRIBUTION<br>762-2080-000                                                      | 12,627.49<br><b>Total : 12,627.49</b>          |
| 106098000 | 4/24/2018 | 000214 PERS-PAYROLL REPORT        | 04/12/18- 15026 |      | RETIREMENT CONTRIBUTION<br>762-2080-000                                                      | 7,461.12<br><b>Total : 7,461.12</b>            |
| 106098100 | 4/24/2018 | 000214 PERS-PAYROLL REPORT        | 04/12/18- 15025 |      | RETIREMENT CONTRIBUTION<br>762-2080-000                                                      | 2,757.59<br><b>Total : 2,757.59</b>            |
| 106098200 | 4/24/2018 | 000214 PERS-PAYROLL REPORT        | 04/12/18- 70    |      | RETIREMENT CONTRIBUTION<br>762-2080-000                                                      | 38,603.30<br><b>Total : 38,603.30</b>          |
| 106098300 | 4/24/2018 | 000214 PERS-PAYROLL REPORT        | 04/12/18- 69    |      | RETIREMENT CONTRIBUTION<br>762-2080-000                                                      | 24,619.08<br><b>Total : 24,619.08</b>          |
| 106098400 | 4/24/2018 | 000214 PERS-PAYROLL REPORT        | 04/12/18- 68    |      | RETIREMENT CONTRIBUTION<br>762-2080-000                                                      | 67,412.09                                      |

Bank code : boa

| Voucher   | Date      | Vendor | Invoice                    | PO #            | Description/Account                                         | Amount                                |
|-----------|-----------|--------|----------------------------|-----------------|-------------------------------------------------------------|---------------------------------------|
| 106098400 | 4/24/2018 | 000214 | 000214 PERS-PAYROLL REPORT |                 | (Continued)                                                 | <b>Total : 67,412.09</b>              |
| 106098600 | 4/24/2018 | 000214 | PERS-PAYROLL REPORT        | 03/29/18- 26038 | RETIREMENT CONTRIBUTION<br>762-2080-000                     | 19,534.65<br><b>Total : 19,534.65</b> |
| 106098700 | 4/24/2018 | 000214 | PERS-PAYROLL REPORT        | 03/29/18- 25057 | RETIREMENT CONTRIBUTION<br>762-2080-000                     | 13,107.77<br><b>Total : 13,107.77</b> |
| 106098800 | 4/24/2018 | 000214 | PERS-PAYROLL REPORT        | 03/29/18- 25056 | RETIREMENT CONTRIBUTION<br>762-2080-000                     | 11,978.00<br><b>Total : 11,978.00</b> |
| 106098900 | 4/24/2018 | 000214 | PERS-PAYROLL REPORT        | 03/29/18- 15026 | RETIREMENT CONTRIBUTION<br>762-2080-000                     | 7,463.76<br><b>Total : 7,463.76</b>   |
| 106099000 | 4/24/2018 | 000214 | PERS-PAYROLL REPORT        | 03/29/18- 15025 | RETIREMENT CONTRIBUTION<br>762-2080-000                     | 2,771.85<br><b>Total : 2,771.85</b>   |
| 106099100 | 4/24/2018 | 000214 | PERS-PAYROLL REPORT        | 03/29/18- 70    | RETIREMENT CONTRIBUTION<br>762-2080-000                     | 38,517.24<br><b>Total : 38,517.24</b> |
| 106099200 | 4/24/2018 | 000214 | PERS-PAYROLL REPORT        | 03/29/18- 69    | RETIREMENT CONTRIBUTION<br>762-2080-000                     | 22,899.29<br><b>Total : 22,899.29</b> |
| 106099300 | 4/24/2018 | 000214 | PERS-PAYROLL REPORT        | 03/29/18- 68    | RETIREMENT CONTR. PPE 03/23/18<br>762-2080-000              | 68,843.34<br><b>Total : 68,843.34</b> |
| 106276000 | 4/26/2018 | 003893 | ING                        | PP 04/26/18     | 457 DEF COMP & LOAN PAYMENT<br>762-2040-000<br>762-2045-000 | 11,797.93<br>768.47                   |

Bank code : boa

| Voucher                                 | Date      | Vendor                        | Invoice             | PO # | Description/Account           | Amount                               |
|-----------------------------------------|-----------|-------------------------------|---------------------|------|-------------------------------|--------------------------------------|
| 106276000                               | 4/26/2018 | 003893 003893 ING             | (Continued)         |      |                               | <b>Total : 12,566.40</b>             |
| 600439096                               | 4/26/2018 | 058819 CALIFORNIA INDEPENDENT | 2018042431-38170521 |      | ELECTRIC TRANSMISSION SERVICE | 195,901.68                           |
|                                         |           |                               |                     |      | 520-7907-000                  | 1,939.43                             |
|                                         |           |                               |                     |      | 520-8000-8006-2330-0555-710   |                                      |
|                                         |           |                               |                     |      |                               | <b>Total : 197,841.11</b>            |
| 665842518                               | 4/25/2018 | 003772 STATE OF CALIFORNIA    | PP 04/26/18         |      | CHILD SUPPORT PAYMENTS        | 2,330.37                             |
|                                         |           |                               |                     |      | 762-2150-000                  |                                      |
|                                         |           |                               |                     |      |                               | <b>Total : 2,330.37</b>              |
| <b>168 Vouchers for bank code : boa</b> |           |                               |                     |      |                               | <b>Bank total : 2,509,358.58</b>     |
| <b>168 Vouchers in this report</b>      |           |                               |                     |      |                               | <b>Total vouchers : 2,509,358.58</b> |

  
\_\_\_\_\_  
Stacy Dabbs  
Finance Director

  
\_\_\_\_\_  
Aurelio De La Torre  
City Treasurer

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CITY OF COLTON TREASURER'S REPORT  
FOR MARCH 2018

The Treasurer's report reflects all funds held by the City. The Investments reflected in this report are in compliance with the City's investment policy adopted in January 2018. The investment portfolio as well as budgeted income is expected to meet projected cash flow requirements for the next six months.

A handwritten signature in black ink, appearing to read 'Aurelio De La Torre', written in a cursive style.

Aurelio De La Torre, Treasurer  
May 8, 2018

**CITY OF COLTON  
WEIGHTED AVERAGE YIELD ON INVESTMENT PORTFOLIO**

| <b>MONTH</b>   | <b>Yield</b> |
|----------------|--------------|
| March-2017     | 0.82%        |
| April-2017     | 0.88%        |
| May-2017       | 0.93%        |
| June-2017      | 0.98%        |
| July-2017      | 1.05%        |
| August-2017    | 1.08%        |
| September-2017 | 1.11%        |
| October-2017   | 1.14%        |
| November-2017  | 1.17%        |
| December-2017  | 1.24%        |
| January-2018   | 1.35%        |
| February-2018  | 1.41%        |
| March-2018     | 1.52%        |

Calculation of weighted average yield does not include special purpose funds, checking accounts or bond proceeds

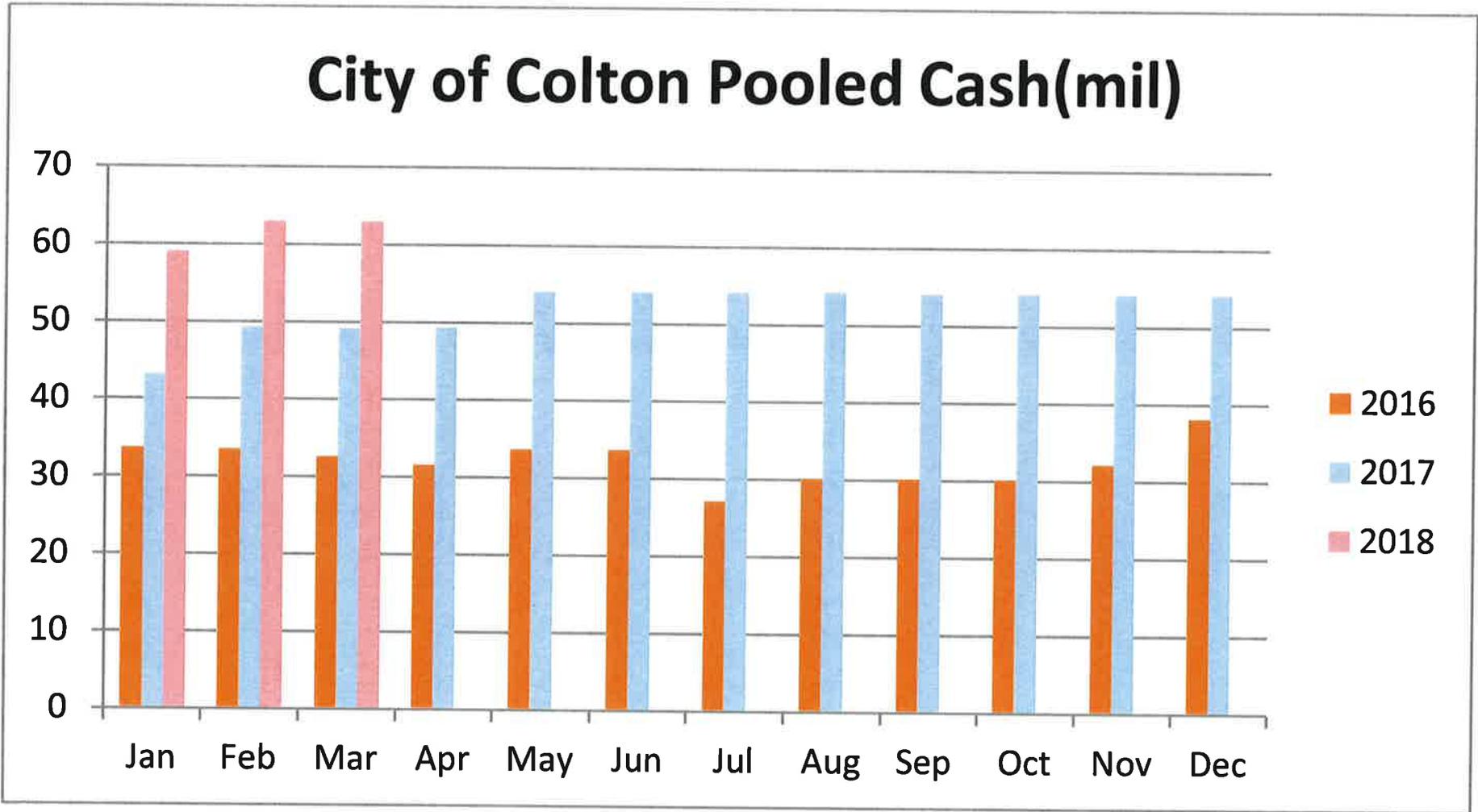
**City of Colton Treasurer's Report  
March 2018**

The Treasurer

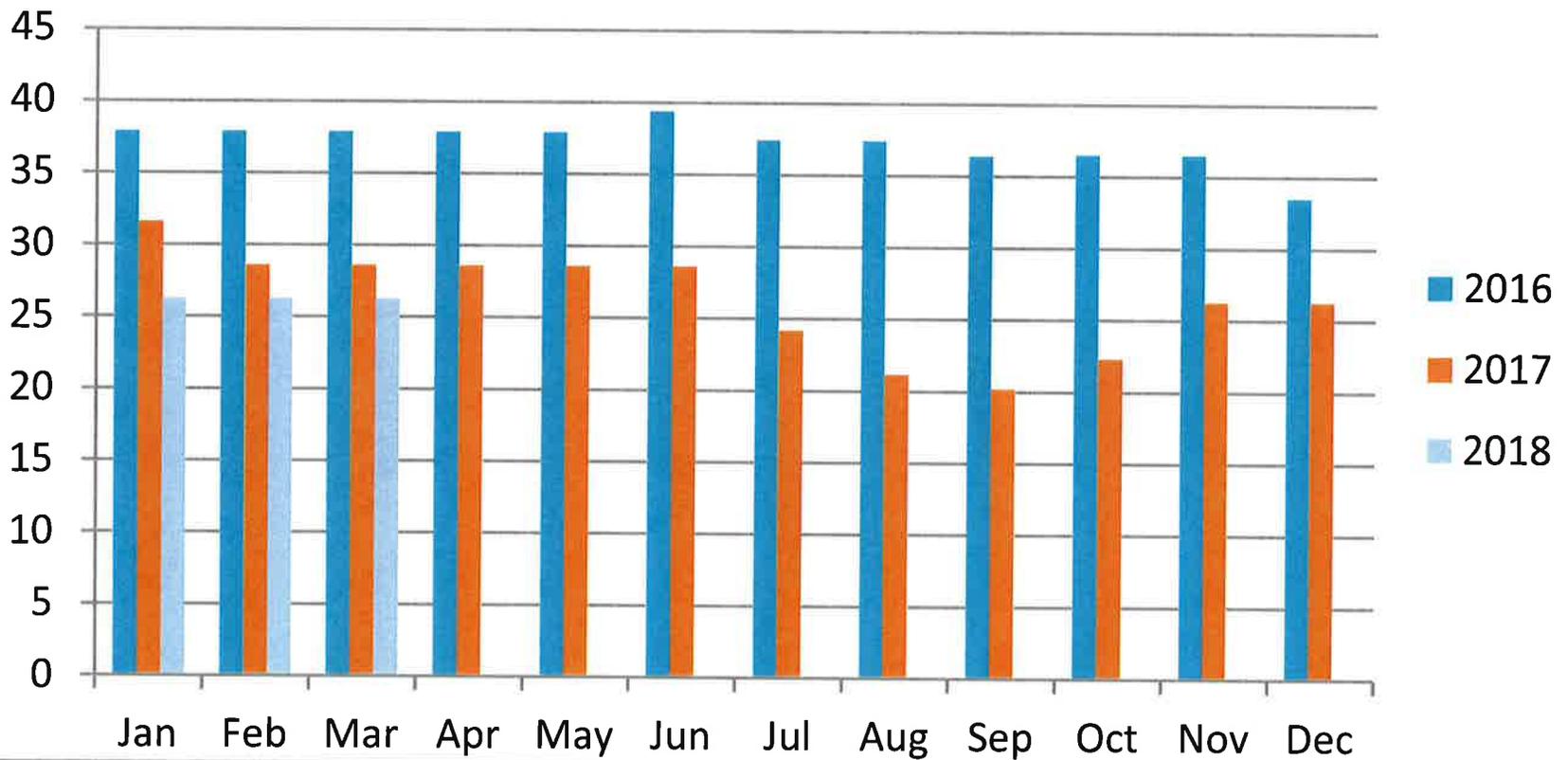
PAGE 1

| INVESTMENT TYPE                       | ISSUER              | DATE OF MATURITY | PAR AMOUNT           | COST                 | FAIR MKT VALUE       | YIELD      |
|---------------------------------------|---------------------|------------------|----------------------|----------------------|----------------------|------------|
| <b>STATE POOL</b>                     |                     |                  |                      |                      |                      |            |
| LAIF-General, other                   | State Pool          | Daily            | \$ 29,624,126        | \$ 29,624,126        | \$ 29,624,126        | 1.52%      |
| <b>UNION BANK</b>                     |                     |                  |                      |                      |                      |            |
| General                               | Money Market        | Daily            | \$ 71,959            | \$ 71,959            | \$ 71,959            | 0.70%      |
| General                               | FNMA                | 11/16-11/20      | \$ 5,075,000         | \$ 4,997,500         | \$ 4,882,050         | 1.50%      |
| General                               | FHLB                | 12/16-12/20      | \$ 5,093,750         | \$ 5,022,963         | \$ 4,927,250         | 1.87%      |
| General                               | FHLB                | 1/17-11/21       | \$ 5,093,750         | \$ 4,996,000         | \$ 4,888,750         | 1.87%      |
| General                               | FHLB                | 3/18-12/21       | \$ 2,371,967         | \$ 2,311,584         | \$ 2,304,393         | 2.63%      |
| General                               | FNMA                | 2/17-1/22        | \$ 6,120,000         | \$ 6,025,172         | \$ 5,877,960         | 2.00%      |
| General                               | FHMC                | 5/17-4/22        | \$ 4,618,126         | \$ 4,551,712         | \$ 4,502,610         | 2.63%      |
| General                               | FFCB                | 12/15-12/18      | \$ 1,013,750         | \$ 1,000,000         | \$ 994,820           | 1.37%      |
| General                               | FHMC                | 5/16-5/19        | \$ 2,021,600         | \$ 1,999,500         | \$ 1,974,800         | 1.08%      |
|                                       |                     |                  | \$ 31,479,902        | 30,976,390           | 30,424,592           |            |
| <b>CITIZENS TRUST</b>                 |                     |                  |                      |                      |                      |            |
| General                               | Money Market        | Daily            | 152,948              | 152,948              | 152,948              | 1.55%      |
| General                               | FHLB,FFCB,FNMA,FHLM | 4/16-10/19       | 2,900,000            | 2,897,696            | 2,830,685            | 0.83-1.32% |
|                                       |                     |                  | 3,052,948            | 3,050,644            | 2,983,633            |            |
| <b>GENERAL TOTAL</b>                  |                     |                  | <u>64,156,976</u>    | <u>63,651,160</u>    | <u>63,032,351</u>    |            |
| <b>STATE POOL</b>                     |                     |                  |                      |                      |                      |            |
| LAIF-Electric Reserve                 | State Pool          | Daily            | <u>26,324,182</u>    | <u>26,324,182</u>    | <u>26,324,182</u>    | 1.52%      |
| <b>TOTAL INVESTMENTS BY TREASURER</b> |                     |                  | <u>\$ 90,481,158</u> | <u>\$ 89,975,342</u> | <u>\$ 89,356,533</u> |            |
| <b>NON INVESTMENT ACCOUNTS</b>        |                     |                  |                      |                      |                      |            |
| Bank of America                       | General acct        | Daily            | \$ 5,384,926         | \$ 5,384,926         | \$ 5,384,926         | 0.30%      |
| Bank of America                       | Payroll acct        | Daily            | \$ 162,453           | \$ 162,453           | \$ 162,453           | 0.30%      |
| Bank of America                       | Workers Comp        | Daily            | 123,857              | 123,857              | 123,857              | 0.30%      |
| Citibank                              | Hermosa Trust       | Daily            | 335,779              | 335,779              | 335,779              | 0.30%      |
| Citizens                              | Water-meter escrow  | Daily            | 523,130              | 523,130              | 523,130              | 1.55%      |
|                                       |                     |                  | \$ 6,530,145         | \$ 6,530,145         | \$ 6,530,145         |            |
| <b>PETTY CASH FUNDS</b>               |                     |                  | 5,000                | 5,000                | 5,000                | N/A        |
| <b>TOTAL NON INVESTMENT ACCOUNTS</b>  |                     |                  | <u>\$ 6,535,145</u>  | <u>\$ 6,535,145</u>  | <u>\$ 6,535,145</u>  |            |

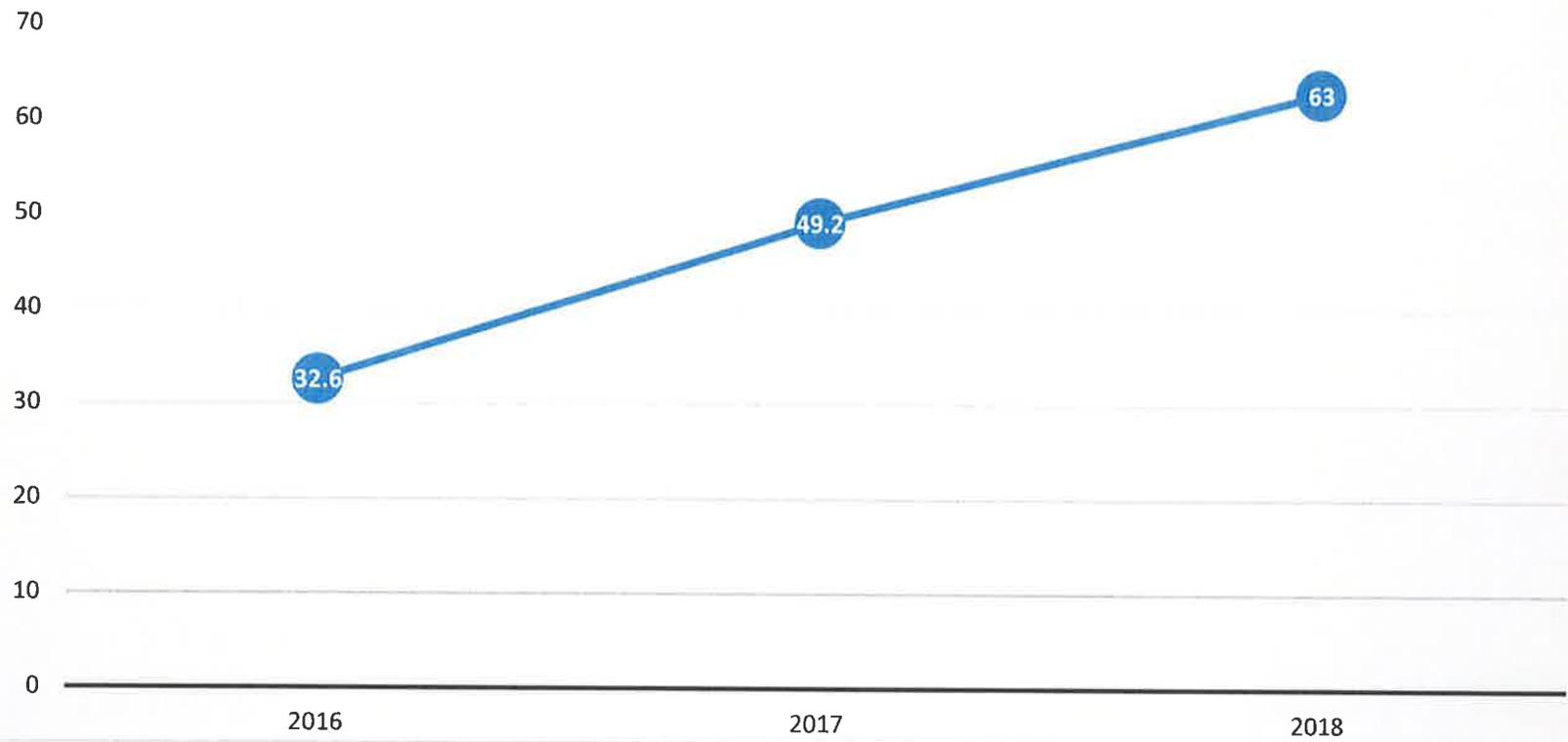
# City of Colton Pooled Cash(mil)



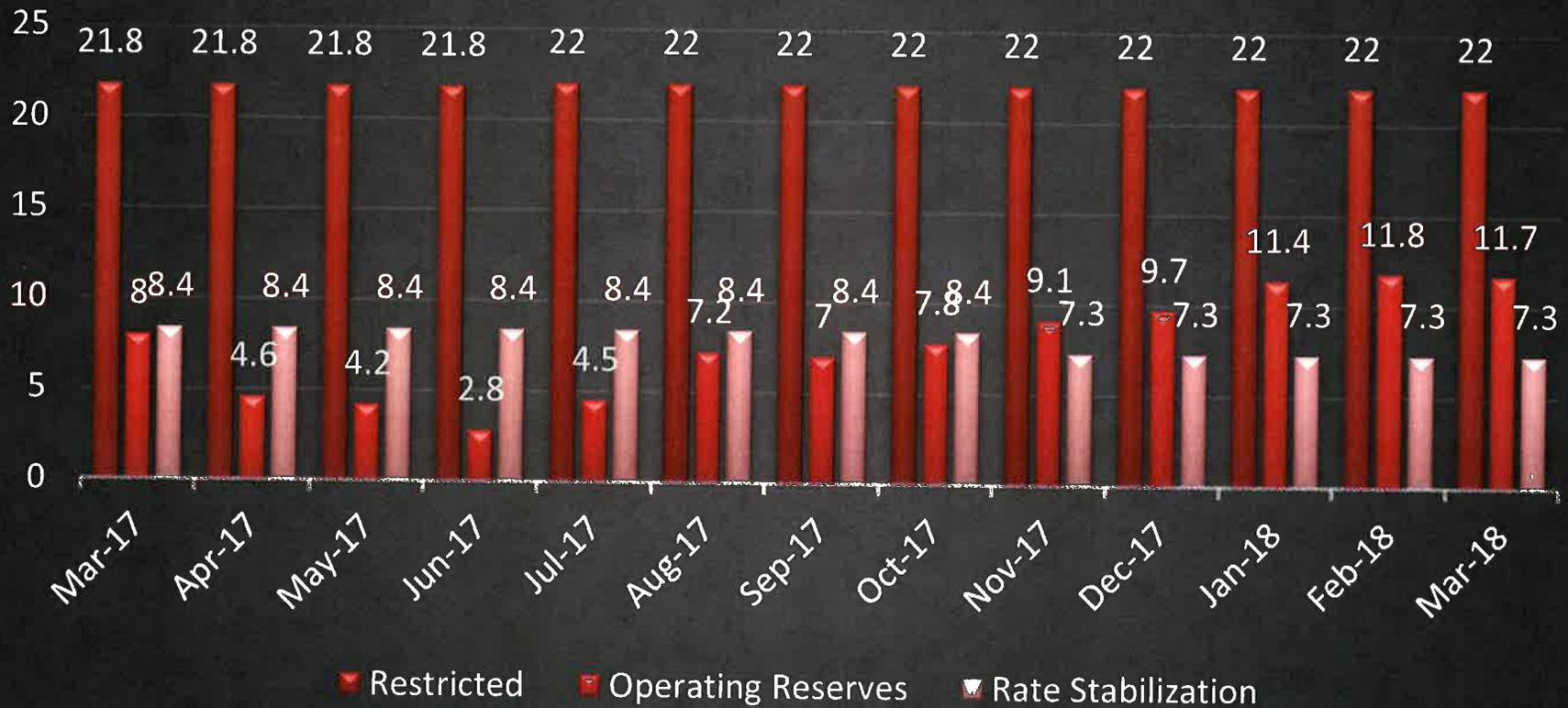
## City of Colton LAIF Electric Cash (mil)



### March Comparison of Available Pooled Cash (mil)



# City of Colton Electric Cash (mil)



**City of Colton Treasurer's Report  
March 2018**

Investments under Bond Indentures

PAGE 2

| INVESTMENT TYPE        | ISSUER          | DATE OF MATURITY | PAR AMOUNT           | COST                 | FAIR MKT. VALUE      | YIELD |
|------------------------|-----------------|------------------|----------------------|----------------------|----------------------|-------|
| <b>Union Bank</b>      |                 |                  |                      |                      |                      |       |
| 2017 W-Water Fund-P    | Blackrock Prov. | Daily            | \$ 7,043,926         | \$ 7,043,926         | \$ 7,043,926         | 1.22% |
| 2017 Water Bonds-P     | Blackrock Prov. | Daily            | \$ 12,524,981        | \$ 12,524,981        | \$ 12,524,981        | 1.22% |
| 2017 Water Bonds-COI   | Blackrock Prov. | Daily            | \$ 9,470             | \$ 9,470             | \$ 9,470             | 1.22% |
| 2012 Electric Bonds-PP | Blackrock Prov. | Daily            | 2,209,175            | 2,209,175            | 2,209,175            | 1.31% |
| 2012 Electric Bonds-R  | FFCB            | 12/10/2021       | 2,791,000            | 2,768,885            | 2,760,638            | 2.62% |
| 2007A Bonds-PP         | Blackrock Prov. | Daily            | 1,395,599            | 1,395,599            | 1,395,599            | 1.56% |
|                        |                 |                  | <u>\$ 25,974,151</u> | <u>\$ 25,952,036</u> | <u>\$ 25,943,789</u> |       |

**City of Colton Treasurer's Report  
March 2018**

**Investments under Bond Indentures**

**PAGE 3**

| INVESTMENT<br>TYPE | ISSUER           | DATE OF<br>MATURITY | PAR<br>AMOUNT | COST         | FAIR MKT<br>VALUE | YIELD |
|--------------------|------------------|---------------------|---------------|--------------|-------------------|-------|
| <b>US Bank</b>     |                  |                     |               |              |                   |       |
| PFB 2007-R         | 1st American TOF | Daily               | 2,126,092     | 2,126,092    | 2,126,092         | 1.09% |
| PFB 2007-R         | 1st American TOF | Daily               | 2,919         | 2,919        | 2,919             | 1.09% |
| PFA 2007 Ser B-R   | 1st American TOF | Daily               | 916,719       | 916,719      | 916,719           | 1.09% |
| CFD 90-1           | 1st American TOF | Daily               | 261,818       | 261,818      | 261,818           | 1.09% |
| CFD 90-1           | 1st American TOF | Daily               | 11            | 11           | 11                | 1.09% |
|                    |                  |                     | \$ 3,307,559  | \$ 3,307,559 | \$ 3,307,559      |       |

**Total Held by Trustees**

\$ 29,281,710    \$ 29,259,595    \$ 29,251,348

**TOTAL CITY CASH AND INVESTMENTS**

\$ 125,770,082

**City of Colton Treasurer's Report  
March 2018**

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**PAGE 4**

| <b>BANK OF AMERICA-GENERAL ACCT</b> |            | <b>DATE OF<br/>MATURITY</b> | <b>AMOUNT</b>       | <b>COST</b>         | <b>FAIR MKT.<br/>VALUE</b> | <b>YIELD</b> |
|-------------------------------------|------------|-----------------------------|---------------------|---------------------|----------------------------|--------------|
| Hermosa Endowment                   | Gen ledger | Daily                       | \$ 700,675          | \$ 700,675          | \$ 700,675                 | 0.30%        |
| Asset Seizure-Fed                   | Gen ledger | Daily                       | \$ 176,205          | \$ 176,205          | \$ 175,205                 | 0.30%        |
| Asset Seizure-State                 | Gen ledger | Daily                       | \$ 61,124           | \$ 61,124           | \$ 61,124                  | 0.30%        |
| Cash Evidence                       | Gen ledger | Daily                       | \$ 211,774          | \$ 211,774          | \$ 211,774                 | 0.30%        |
| Seizure-Lit                         | Gen ledger | Daily                       | \$ 66,128           | \$ 66,128           | \$ 66,128                  | 0.30%        |
| CFD 87-1                            | Gen ledger | Daily                       | 30,303              | 30,303              | 30,303                     | 0.30%        |
| CFD 88-1                            | Gen ledger | Daily                       | 296,870             | 296,870             | 296,870                    | 0.30%        |
| CFD 89-1                            | Gen ledger | Daily                       | \$ 83,878           | \$ 83,878           | \$ 83,878                  | 0.30%        |
| CFD 89-2                            | Gen ledger | Daily                       | \$ 180,470          | \$ 180,470          | \$ 180,470                 | 0.30%        |
| CFD 90-1                            | Gen ledger | Daily                       | <u>\$ 309,415</u>   | <u>\$ 309,415</u>   | <u>\$ 309,415</u>          | 0.30%        |
| <b>Total</b>                        |            |                             | <b>\$ 2,116,842</b> | <b>\$ 2,116,842</b> | <b>\$ 2,115,842</b>        |              |

**Cash and Investments Report  
City of Colton  
Through March 2018**

|                                                                  | <b>Fund Total</b>                   |
|------------------------------------------------------------------|-------------------------------------|
| 100 GENERAL FUND                                                 | 10,742,860.22                       |
| 150 TREASURERS ACCOUNT GROUP                                     | (234,554.18)                        |
| 206 COMMUNITY CHILD CARE                                         | 226,931.11                          |
| 210 SPECIAL GAS TAX                                              | 547,970.60                          |
| 211 LIBRARY GRANT FUND                                           | 5,059.71                            |
| 214 POLLUTION REDUCTION FUND                                     | 550,970.52                          |
| 215 COMMUNITY DEV ACT FUND                                       | (560,401.42)                        |
| 217 DRUG/GANG INTERVENTION                                       | 12,920.88                           |
| 218 MEASURE I FUND                                               | 2,184,616.63                        |
| 220 ViTep                                                        | 184,173.38                          |
| 225 MISC GRANTS                                                  | 186,995.02                          |
| 240 HOST CITY FEES - CIP                                         | 1,043,943.91                        |
| 248 PARK DEVELOPMENT FUND                                        | 1,067,164.91                        |
| 249 TRAFFIC IMPACT FUND                                          | 5,159,505.14                        |
| 250 NEW FACILITIES DEVELOPMENT FEE                               | 216,235.94                          |
| 251 CIVIC CENTER DEVELOPMENT FEE                                 | 74,195.77                           |
| 252 FIRE FACILITY DEVELOPMENT FEE                                | 116,320.14                          |
| 253 POLICE FACILITY DEVELOPMENT FEE                              | 127,982.83                          |
| 261 ASSET FORFEITURE                                             | 237,329.21                          |
| 350 PFA Debt Fund                                                | 1,016,930.95                        |
| 358 PENSION OBLIGATION DEBT SERVICE                              | 1,484,625.01                        |
| 364 WATER IMPRVMT DIST A                                         | 4,733.35                            |
| 450 Capital Improvement Projects                                 | 4,555.03                            |
| 451 Colton Crossing Fund                                         | 662,830.90                          |
| 520 ELECTRIC UTILITY                                             | 40,960,071.18                       |
| Restricted                                                       | 21,987,336.25                       |
| Operating Reserves                                               | 11,710,803.60                       |
| Rate Stabilization                                               | 7,261,931.33                        |
| 521 WATER UTILITY                                                | 26,024,028.86                       |
| 522 WASTEWATER UTILITY                                           | 17,015,056.20                       |
| 523 SOLID WASTE                                                  | (151,958.52)                        |
| 526 PUBLIC BENEFIT FUND                                          | 2,757,665.16                        |
| 560 CEMETARY ENDOWMENT CARE                                      | 1,109,605.83                        |
| 605 Facility & Equipment Maintenance Fund                        | 1,100,433.75                        |
| 606 INFORMATION SERVICES FUND                                    | 1,662,189.83                        |
| 607 INSURANCE FUND                                               | 3,259,042.17                        |
| 608 AUTOMOTIVE SHOP                                              | 977,706.38                          |
| 701 LLMD #2                                                      | 45,050.25                           |
| 702 LLMD #1                                                      | (152,229.84)                        |
| 703 CFD 87-1 DEBT SERVICE                                        | 30,302.55                           |
| 707 CFD 88-1 DEBT SERVICE                                        | 296,870.15                          |
| 722 STORM WATER                                                  | 740,886.44                          |
| 744 CFD 89-1 DEBT SERVICE                                        | 83,877.82                           |
| 745 CFD 89-2 DEBT SERVICE                                        | 180,470.05                          |
| 762 TRUST AND AGENCY                                             | 1,891,276.58                        |
| 781 CFD 90-1 DEBT SERVICE                                        | 571,243.76                          |
| 850 Redevelopment Obligation Retirement Fund                     | 1,579,263.90                        |
| 851 Successor Agency Administration                              | 31,211.95                           |
| 890 Successor Agcy-RDA - LONG TERM DEBT GRP                      | 1,204,513.40                        |
| 898 Housing Auth - LOW/MOD CAPITAL PROJECTS                      | (983,103.02)                        |
| <b>Grand Total:</b>                                              | <b><u>125,297,370.39</u></b>        |
| <br><b>Reconciling Items:</b>                                    |                                     |
| Deposit intransit                                                | (101,209.06)                        |
| Accounts Payable Outstanding checks and wires                    | 577,562.33                          |
| Payroll Account Outstanding checks                               | 65,507.16                           |
| Worker's Compensation outstanding checks and adjustments-net     | 74,564.48                           |
| (Gain)/loss, fees on investment-US, Union Bank and Citizens bank | 563,604.86                          |
| 2012 Electric Bond                                               | (376.05)                            |
| 2017 Water Bond                                                  | (607,204.47)                        |
| 2000 Wastewater Bond                                             | (393.56)                            |
| Successor Agency-Tax Allocation Refunding Bond                   | (7.69)                              |
| Petty cash not reflected in this report                          | 5,000.00                            |
| March timing difference (including rounding of \$.98)            | (104,336.39)                        |
| <b>Total per Treasurer's Report</b>                              | <b><u><u>125,770,082.00</u></u></b> |

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## STAFF REPORT

DATE: MAY 15, 2018  
 TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS  
 FROM: BILL SMITH, CITY MANAGER  
 PREPARED BY: CARLOS CAMPOS, CITY ATTORNEY  
 SUBJECT: RE-ADOPTION OF THE MANUAL OF PROCEDURE (“MOP”)

### RECOMMENDED ACTION

It is recommended that the City Council re-adopt by Resolution No. R-41-18 the City Council Manual of Procedure previously adopted on April 17, 2018.

### BACKGROUND/ISSUES

On April 17, 2018, the City Council adopted a revised Manuel of Procedure (“MOP”). This action remains valid. However, because previous revisions to the MOP have been adopted by resolution, for consistency purposes City Staff is recommending that the MOP adopted on April 17, 2018 be brought back to the City Council for re-adoption by resolution. The attached MOP is unchanged from the version that was approved on April 17, 2018.

### FISCAL IMPACTS

There is no anticipated fiscal impact as a result of this item.

### ALTERNATIVES

1. Provide alternative direction to staff.

### ATTACHMENT

1. Resolution No. R-41-18
2. Manual of Procedure (MOP)

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**RESOLUTION NO. R-41-18**

**A RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF COLTON, RE-ADOPTING A REVISED CITY  
COUNCIL MANUAL OF PROCEDURE AND  
RESCINDING ALL PRIOR RESOLUTIONS RELATED  
THERETO**

**WHEREAS**, the City Council conducts its meetings in accordance with its Manual of Procedure ("MOP") and applicable state law, including, but not limited to, the Ralph M. Brown Act (Government Code Section 54950 et seq.); and

**WHEREAS**, the City Council adopted the MOP in its entirety on December 16, 1986, pursuant to Resolution No. R-185-86; and

**WHEREAS**, the City Council subsequently adopted minor amendments to the MOP, pursuant to duly adopted resolutions, such as R-98-96 and R-29-95; and

**WHEREAS**, the City Council last updated and re-adopted the MOP in its entirety on November 20, 2007, pursuant to Resolution No. R-150-07; and

**WHEREAS**, the City Council last updated and re-adopted the MOP in its entirety on December 2, 2014, pursuant to Resolution No. R-03-15; and

**WHEREAS**, the City Council has determined that the MOP should be updated and re-adopted in its entirety.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COLTON  
DOES HEREBY RESOLVE AS FOLLOWS:**

**SECTION 1.** The MOP dated April 17, 2018 and adopted on the same date is hereby re-adopted by this Resolution.

**SECTION 2.** All prior resolutions and actions adopted or taken with respect to the MOP, including, but not limited to, Resolutions R-185-86, R-98-96, R-29-95, R-150-07, R-03-15 are hereby rescinded.

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**SECTION 3.** The City Clerk shall certify to the adoption of this Resolution.

**SECTION 4.** This Resolution shall become effective immediately upon its adoption.

**PASSED, APPROVED AND ADOPTED** this 15th day of May, 2018.

\_\_\_\_\_  
RICHARD A. DELAROSA, Mayor

ATTEST:

\_\_\_\_\_  
CAROLINA R. PADILLA, City Clerk

# CITY COUNCIL MEETINGS

## MANUAL OF PROCEDURE

### CITY OF COLTON

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**A. OVERVIEW/PRINCIPLES/STANDARDS**

**A-1 CITY COUNCIL ACTS AS A BODY**

One of the fundamental tenets of city governance is recognizing that the City Council acts as a body. No individual Councilmember has extraordinary powers beyond those of other members. Although the Mayor and the Mayor Pro Tempore (“Pro Tem”) have additional ceremonial, parliamentary and administrative responsibilities, with respect to voting and the establishment of policy, all members are equal.

**A-2 POLICY ROLE OF CITY COUNCIL & COUNCILMEMBERS**

Councilmembers should respect and adhere to the Council-Manager structure of the Colton City government. In this structure, the City Council determines the policies of the City with the advice, information and analysis provided by the public, boards and commissions, and City staff. Councilmembers shall not interfere with the administrative functions of the City or the professional duties of City staff, nor shall they impair the ability of staff to implement Council policy decisions.

**B. MEETINGS**

**B-1 REGULAR MEETINGS**

The City Council shall hold regular meetings on the first and third Tuesday of each month. The closed session portion of the meeting shall begin at five p.m. in the Council Chambers of City Hall (650 North La Cadena Drive, Colton) or at such other place within the City limits to which said meeting may be adjourned, and then recess to a secure location. The open session portion of the meeting shall begin at six p.m. in the Council Chambers or at such other place within the City limits to which said meeting may be adjourned. If by reason of fire, flood, or other emergency, it is unsafe to meet in the City Hall, the meetings may be held for the duration of the emergency at such other place designated by the Mayor or, in the absence of the Mayor, by the Mayor Pro Tempore, or in the absence of the Mayor Pro Tempore, by a majority of the entire City Council. When the day for any regular meeting falls on a legal holiday, no meeting shall be held, but a regular meeting shall be held at the same hour on the following business day.

B-2 ADJOURNED MEETINGS

Any meetings may be adjourned to a certain time, place and date in accordance with Section 54955 and any other applicable sections of the Ralph M. Brown Act (Government Code Section 54950 et seq.) ("Brown Act"), but not beyond the next regular meeting. Once adjourned, the meeting may not be reconvened.

B-3 SPECIAL MEETINGS

Special meetings may be called at any time by the Mayor, or by a majority of the entire City Council, in accordance with Section 54956 and any other applicable sections of the Brown Act.

B-4 EMERGENCY MEETINGS

Emergency meetings may be called only in those rare instances authorized in accordance with Section 54956.5 and any other applicable sections of the Brown Act.

B-5 MEETINGS TO BE PUBLIC

All regular, adjourned, special, emergency and any other meetings of the City Council shall be held in public, except as provided for in accordance with the Brown Act.

B-6 CLOSED SESSIONS

The City Council may hold closed sessions from which the public may be excluded for the consideration of certain subjects in accordance with any applicable sections of the Brown Act and any other applicable state or federal laws, rules or regulations. For instance, see Sections 54956.7, 54956.8, 54956.9, 54956.95, 54957, 54957.6, 54957.8, 54956.86, 54956.96 and 54956.75 of the Brown Act, as well as Government Code Sections 37606 and 37624.3 and Health and Safety Code Sections 1461, 32106 and 32155. The City Council and its legal counsel shall comply with all procedural requirements prior to holding any closed session, as prescribed in Sections 54954.5, 54957.7 and any other applicable sections of the Brown Act. The City Council shall comply with all requirements relating to the public report of any action taken in closed session, as provided in Section 54957.1 and any other applicable sections of the Brown Act.

B-7 ATTENDANCE

Councilmembers are expected to attend all meetings of the City Council. In accordance with Government Code Section 36513, if a Councilmember is absent without notice from all regular City Council meetings for sixty (60) consecutive days from the last regular meeting they attend, their office becomes vacant and shall be filled as any other vacancy. Councilmembers shall notify the Mayor, City Manager and/or City Clerk if they are going to be absent from a regular meeting, and the Presiding Officer shall note such excused absence for the record.

B-8 QUORUM

Four members of the Council shall constitute a quorum and shall be sufficient to transact regular business. If less than four Councilmembers appear at a meeting, the meeting shall be adjourned as provided in Section 54955 and any other applicable sections of the Brown Act. If all members are absent, the City Clerk may adjourn the meeting in such situation.

B-9 TIME LIMITS FOR CITY COUNCIL MEETINGS; MANDATORY TIME OF ADJOURNMENT

No City Council meeting shall extend beyond 10:30 p.m. unless the City Council, by a two-thirds vote of all Councilmembers present, elects to extend the meeting to complete a matter under discussion at the mandatory time for adjournment. No new matter shall begin after 10:30 p.m. without the unanimous consent of the Councilmembers present. Any matter on the agenda not addressed prior to the mandatory time of adjournment shall be carried over to the next regular, adjourned or special meeting of the City Council. As discussed in Section B-3 below, the City Council may establish similar time limits for special and emergency meetings, even if they begin earlier in the day than regular meetings.

C. **AGENDA**

C-1 **AGENDA PREPARATION – AUTHORITY TO PLACE ITEMS ON AGENDA**

An agenda shall be prepared for each regular meeting in accordance with Section 54954 and any other applicable sections of the Brown Act. The agenda shall contain the specific items of business to be transacted and the order thereof. Items of business to be heard in public may be placed on the agenda by any Councilmember, the City Manager, the City Attorney or the City Clerk. The City Clerk prefers that such requests be submitted on or before 4:00 p.m. on the Tuesday one week prior to the regular meeting. Items of business to be heard in closed session may be submitted by any Councilmember, the City Manager or the City Clerk to the City Attorney or Risk Manager for review for compliance with the provisions of the Brown Act, and the City Attorney or Risk Manager shall place such items that comply with those provisions on the closed session agenda. Notwithstanding the foregoing, however, items of business relating to personnel matters involving performance review or discipline, dismissal or release of specific City employees shall only be placed on the closed session agenda at the direction of the City Manager or upon the request of three Councilmembers through the City Clerk.

C-2 **AGENDA PREPARATION – PROCESS AND DISTRIBUTION TO CITY COUNCIL**

Agenda items shall be delivered to the City Clerk pursuant to Administrative Policy 1.01.010. The Clerk shall thereafter prepare the agenda under the direction of the City Manager. Each item of business to be transacted or discussed on the agenda shall be adequately described in accordance with the Brown Act, and shall contain the specific action requested to be taken by the Council. The agenda, together with all reports pertaining thereto, shall be delivered to the Councilmembers at 4:00 p.m., or soon thereafter, on the Thursday preceding the regular meeting. Each Councilmember may direct the method by which the agenda packet shall be delivered to them. The agenda shall be made available to the public as soon as practicable, but no later than the time provided for in Section 54954.2 and any other applicable sections of the Brown Act (currently, 72 hours before the regular meeting). No matters other than those listed on the posted agenda shall be acted upon by the Council, except as provided for in Section B-5 below and applicable sections of the Brown Act.

C-3 AGENDAS FOR SPECIAL OR EMERGENCY MEETINGS

An agenda or notice shall be prepared for each special or emergency meeting in accordance with Sections 54956, 54956.5 and any other applicable sections of the Brown Act. Each agenda shall contain a discussion item allowing the City Council to establish a time after which time limits similar to those provided for in Section A-9 above shall apply.

C-4 AGENDA POSTING AND MAILING TO PUBLIC

Meeting agendas and/or notices shall be posted in the glass enclosed Bulletin Board at City Hall, 650 North La Cadena Drive, Colton, as well as any other location designated by the City Council, City Manager or City Clerk. The City Clerk, or his/her designee, shall accomplish the City Council agenda posting requirements. The City Clerk shall maintain a file of certificates certifying to the agenda posting. Upon payment of the applicable fee, any person may make a written request for and receive a copy of the agenda or a copy of the agenda packet by mail in accordance with Section 54954.1 and any other applicable sections of the Brown Act.

C-5 AGENDA ITEMS AND ACTIONS

(A) CALL TO ORDER; ROLL; ORDER OF ACTION. At the time set for each regular meeting, the Council, City Clerk, City Manager, City Attorney and such department heads as have been requested by the City Manager to be present, shall take their regular places in the meeting room. The Presiding Officer shall call the meeting to order, note for the City Clerk those Councilmembers who are present and absent, and the business of the Council shall be taken up for consideration and disposition in the order set forth in Section B-8. However, items may be taken out of order with the consent of the majority of the Council.

(B) ITEMS ON AGENDA. No matters other than those listed on the posted agenda shall be discussed or acted upon by the Council, except as provided for in Sections 54954.2, 54956.5 and any other applicable sections of the Brown Act.

(C) CERTAIN BRIEF COMMENTS & DIRECTIONS ALLOWED. Councilmembers and/or staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights under Sections 54954.2, 54954.3 and other applicable sections of the Brown Act. In addition, on their own initiative, or in

response to questions posed by members of the public, Councilmembers and/or staff may ask a question for clarification, provide a reference to Staff or other resources for factual information, or request Staff to report back to the Council at a subsequent meeting concerning any matter, in accordance with Sections 54954.2, 54954.3 and other applicable sections of the Brown Act. Furthermore, a Councilmember, or the entire Council, may take action to direct staff to place a matter of business on a future agenda.

C-6 AGENDA CONTENTS

- (A) BRIEF GENERAL DESCRIPTIONS. The agenda must contain a brief general description of business to be transacted or discussed at the meeting, as well as the time and location of the meeting, in accordance with Section 54954.2 and any other applicable sections of the Brown Act.
- (B) CLOSED SESSION DESCRIPTIONS. Closed Session Agenda Items must be described in accordance with Section 54954.5 and any other applicable sections of the Brown Act.
- (C) AVAILABILITY OF STAFF REPORTS. The agenda shall contain a statement that copies of staff reports or other written documents relating to each item referred to on the Agenda are on file in the office of the City Clerk and are available for public inspection (including via the City's website).
- (D) QUESTIONS FOR CITY CLERK. The agenda shall also contain a notation that any person having questions concerning any item on the agenda may call the City Clerk to inquire about the nature of the items described on the agenda. The City Clerk shall direct inquiries to the appropriate office.

C-7 PUBLIC COMMENT OPPORTUNITY ON AGENDA

Every agenda for regular meetings must provide an opportunity for members of the public to directly address the Council on any item of interest to the public, before or during the time the Council takes up the item for consideration (if it is on the agenda), as provided for in Section 54954.3 and any other applicable section of the Brown Act. For items on closed session, members of the public must be present to address the Council before the Council recesses into closed session. (See also Section D (Addressing the Council) below.)

C-8 ORDER OF BUSINESS

The Agenda shall be conducted in the order and manner set forth below:

- (A) CLOSED SESSION. If needed, the Council will discuss items in closed session as provided for in the Brown Act.
- (B) INVOCATION AND FLAG SALUTE. The Presiding Officer shall provide for an invocation whenever practicable. Following the invocation, if any, the Presiding Officer shall also provide someone to lead the group in the Pledge of Allegiance.
- (C) ROLL CALL. The city clerk shall call the roll of the councilmembers or note those who are present, and the names of those present shall be entered in the minutes.
- (D) CEREMONIAL MATTERS. Presentations, Awards and Proclamations, which cannot be given as part of the Consent Calendar, are given under this item. No more than three (3) such items shall be included on an agenda, and all items shall be submitted to the City Clerk's Office not less than two (2) weeks prior to the meeting date. Exceptions must be approved by three (3) Council Members. Business recognition, to be presented by a Council Member, shall occur not more than once per month. All Ceremonial Matters shall be limited to five (5) minutes in duration. All presentations which require audio/visual equipment should be submitted to the City Manager's Office at least 24 hours prior to the meeting.

- (E) MAYOR AND CITY COUNCIL ITEMS. The Council shall consider all items of individual Councilmembers regarding any proper matter of municipal business appearing on the posted Agenda, including, but not limited to: gift disclosures pursuant to CMC Section 2.04.030, oral reports required by AB 1234 (GC Section 53232.3) and appointments to City, regional or other boards, committees and commissions. Any such actions shall be subject to the provisions of Sections B-1 through B-3 above.
- (F) CITY TREASURER'S REPORTS. The City Treasurer shall present any reports he may have, which shall be considered for receipt and filing by the City Council. At the discretion of the City Council and/or City Treasurer, this report may be included as part of the Consent Calendar.
- (G) PUBLIC HEARINGS. The Council shall conduct all public hearings in accordance with Section K below.
- (H) BUSINESS ITEMS. The Council shall consider business items or items continued from prior meetings which are not subject to a public hearing.
- (I) PUBLIC COMMENT. The Presiding Officer shall announce commencement of the Public Comment period. Public Comment shall be subject to Sections E-1 through E-5.
- (J) CONSENT CALENDAR. All matters listed under the Consent Calendar are considered by the Council to be routine and will all be enacted by one motion. There will be no separate discussion of these items prior to the time the Council votes on the motion, unless councilmembers, staff or the public request specific items be discussed and/or removed for separate discussions or action. Approval of Minutes and Warrants will routinely appear on the Consent Calendar.
- (K) MAYOR AND COUNCIL ORAL REPORTS AND COMMENTS. This is the time for the City Council to give brief oral reports on items of interest to them, including events they have attended or items they wish to have addressed in the future. No discussion or action shall be taken on any such item, unless they are specifically listed for such purpose.

- (L) ADJOURNMENT. The meeting shall be adjourned after a motion to adjourn has been made and carried.

C-9 REVIEW OF AGENDA MATERIALS

- (A) REVIEW PRIOR TO MEETINGS. City Councilmembers shall read and/or otherwise familiarize themselves with each agenda and supporting documentation prior to the meeting.
- (B) PRIOR CLARIFICATION OF AGENDA MATERIALS. City Councilmembers should request answers to questions on agenda items from the City Manager, City Attorney, City Clerk, or Department Directors prior to the meeting at which they are to be discussed. This allows the presiding officer to move the agenda forward in a timely and efficient manner.
- (C) AVOID UNFAIR SURPRISE. City Councilmembers should advise the City Manager prior to the meeting of issues or questions that they intend to bring up during the meeting. This refers to issues or questions that City staff would not normally anticipate or have researched prior to the meeting.

D. PRESIDING OFFICER

D-1 MAYOR TO PRESIDE

The Mayor shall be the Presiding Officer at all meetings of the City Council. In the absence of the Mayor, the Mayor Pro-Tempore shall preside. In the absence of both the Mayor and Mayor Pro Tempore, the City Clerk shall call the Council to order, whereupon a temporary Presiding Officer shall be elected by the Councilmembers present to serve until the arrival of the Mayor or Mayor Pro Tempore or until adjournment.

D-2 POWERS & DUTIES OF PRESIDING OFFICER

- (A) PARTICIPATION. The Presiding Officer may move, second, debate, and vote. The Presiding Officer shall not be deprived of any of the rights and privileges of a Council member by reason of acting as Presiding Officer.
- (B) RESTATING OF THE QUESTION. The Presiding Officer, or such member of the City Staff as he or she may designate, may verbally restate each motion immediately

prior to calling for the vote. Following the vote, the City Clerk shall announce whether the question carried or was defeated. The Presiding Officer, in his or her discretion, may publicly explain the effect of a vote for the audience, or may direct a member of the City staff to do so, before proceeding to the next item of business.

- (C) MAINTAINING ORDER AND DECORUM. The Presiding Officer shall be responsible for maintaining order and decorum at all meetings. The Presiding Officer shall also decide all questions of order subject, however, to an appeal to the Council.
- (D) SIGNING OF DOCUMENTS. The Presiding Officer shall sign all ordinances, resolutions, and other documents requiring the Presiding Officer's signature adopted in his or her presence, unless he or she is unavailable. If the Presiding Officer is unavailable, the alternate Presiding Officer may sign such documents.
- (E) APPOINTMENTS OF COMMITTEES. The City Council may appoint such ad-hoc committees of Councilmembers, City staff and private citizens, or a combination thereof, as the City Council deems necessary and expedient to assist and advise the Council in its work.

**E. ADDRESSING THE COUNCIL**

**E-1 WRITTEN CORRESPONDENCE**

- (A) CITY MANAGER ATTENTION. The City Manager is authorized to receive and open all mail addressed to the City Council, and he shall give it immediate attention in order that all administrative business not necessarily requiring Council action may be addressed between Council meetings. All communications and any action taken pursuant thereto shall be reported to the City Council.
- (B) REQUIRED COUNCIL ACTION. Any communications requiring Council action shall be placed upon the agenda for the next regular meeting, together with a report and recommendation by the City Staff. All correspondence shall be answered or acknowledged as soon as possible.

E-2 RIGHT TO ADDRESS COUNCIL AT MEETING

- (A) AGENDA & NON-AGENDA ITEMS. Subject to the provisions of Sections D-3, D-4 and D-5, any interested member of the public shall have the right to address the Council on items within the subject matter jurisdiction of the Council, in accordance with Section 54954.3 and any other applicable sections of the Brown Act. If an item is on the agenda, the person shall have the right to address the Council before the Council's consideration of that item. For items on closed session, members of the public must be present to address the Council before the Council recesses into closed session. For items not on the agenda, the person shall have the right to address the Council only during the "Public Comment" portion of the agenda.
- (B) SPEAKER CARDS. Persons wishing to address the Council are requested to fill out a speaker card and submit it to the City Clerk. The City Clerk shall make speaker cards available to the public in the meeting room. For agenda items, the speaker cards may include a request to indicate whether the speaker is in favor, opposition or neither. The City Clerk shall assure that there is a sufficient amount of speaker cards available in the Council Chambers and that all of them are the same color for uniformity.

E-3 MANNER OF ADDRESSING COUNCIL.

Any person desiring to address the Council shall stand and wait to be recognized by the Presiding Officer. The Presiding Officer may determine any fair and reasonable manner in which to recognize speakers. After being recognized by the Presiding Officer, the person should state his or her name and address for the record, and proceed to address the Council. All remarks and questions shall be addressed to the Council as a whole and not to any particular member. No individual Councilmember or member of the City staff shall be questioned without first obtaining permission from the Presiding Officer.

E-4 TIME LIMITATION

- (A) PUBLIC COMMENT PERIOD. Every person addressing the Council on an item not on the agenda ("Public Comment" period) shall limit his or her address to three (3) minutes, unless further time is granted by the Presiding Officer. If the Presiding Officer determines it to be necessary in the interests of time and the ability of the Council to consider all items on its agenda, the Presiding Officer may do any one or more of the

following: (1) require that one or more – in the discretion of the Presiding Officer - spokespersons be chosen to represent the group so as to avoid repetitive comments; (2) choose to limit the overall time for the "Public Comment" period; or (3) reduce the five (5) minutes given to each individual. Speakers shall not be allowed to yield or give their allotted time to other speakers.

- (B) AGENDA ITEMS (INCLUDING PUBLIC HEARINGS). Every person addressing the Council on an item on the agenda shall limit his or her address to three (3) minutes, unless further time is granted by the Presiding Officer; provided, however, that for public hearing agenda items, the applicant shall be provided with at least five (5) minutes and may, in the determination of the Presiding Officer, be asked to respond to or address comments made by members of the public. If the Presiding Officer determines it to be necessary in the interests of time and the ability of the Council to consider all items on its agenda, the Presiding Officer may do any one or more of the following: (1) require that one or more – in the discretion of the Presiding Officer - spokespersons be chosen to represent the group so as to avoid repetitive comments; (2) choose to limit the overall time for public comments or the overall time given to those persons speaking in support and in opposition to the item,; or (3) reduce the three (3) minutes given to each individual. Speakers shall not be allowed to yield or give their allotted time to other speakers.

E-5 IMPROPER REMARKS

Any person making impertinent, slanderous, or profane remarks, or who becomes unruly while addressing the Council, shall be called to order by the Presiding Officer. If such conduct continues and willfully disrupts the meeting, the Presiding Officer may, in accordance with Section 54957.9 and any other applicable sections of the Brown Act or other federal or state laws, rules or regulations, order him or her removed from the meeting room or order the room cleared. Public criticism of City policies, procedures, programs or services or acts or omission of the Council shall not be deemed improper.

E-6 CHALLENGING UNLAWFUL ACTIONS; LITIGATION

Pursuant to Sections 54960 and 54960.1 of the Brown Act and any other applicable law, any interested person may file litigation to obtain a determination as to whether an action taken by the City Council is null and void as having been taken in violation of the Brown Act.

F. DEBATE AND DECORUM

Roberts Rules of Order is used by the City Council for guidance only, and shall not be strictly applied.

F-1 GETTING THE FLOOR

Councilmembers wishing to speak shall first address the Presiding Officer and gain recognition by him or her before getting the floor. Councilmembers shall confine themselves to the question under debate.

F-2 QUESTIONS TO STAFF

Councilmembers wishing to question the City Staff may, after recognition by the Presiding Officer, address questions to the City Manager, the City Clerk, or the City Attorney. The City Manager is entitled either to answer the inquiry or direct the question to the appropriate staff member for an answer.

F-3 INTERRUPTIONS

A Councilmember, once recognized, shall not be interrupted when speaking unless called to order by the Presiding Officer, a point of order or personal privilege is raised by another Councilmember, or the speaker chooses to yield to a question by another Councilmember. If a Councilmember, while speaking, is called to order, the member shall cease speaking until the question of order is determined. If the question is determined to be in order, the Councilmember may continue speaking on the question. After recognition by the Presiding Officer, City Staff shall hold the floor until completion of their remarks, unless recognition is withdrawn by the Presiding Officer.

F-4 POINTS OF ORDER

The Presiding Officer shall determine all points of order subject to the right of any Councilmember to appeal such determination to the Council. The Presiding Officer may

request the opinion of the City Attorney in making such determination. If an appeal is taken, the question shall be: "Shall the decision of the Presiding Officer be sustained?" The Council's decision on this matter shall conclusively determine such question of order.

F-5 POINT OF PERSONAL PRIVILEGE

The right of a Councilmember to address the Council on a question of personal privilege shall be limited to cases in which their integrity, character or motives are questioned or where the welfare of the Council is concerned. A Councilmember raising a point of personal privilege may interrupt another Councilmember who has the floor. The Presiding Officer has the power to call the Council-member out of order.

F-6 REMARKS OF COUNCILMEMBERS AND SYNOPSIS OF DEBATE

Any Councilmember shall have the right of having an abstract of their statement and/or synopsis of the debate on any subject under consideration by the Council entered in the minutes. Such right shall be exercised by specific direction to the City Clerk at the Council meeting.

F-7 DECORUM AND ORDER - COUNCIL AND CITY STAFF

(A) GENERAL RULES OF DECORUM. While the Council is in session, the Councilmembers and City Staff shall preserve order and decorum. A Councilmember or Staff shall not interrupt, otherwise delay the proceedings or the peace of the Council, or disturb any member while speaking. A Councilmember or City Staff shall not refuse to obey the directives of the Presiding Officer. If any Councilmember or City Staff violate these rules of decorum in a manner which willfully disrupts the meeting, the Presiding Officer may, in accordance with Section 54957.9 and any other applicable sections of the Brown Act or other federal or state laws, rules or regulations, direct the Sergeant-at-Arms to clear the room or remove such offenders from the room.

F-8 DECORUM AND ORDER - MEMBERS OF THE PUBLIC

(A) GENERAL RULES OF DECORUM. Public members attending Council meetings shall observe the same rules of order and decorum applicable to the Council and Staff. The Presiding Officer may, in accordance with Section 54957.9 and any other applicable sections of the Brown Act or other federal or state laws, rules or regulations, direct the Sergeant-at-Arms to clear the room or remove any person making impertinent

and slanderous remarks that willfully disrupt the meeting or any person who becomes unruly while addressing the Council in such a manner that willfully disrupts the meeting. Such person may be barred from the remainder of the Council meeting.

- (B) EXAMPLES OF POTENTIALLY DISRUPTIVE ACTIONS. Unauthorized remarks from the audience, stamping of feet, whistles, yells, and similar demonstrations that willfully disrupt the meeting shall not be permitted. The Presiding Officer may, in accordance with Section 54957.9 and any other applicable sections of the Brown Act or other federal or state laws, rules or regulations, direct the Sergeant-at-Arms to clear the room or remove such offenders from the room. Aggravated cases may be prosecuted by appropriate complaint signed by the Presiding Officer or a Councilmember.

F-9 ENFORCEMENT OF DECORUM

The Chief of Police, or such member of the Police Department as he may designate, shall be the Sergeant-at-Arms of the City Council and shall attend meetings at the request of the Presiding Officer, City Manager or City Council. He shall be available to attend all meetings immediately upon call. He shall carry out all orders given by the Presiding Officer or Council to maintain order and decorum at the Council meetings. Any Councilmember may move to require the Sergeant-at-Arms to enforce the rules and the affirmative vote of a majority of the Councilmembers present shall require him to do so.

F-10 FAILURE TO OBSERVE RULES OF ORDER

Rules adopted to expedite the transaction of the business of the Council in an orderly fashion are deemed to be procedural only and the failure to strictly observe such rules shall not affect the authority of the Council or invalidate any action taken at a meeting that otherwise conforms with the law.

**G. MOTIONS**

G-1 PRESENTATION OF MOTIONS

- (A) DEFINITION. A motion is the formal statement of a proposal or question to the Council for consideration and action.
  
- (B) RIGHT TO MAKE A MOTION. Every Councilmember has the right to present a motion, provided they have first been formally recognized by the Presiding Officer.

G-2 PROCESSING OF MOTIONS

When a motion is made and seconded, it shall be restated by the Presiding Officer before debate. A motion may not be withdrawn by the mover without the consent of the member seconding it and the approval of the Council.

G-3 PRECEDENCE OF MOTIONS

- (A) GENERAL ORDER OF PRIORITY. When a main motion is before the Council, no motion shall be entertained except the following, which shall have priority in the order listed below:

- (1) Adjourn
- (2) Recess
- (3) Postpone temporarily or definitely (table)
- (4) Previous question
- (5) Limit or extend debate
- (6) Refer to committee or staff
- (7) Amend
- (8) Postpone indefinitely

- (B) RESTRICTIONS. The above order of priority is subject to the following restrictions:

- (1) A motion shall not be repeated without intervening business or discussion.
- (2) A motion shall not be in order when the previous question has been ordered.
- (3) A motion shall not be in order while a vote is being taken.
- (4) The Presiding Officer may allow informal recognition of any Councilmember or staff at anytime, and such shall not be considered to be out-of-order.

G-4 PARTICULAR MOTIONS, PURPOSE AND CRITERIA

The purpose and relevant criteria of the motions listed above are as follows:

(A) MOTION TO ADJOURN

- (1) Purpose. To close a meeting.
- (2) Debatable or Amendable. Generally, No. However, a motion to adjourn to another time is debatable and amendable as to the time to which the meeting is to be adjourned.

(B) MOTION TO RECESS

- (1) Purpose. To permit an interlude in the meeting and to set a definite time for continuing the meeting.
- (2) Debatable or Amendable. Yes. However, duration of recess may be restricted.

(C) MOTION TO POSTPONE TEMPORARILY

- (1) Purpose. To temporarily set aside a pending main motion provided that it may be taken up again for consideration during the current meeting or at the next regular meeting. It is also referred to as a motion to lay on the table.
- (2) Debatable or Amendable. It is debatable, but not amendable.

(D) MOTION FOR PREVIOUS QUESTION (“CALL FOR THE QUESTION”)

- (1) Purpose. To prevent or stop discussion on the pending question and to bring such question to vote immediately. The motion must be seconded and approved by a majority of the City Council present. If the motion fails, discussion shall continue. If the motion passes, a vote shall be taken on the pending motion.
- (2) Procedure. The maker of the motion shall state “Motion to call for the previous question.” The presiding officer shall then immediately seek a second for the motion. If no second is obtained, discussion may continue. If a second is obtained, a vote is taken immediately.
- (3) Debatable or Amendable. No.

(E) MOTION TO LIMIT OR EXTEND DEBATE

- (1) Purpose. To limit or determine the time that will be devoted to discussion of a pending motion or to extend or remove limitations already imposed on its discussion.
- (2) Debatable or Amendable. This motion is not debatable. Amendments are restricted to period of time of the proposed limit or extension.

(F) MOTION TO REFER TO COMMISSION OR STAFF

- (1) Purpose. To refer the question before the Council to a commission or to the City Staff for the purpose of investigating or studying the proposal and to make a report back to the Council. If the motion fails, discussion or vote on the question resumes.
- (2) Debatable or Amendable. Yes.

(G) AMEND

- (1) Purpose. To modify or change a motion that is being considered by the Council so that it will express more satisfactorily the will of the members. If the motion fails, discussion or vote on the main motion resumes. If the motion passes, then the main motion should be voted on as amended.
- (2) Debatable or Amendable. It is debatable unless applied to a main motion that is not debatable. It is amendable.

(H) POSTPONE INDEFINITELY

- (1) Purpose. To prevent further discussion and voting on the main motion. If the motion fails, discussion and voting on the main motion resumes. If it passes, the subject of main motion resumes. If it passes, the subject of main motion shall not be brought up again for the remainder of the meeting or the next regular meeting.
- (2) Debatable or Amendable. It is debatable but not amendable.

(I) MAIN MOTION

- (1) Purpose. The primary proposal or question before the Council for discussion and decision.
- (2) Debatable or Amendable. Yes.

## H. VOTING

### H-1 VOTING PROCEDURE

- (A) VOICE OR ROLL CALL VOTE. When any motion is in order for the question, a vote thereon shall be taken by electronic vote, voice or roll call and entered into the record. Motions may be passed by a simple majority of the members present at a properly called meeting (3 votes sufficient if only 4 members present), except those motions on actions required by law to be adopted by a higher number of Councilmembers.
- (B) ROLL CALL VOTE. A roll call vote shall be used for the enactments listed above. All other motions shall not require a roll call vote unless demanded by a Councilmember. It shall not be in order for members to explain their vote during the roll call.

### H-2 CHANGE OF VOTE

A member may change his vote only if he makes a timely request to do so immediately following the announcement of the vote by the City Clerk and prior to the time that the next item in the order of business is taken up.

### H-3 FAILURE TO VOTE

Every member should vote unless disqualified for cause accepted either by vote of the Council or by opinion of the City Attorney. Self-disqualification, without approval, which results in a tie vote shall be viewed as thwarting Council action. However, no Councilmember shall be forced to vote. A Councilmember who abstains shall in effect consent that a majority of the quorum may act for him. Tie votes shall be lost motions and matters may be reconsidered upon the making of a motion to reconsider.

### H-4 CONFLICT OF INTEREST

Any Councilmember who has a financial interest which requires disqualification under applicable law, including Government Code Section 1090 et seq. or the Political Reform Act, shall disclose said interest and disqualify himself or herself in accordance with applicable law. Where it is not clear whether such interest is of a disqualifying nature, the Councilmember shall confer with the City Attorney in advance of the meeting. The Councilmember shall confer with

the City Attorney in sufficient time to seek research and guidance from the City Attorney, Attorney General or Fair Political Practices Commission, as necessary under the law.

H-5 RECONSIDERATION AND RESCISSION OF PRIOR ACTION

After motion and vote by the Council, such action may be reconsidered or rescinded in the following manners:

- (A) RECONSIDERATION. A motion to set aside a vote or reconsider a main motion shall always be in order at the same meeting. The motion to reconsider is amendable and debatable. Such motion can be made by a Councilmember regardless of how he previously voted on the matter. If the motion to reconsider passes, the prior action is overruled and canceled.
- (B) RESCISSION. A motion to rescind repeal, cancel, or nullify prior Council action on a main motion shall be in order at any meeting of the Council. The effect of rescinding prior Council action shall operate prospectively only and not retroactively to the date of the original action. That is, it shall not operate to adversely affect intervening legal rights which create an estoppel situation.
- (C) LOST MOTIONS. A lost motion is one that fails to receive the necessary number of votes to carry the motion. Tie votes result in a lost motion. Lost motions may be renewed at any subsequent Council meeting. To revive a lost motion at the same meeting, the proper action is a motion to reconsider, discussed above.

I. MINUTES

I-1 PREPARATION OF MINUTES

The minutes shall consist of a clear and concise statement of each and every Council action including the motions made and the vote thereon. Reasons for making a motion, or voting, Council debate and audience reaction are generally irrelevant for purposes of the minutes. Such items may be included if considered to be particularly relevant or otherwise necessary by the City Clerk in the first instance and by the Council in the final instance. The City Clerk shall have exclusive responsibility for preparation of the minutes and any directions for changes in the minutes shall be made only by action of the City Council.

I-2 MINUTES OF HEARINGS

Whenever the Council acts in a quasi judicial proceeding, such as hearings as defined in Section J-1, the minutes shall contain a synopsis of all evidence considered in the hearing, including statements of persons addressing the Council.

I-3 READING OF MINUTES

Unless the reading of the minutes of a Council meeting is ordered by a majority vote of the Council, such minutes may be approved without reading if the City Clerk has previously furnished each Councilmember with a copy.

**J. ORDINANCES, RESOLUTIONS AND CONTRACTS**

J-1 PREPARATION OF ORDINANCES, RESOLUTIONS AND CONTRACTS

(A) ORDINANCES. All ordinances shall be prepared by the City Attorney and shall be presented to the Council only when ordered by a majority of the Council, requested by the Mayor, City Manager or prepared by the City Attorney on his own initiative.

(B) RESOLUTIONS. It shall be considered best practice to have all resolutions prepared or approved by the City Attorney. However, resolutions may be prepared for submission by an individual, group or organization. In matters of urgency, a resolution may be presented verbally in motion form together with instructions for written preparation for later execution. Urgency resolutions shall be avoided except when absolutely necessary and shall be avoided entirely when such resolutions are not required by law.

(C) CONTRACTS. All contracts shall be prepared or approved by the City Attorney, and shall be presented to Council only when ordered by the Council, or submitted by the Mayor, City Manager or City Attorney.

J-2 PRIOR APPROVAL BY ADMINISTRATIVE STAFF

All ordinances, resolutions and contract documents shall be approved as to form and legality by the City Attorney before presentation to the Council. Where there are substantive administrative matters involved, the City Manager or his authorized representative shall also examine and approve such ordinances, resolutions or contracts.

J-3 ENACTMENT OF ORDINANCES

- (A) INTRODUCTION. Ordinances shall be introduced for first reading by motion. When ordinances, other than urgency ordinances, are altered after introduction, they shall be passed only at a regular or adjourned regular meeting held at least 5 days after alteration. Corrections or typographical or clerical errors are not considered alterations.
- (B) ADOPTION. Ordinances shall be adopted by motion. Ordinances shall not be adopted within five (5) days of their introduction. Ordinances shall only be adopted at a regular or adjourned meeting.
- (C) READING. All ordinances shall be read in full either at the time of introduction or passage. However, further reading may be waived, after reading the title, by regular motion adopted by majority vote of the Councilmembers present.
- (D) URGENCY ORDINANCE. An urgency ordinance is an ordinance for the immediate preservation of the public peace, health or safety of the city, as provided for in applicable law. It may be passed immediately upon introduction and either at a regular or special meeting. The urgency ordinance must declare the facts constituting the urgency and it shall be passed by the number of affirmative votes required by applicable law.
- (E) PUBLICATION. Within 15 days after its adoption, the City Clerk shall cause each ordinance or a summary thereof to be published as required by applicable law.
- (F) EFFECTIVE DATE. Most ordinances take effect 30 days after their final passage. However, certain ordinances shall take effect immediately, as allowed by applicable law.

J-4 ADOPTION OF RESOLUTIONS

Resolutions may be adopted by motion on the date they are first presented to the Council. It is not required that resolutions be read, either in full or by title only.

**K. HEARINGS**

**K-1 APPLICATION AND DEFINITION**

The following procedural rules shall apply to all hearings before the City Council. As used here, the term "hearing" shall include all public hearings required by state law or city ordinance.

**K-2 RIGHTS OF INTERESTED PERSONS**

On the date and at the time and place designated in the notice, the Council shall afford any interested person and / or authorized representative, the opportunity to examine and cross examine witnesses, to present documentary evidence, to present statements, arguments, or contentions orally and/or in writing, subject to the rules on ADDRESSING THE COUNCIL, listed in Section D of this manual, and rules stated below.

**K-3 PRESENTATION OF EVIDENCE**

- (A) ORAL EVIDENCE. All oral statements which are relevant to the subject matter of the hearing may be considered by the Council. Oral evidence may be taken, on oath or affirmation, at the request of any interested party or his authorized representative.
- (B) EXHIBITS AND DOCUMENTS. Exhibits and documents used by the City Staff and any persons participating in the hearing may be considered as evidence.
- (C) COMMUNICATIONS AND PETITIONS. All communications and petitions concerning the subject matter of the hearing shall be read aloud either in full or by synopsis thereof, providing that a reading in full shall be provided at the request of any Councilmember. All such communications and petitions may be considered as evidence by the Council.
- (D) STAFF REPORTS. Whenever practicable, a written staff report shall be prepared and read or summarized orally as part of the staff presentation. Said report shall be considered as evidence.
- (E) LARGE MAPS AND DISPLAYS. Large size maps and displays presented for use at the hearing shall, whenever practicable, be displayed in full view of the participants and

the audience. Said maps or displays, or authentic reductions thereof, may be considered as evidence.

- (F) ADMISSIBLE EVIDENCE. The hearing need not be conducted according to technical rules relating to evidence and witnesses. Any relevant evidence shall be admitted if it is the sort of evidence on which responsible persons are accustomed to reply in the conduct of serious affairs, regardless of the existence of any common law or statutory rule which might make improper the admission of such evidence in civil actions. Hearsay evidence may be used for the purpose of supplementing or explaining other evidence, but shall not be sufficient in itself to support a decision, unless it would be admissible over objection in civil actions. The rules of privilege shall be effective to the extent that they are otherwise required by statute to be recognized at the hearing, and irrelevant and unduly repetitious evidence shall be excluded.

K-4 EVIDENCE OUTSIDE THE HEARING

Any evidence taken outside the council chambers such as field trips, views of the premises and discussion with individuals, shall not be considered by the Council in reaching its decision except under either of the following circumstances:

- (A) ADJOURNED MEETING. When, during the hearing, the meeting is adjourned to a date, place and time certain for the specific purpose of taking visual or demonstrative evidence such evidence may be considered; or
- (B) COUNCILMEMBER OBSERVATIONS & REPORTS. With the consent, either oral or written, of all interested persons, or their authorized representatives, appearing at the hearing, individual members of the Council may take visual or demonstrative evidence outside the council chambers, provided, that the hearing shall be continued to a date and time certain and, upon reconvening in chambers, each Councilmember shall orally report his observations of such outside evidence taken and shall be subject to examination thereon by any interested person or authorized representative.

K-5 CONTINUANCES

Any hearing being held, or noticed or ordered to be held by the Council may, by minute action, be continued to any subsequent regular or adjourned meeting of the Council, provided that if the hearing is continued to a time less than 24 hours after the time specified in the order or notice of hearing, a copy of the order or notice of continuance shall be posted outside the council chambers immediately following the meeting at which the order of continuance was made

K-6 DECISION

The Council shall consider all evidence properly presented in accordance with the rules stated in this manual. Unless otherwise provided by law, the Council shall render a decision or determination on the matter within forty (40) days of the close of the hearing. Said decision or determination shall be by motion made and action taken thereon at a regular or adjourned meeting of the Council. Any Councilmember who was not present during the entire hearing or who, in the opinion of the City Attorney should not discuss or vote on the matter, shall disqualify himself from discussion or voting on said matter.

K-7 RECORD OF HEARING

A verbatim mechanical (DVD) recording shall be made of the oral evidence presented at the hearing. Said recording, together with all documents, maps, exhibits and displays admitted into evidence, shall be retained by the City Clerk for a period of two (2) years from the date of the close of the hearing. In lieu of retaining said recording, the City Clerk may prepare a typewritten transcript thereof which shall also be retained for two (2) years. Said recording or transcript and evidentiary documents shall be made available for public inspection and use at reasonable times and under such reasonable conditions as may be prescribed by the City Clerk.

**L. GENERAL GUIDELINES**

L-1 CITY COUNCIL OFFICE – ADMINISTRATIVE SUPPORT

Staffing of the City Council Office and administrative support to City Councilmembers is provided through the City Manager's Office. Administrative services include scheduling of appointments, receipt of telephone messages, and word processing as needed. Sensitivity to the workload of support staff members is appreciated, and work is assigned based on priority.

L-2 SERVICE REQUESTS

Service requests should be submitted through administrative staff in the City Council and/or City Manager's Offices. These service requests include, but are not limited to requests dealing with graffiti abatement, potholes & other street issues, street lighting, parks issues, tree trimming, and code enforcement. Requests are handled in the order received, with the exception of those which are emergency in-nature, such as those which could jeopardize public safety.

L-3 REQUESTS FOR STAFF ASSISTANCE

City Councilmembers should direct all staff inquiries to the City Manager, or Department Directors. Councilmembers should refrain from initiating contact with staff members below the Department Director level. All City Councilmember emails to Department Directors should include the City Manager.

L-4 INFLUENCE ON STAFF

City Councilmembers shall not make attempts to pressure or influence staff decisions, recommendations, workloads, schedules, or department priorities without the prior knowledge and approval of the City Council as a whole. Councilmembers should refrain from direct involvement in the day-to-day duties of staff members, and should refer all complaints to the City Manager's Office for handling. City Councilmembers should not further involve themselves with complaints, unless all staff resources have been exhausted, including appeal to the Department Director and/or City Manager.

L-5 IMPOSITION ON STAFF RESOURCES

Requests for staff resources which require more than two (2) hours of staff time shall require approval by the City Manager. City Councilmembers should refrain from greater imposition on staff resources, pending approval by the entire City Council. This includes requests for unbudgeted special events, neighborhood meetings, individual Councilmember projects, etc.

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## STAFF REPORT

DATE: MAY 15, 2018  
 TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS  
 FROM: BILL SMITH, CITY MANAGER  
 PREPARED BY: DAVID X. KOLK, Ph.D., UTILITY DIRECTOR *DxK*  
 SUBJECT: APPROVE TWO-YEAR MAINTENANCE SERVICES AGREEMENT FOR THE PURCHASE OF CHEMICALS FOR WATER & WASTEWATER TREATMENT

### RECOMMENDED ACTION

It is recommended that the City Council, (1) approve the Maintenance Services Agreement (MSA) for the purchase of bulk chemicals and the maintenance of chlorine storage tanks for water and wastewater treatment between the City and Northstar Chemical, LLC (Northstar), for a two year term, beginning July 1, 2018, for the amount not-to-exceed \$135,000 per fiscal year, in accordance with Colton Municipal Code 3.08.140(c); (2) authorize the City Manager to execute the MSA; and (3) authorize the City Manager to authorize up to three (3) one-year extension terms.

### BACKGROUND

The City of Colton owns, operates, and maintains both water and wastewater utilities. The Water Division treats potable drinking water with chlorine to meet Federal and State requirements at all well sites. The Wastewater Division uses chlorine to control biofilm throughout the wastewater treatment process.

### ISSUES/ANALYSIS

In 2014, the City of Azusa's City Council awarded a three-year contract, with the option to renew for three additional 3-year terms, to Northstar for the purchase of the same chemicals and maintenance of chlorine storage tanks for the Azusa Light and Water operations, pursuant to the City of Azusa's Purchasing Ordinance and in accordance with its Municipal Code. Azusa has authorized the first of the three renewal terms with Northstar.

The City of Colton Municipal Code, Section 3.08.140(c), Exceptions to Competitive Bidding – non-public projects, Competitive Bidding Already Completed, allows the City Council to “piggyback” onto a bid process already conducted by another public agency, if the price to the City is the same or better than the price to the other public agency.

On August 1, 2017, the City Council approved the piggyback award of a one-year contract to Northstar for the installation and maintenance of chlorine storage tanks at the City's water and wastewater facilities, and to provide bulk 12.5% Sodium Hypochlorite (referred to commonly as chlorine) in accordance with Colton Municipal Code 3.08.140(c). Northstar provides the chlorine storage equipment and maintenance of the equipment at no charge to the City while the contract is in effect. The contract price for the bulk chlorine is \$1.83 per gallon. The total compensation for the one-year contract is not to exceed \$135,000 for both water and wastewater operations. The current contract is set to expire on June 30, 2018.

Because Northstar provides and maintains the equipment to store and dispense the bulk chemicals into our system, City staff has contacted the contractor to negotiate terms to execute a successor agreement prior to the expiration of the current term. Northstar has agreed to hold the per gallon price of the bulk chemicals to the same \$1.83 per gallon for a two-year term, with three (3) one-year renewal options. The contractor is requesting a two-year term so that they can absorb the capital cost they paid for the equipment installed and used by the City water and wastewater facilities at no charge. They have agreed to continue to let the City use the equipment at no charge for the life of the contract. The new two-year MSA will have the same annual compensation amount, not to exceed \$135,000, as the current agreement.

### **FISCAL IMPACTS**

The Water and Wastewater Divisions have included funding for chemical expenses in the Fiscal Year 2018/19 expense requests and will include funds for chemical expenses in future years. Sufficient funds will be included in the following account numbers each fiscal year:

The expected expenditures for the Water and Wastewater Divisions are as follows:

|                     |                                   |           |
|---------------------|-----------------------------------|-----------|
| Water Division      | Account Number 521-8100-8101-2308 | \$115,000 |
| Wastewater Division | Account Number 522-8200-8200-2255 | \$ 20,000 |

### **ALTERNATIVES**

1. Provide alternative direction to staff.

### **ATTACHMENTS**

1. Maintenance Services Agreement with Northstar Chemical

**CITY OF COLTON  
MAINTENANCE SERVICES AGREEMENT**

**1. PARTIES AND DATE.**

This Agreement is made and entered into this 15th day of May, 2018 by and between the City of Colton, a municipal corporation organized under the laws of the State of California with its principal place of business at 650 North La Cadena Drive, Colton, California 92324 (“City”) and Northstar Chemical, LLC, a corporation, with its principal place of business at 9051 Sorensen Avenue, Santa Fe Springs, CA, 90670 (“Contractor”). City and Contractor are sometimes individually referred to as “Party” and collectively as “Parties” in this Agreement.

**2. RECITALS.**

**2.1 Contractor.**

Contractor desires to perform and assume responsibility for the provision of certain maintenance services required by the City on the terms and conditions set forth in this Agreement. Contractor represents that it is experienced in providing and installing liquid bleach storage tanks and delivery of bulk liquid bleach to all City water and wastewater facilities where applicable to public clients, that it and its employees or subcontractors have all necessary licenses and permits to perform the Services in the State of California, and that is familiar with the plans of City. Contractor shall not subcontract any portion of the work required by this Agreement, except as expressly stated herein, without prior written approval of City. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

**2.2 Project; Colton Utility Authority.**

City desires to engage Contractor to render such services for the Water/Wastewater Division bulk liquid bleach services project (“Project”) as set forth in this Agreement. Contractor understands that the City has entered into a Utility System Management Agreement, dated as of September 1, 2000, with the Colton Utility Authority (“CUA”) for the maintenance, management and operation of its Water Enterprise and Wastewater Enterprise (“CUA Management Agreement”). To the extent that this Agreement is deemed to be a "material contract" under the CUA Management Agreement, City enters into this Agreement on behalf of the CUA and subject to the terms of the CUA Management Agreement.

### 3. TERMS.

#### 3.1 Scope of Services and Term.

3.1.1 General Scope of Services. Contractor promises and agrees to furnish to the City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the professional bulk liquid bleach deliveries to its facilities necessary for the Project (“Services”). The Services are more particularly described in Exhibit “A” attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules and regulations.

3.1.2 Term. The term of this Agreement shall be from July 1, 2018 to June 30, 2020, unless earlier terminated as provided herein. Contractor shall complete the Services within the term of this Agreement, and shall meet any other established schedules and deadlines. The Parties may, by mutual, written consent, extend the term of this Agreement for three additional one year terms.

#### 3.2 Responsibilities of Contractor.

3.2.1 Control and Payment of Subordinates; Independent Contractor. The Services shall be performed by Contractor or under its supervision. Contractor will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. City retains Contractor on an independent contractor basis and not as an employee. Contractor retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Contractor shall also not be employees of City and shall at all times be under Contractor’s exclusive direction and control. Contractor shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Contractor shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers’ compensation insurance.

3.2.2 Schedule of Services. Contractor shall perform the Services expeditiously, within the term of this Agreement, and in accordance with the Schedule of Services set forth in Exhibit “B” attached hereto and incorporated herein by reference. Contractor represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Contractor’s conformance with the Schedule, City shall respond to Contractor’s submittals in a timely manner. Upon request of City, Contractor shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.2.3 Conformance to Applicable Requirements. All work prepared by Contractor shall be subject to the approval of City.

3.2.4 City’s Representative. The City hereby designates **the Public Works \* Utilities Director**, or his or her designee, to act as its representative for the performance of this Agreement (“City’s Representative”). City’s Representative shall have the power to act on behalf

of the City for all purposes under this Agreement. Contractor shall not accept direction or orders from any person other than the City's Representative or his or her designee.

3.2.5 Contractor's Representative. Contractor hereby designates **Dominic Parisi**, or his or her designee, to act as its representative for the performance of this Agreement ("Contractor's Representative"). Contractor's Representative shall have full authority to represent and act on behalf of the Contractor for all purposes under this Agreement. The Contractor's Representative shall supervise and direct the Services, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.2.6 Coordination of Services. Contractor agrees to work closely with City staff in the performance of Services and shall be available to City's staff, consultants and other staff at all reasonable times.

3.2.7 Standard of Care; Performance of Employees. Contractor shall perform all Services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Contractor represents and maintains that it is skilled in the professional calling necessary to perform the Services. Contractor warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. Finally, Contractor represents that it, its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, including a City Business License, and that such licenses and approvals shall be maintained throughout the term of this Agreement. As provided for in the indemnification provisions of this Agreement, Contractor shall perform, at its own cost and expense and without reimbursement from the City, any services necessary to correct errors or omissions which are caused by the Contractor's failure to comply with the standard of care provided for herein. Any employee of the Contractor or its subcontractors who is determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to the City, shall be promptly removed from the Project by the Contractor and shall not be re-employed to perform any of the Services or to work on the Project.

3.2.8 Period of Performance and Liquidated Damages. Contractor shall perform and complete all Services under this Agreement within the term set forth in Section 3.1.2 above ("Performance Time"). Contractor shall perform the Services in strict accordance with any completion schedule or Project milestones described in Exhibits "A" or "B" attached hereto, or which may be provided separately in writing to the Contractor. Contractor agrees that if the Services are not completed within the aforementioned Performance Time and/or pursuant to any such completion schedule or Project milestones developed pursuant to provisions of this Agreement, it is understood, acknowledged and agreed that the City will suffer damage. Pursuant to Government Code Section 53069.85, Contractor shall pay to the City as fixed and liquidated damages, and not as a penalty, the sum of Zero Dollars (\$0.00) per day for each and every calendar day of delay beyond the Performance Time or beyond any completion schedule or Project milestones established pursuant to this Agreement.

3.2.9 Disputes. Should any dispute arise respecting the true value of any work done, of any work omitted, or of any extra work which Contractor may be required to do, or respecting the size of any payment to Contractor during the performance of this Contract, Contractor shall continue to perform the Work while said dispute is decided by the City. If Contractor disputes the City's decision, Contractor shall have such remedies as may be provided by law.

3.2.10 Laws and Regulations; Employee/Labor Certifications. Contractor shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Contractor shall be liable for all violations of such laws and regulations in connection with Services. If the Contractor performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to the City, Contractor shall be solely responsible for all costs arising therefrom. City is a public entity of the State of California subject to certain provisions of the Health & Safety Code, Government Code, Public Contract Code, and Labor Code of the State. It is stipulated and agreed that all provisions of the law applicable to the public contracts of a municipality are a part of this Contract to the same extent as though set forth herein and will be complied with. These include but are not limited to the payment of prevailing wages, the stipulation that eight (8) hours' labor shall constitute a legal day's work and that no worker shall be permitted to work in excess of eight (8) hours during any one calendar day except as permitted by law. Contractor shall defend, indemnify and hold City, its officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.2.10.1 Employment Eligibility; Contractor. By executing this Agreement, Contractor verifies that it fully complies with all requirements and restrictions of state and federal law respecting the employment of undocumented aliens, including, but not limited to, the Immigration Reform and Control Act of 1986, as may be amended from time to time. Such requirements and restrictions include, but are not limited to, examination and retention of documentation confirming the identity and immigration status of each employee of the Contractor. Contractor also verifies that it has not committed a violation of any such law within the five (5) years immediately preceding the date of execution of this Agreement, and shall not violate any such law at any time during the term of the Agreement. Contractor shall avoid any violation of any such law during the term of this Agreement by participating in an electronic verification of work authorization program operated by the United States Department of Homeland Security, by participating in an equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, or by some other legally acceptable method. Contractor shall maintain records of each such verification, and shall make them available to the City or its representatives for inspection and copy at any time during normal business hours. The City shall not be responsible for any costs or expenses related to Contractor's compliance with the requirements provided for in Section 3.2.10 or any of its sub-sections.

3.2.10.2 Employment Eligibility; Subcontractors, Sub-subcontractors and Consultants. To the same extent and under the same conditions as Contractor, Contractor shall require all of its subcontractors, sub-subcontractors and consultants performing

any work relating to the Project or this Agreement to make the same verifications and comply with all requirements and restrictions provided for in Section 3.2.10.1.

3.2.10.3 Employment Eligibility; Failure to Comply. Each person executing this Agreement on behalf of Contractor verifies that they are a duly authorized officer of Contractor, and understands that any of the following shall be grounds for the City to terminate the Agreement for cause: (1) failure of Contractor or its subcontractors, sub-subcontractors or consultants to meet any of the requirements provided for in Sections 3.2.10.1 or 3.2.10.2; (2) any misrepresentation or material omission concerning compliance with such requirements (including in those verifications provided to the Contractor under Section 3.2.10.2); or (3) failure to immediately remove from the Project any person found not to be in compliance with such requirements.

3.2.10.4 Labor Certification. By its signature hereunder, Contractor certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.2.10.5 Equal Opportunity Employment. Contractor represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Contractor shall also comply with all relevant provisions of City's Minority Business Enterprise program, Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

3.2.10.6 Air Quality. Contractor must fully comply with all applicable laws, rules and regulations in furnishing or using equipment and/or providing services, including, but not limited to, emissions limits and permitting requirements imposed by the South Coast Air Quality Management District (SCAQMD) and/or California Air Resources Board (CARB). Although the SCAQMD and CARB limits and requirements are more broad, Contractor shall specifically be aware of their application to "portable equipment", which definition is considered by SCAQMD and CARB to include any item of equipment with a fuel-powered engine. Contractor shall indemnify City against any fines or penalties imposed by SCAQMD, CARB, or any other governmental or regulatory agency for violations of applicable laws, rules and/or regulations by Contractor, its subcontractors, or others for whom Contractor is responsible under its indemnity obligations provided for in this Agreement.

3.2.10.7 Water Quality.

(A) Management and Compliance. To the extent applicable, Contractor's Services must account for, and fully comply with, all local, state and federal laws, rules and regulations that may impact water quality compliance, including, without limitation, all applicable provisions of the Federal Water Pollution Control Act (33 U.S.C. §§ 1300); the California Porter-Cologne Water Quality Control Act (Cal Water Code §§ 13000-14950); laws,

rules and regulations of the Environmental Protection Agency, the State Water Resources Control Board and the Santa Ana Regional Water Quality Control Board; the City's ordinances regulating discharges of storm water; and any and all regulations, policies, or permits issued pursuant to any such authority regulating the discharge of pollutants, as that term is used in the Porter-Cologne Water Quality Control Act, to any ground or surface water in the State.

(B) Liability for Non-Compliance. Failure to comply with the laws, regulations and policies described in this Section is a violation of law that may subject Contractor or City to penalties, fines, or additional regulatory requirements. Contractor shall defend, indemnify and hold the City, its directors, officials, officers, employees, volunteers and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from and against any and all fines, penalties, claims or other regulatory requirements imposed as a result of Contractor's non-compliance with the laws, regulations and policies described in this Section, unless such non-compliance is the result of the sole established negligence, willful misconduct or active negligence of the City, its officials, officers, agents, employees or authorized volunteers.

(C) Training. In addition to any other standard of care requirements set forth in this Agreement, Contractor warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them without impacting water quality in violation of the laws, regulations and policies described in this Section. Contractor further warrants that it, its employees and subcontractors will receive adequate training, as determined by City, regarding the requirements of the laws, regulations and policies described in this Section as they may relate to the Services provided under this Agreement. Upon request, City will provide Contractor with a list of training programs that meet the requirements of this paragraph.

### 3.2.11 Insurance.

3.2.11.1 Time for Compliance. Contractor shall not commence Work under this Agreement until it has provided evidence satisfactory to the City that it has secured all insurance required under this Section. In addition, Contractor shall not allow any subcontractor to commence work on any subcontract until it has provided evidence satisfactory to the City that the subcontractor has secured all insurance required under this Section.

3.2.11.2 Minimum Requirements. Contractor shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Contractor, its agents, representatives, employees or subcontractors. Contractor shall also require all of its subcontractors to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability*: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage form number CA 0001, code 1 (any auto); and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as

required by the State of California and Employer's Liability Insurance. The policy shall not contain any exclusion contrary to the Agreement, including but not limited to endorsements or provisions limiting coverage for (1) contractual liability (including but not limited to ISO CG 24 26 or 21 29); or (2) cross liability for claims or suits by one insured against another.

(B) Minimum Limits of Insurance. Contractor shall maintain limits no less than: (1) *General Liability*: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with general aggregate limit is used including, but not limited to, form CG 2503, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability*: \$1,000,000 per accident for bodily injury and property damage; and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Liability limits \$1,000,000 per accident for bodily injury or disease. Defense costs shall be paid in addition to the limits.

(C) Notices; Cancellation or Reduction of Coverage. At least fifteen (15) days prior to the expiration of any such policy, evidence showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or materially reduced, Contractor shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, the City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by the City will be promptly reimbursed by Contractor or the City may withhold amounts sufficient to pay premium from Contractor payments. In the alternative, the City may suspend or terminate this Agreement.

3.2.11.3 Insurance Endorsements. The insurance policies shall contain the following provisions, or Contractor shall provide endorsements on forms supplied or approved by the City to add the following provisions to the insurance policies:

(A) General Liability. The general liability policy shall include or be endorsed (amended) to state that: (1) using ISO CG forms 20 10 and 20 37, or endorsements providing the exact same coverage, the City of Colton, its directors, officials, officers, employees, agents, and volunteers shall be covered as additional insured with respect to the Services or ongoing and complete operations performed by or on behalf of the Contractor, including materials, parts or equipment furnished in connection with such work; and (2) using ISO form 20 01, or endorsements providing the exact same coverage, the insurance coverage shall be primary insurance as respects the City, its directors, officials, officers, employees, agents, and volunteers, or if excess, shall stand in an unbroken chain of coverage excess of the Contractor's scheduled underlying coverage. Any excess insurance shall contain a provision that such coverage shall also apply on a primary and noncontributory basis for the benefit of the City, before the City's own primary insurance or self-insurance shall be called upon to protect it as a named insured. Any insurance or self-insurance maintained by the City, its directors, officials, officers, employees, agents, and volunteers shall be excess of the Contractor's insurance and shall not be called upon to contribute with it in any way. Notwithstanding the minimum limits set forth in Section

3.2.11.2(B), any available insurance proceeds in excess of the specified minimum limits of coverage shall be available to the parties required to be named as additional insureds pursuant to this Section 3.2.11.3(A).

(B) Automobile Liability. The automobile liability policy shall include or be endorsed (amended) to state that: (1) the City, its directors, officials, officers, employees, agents, and volunteers shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Contractor or for which the Contractor is responsible; and (2) the insurance coverage shall be primary insurance as respects the City, its directors, officials, officers, employees, agents, and volunteers, or if excess, shall stand in an unbroken chain of coverage excess of the Contractor's scheduled underlying coverage. Any insurance or self-insurance maintained by the City, its directors, officials, officers, employees, agents, and volunteers shall be excess of the Contractor's insurance and shall not be called upon to contribute with it in any way. Notwithstanding the minimum limits set forth in Section 3.2.11.2(B), any available insurance proceeds in excess of the specified minimum limits of coverage shall be available to the parties required to be named as additional insureds pursuant to this Section 3.2.11.3(B).

(C) Workers' Compensation and Employer's Liability Coverage. The insurer shall agree to waive all rights of subrogation against the City, its directors, officials, officers, employees, agents, and volunteers for losses paid under the terms of the insurance policy which arise from work performed by the Contractor.

(D) All Coverages. Each insurance policy required by this Agreement shall be endorsed to state that: (A) coverage shall not be suspended, voided, reduced or canceled except after thirty (30) days (10 days for nonpayment of premium) prior written notice by certified mail, return receipt requested, has been given to the City; and (B) any failure to comply with reporting or other provisions of the policies, including breaches of warranties, shall not affect coverage provided to the City, its directors, officials, officers, employees, agents, and volunteers. Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City, its officials, officers, employees, agents and volunteers, or any other additional insureds.

3.2.11.4 Separation of Insureds; No Special Limitations; Waiver of Subrogation. All insurance required by this Section shall contain standard separation of insureds provisions. In addition, such insurance shall not contain any special limitations on the scope of protection afforded to the City, its directors, officials, officers, employees, agents, and volunteers. All policies shall waive any right of subrogation of the insurer against the City, its officials, officers, employees, agents, and volunteers, or any other additional insureds, or shall specifically allow Contractor or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Contractor hereby waives its own right of recovery against City, its officials, officers, employees, agents, and volunteers, or any other additional insureds, and shall require similar written express waivers and insurance clauses from each of its subcontractors.

3.2.11.5 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City. Contractor shall guarantee

that, at the option of the City, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its directors, officials, officers, employees, agents, and volunteers; or (2) the Contractor shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

3.2.11.6 Subcontractor Insurance Requirements. Contractor shall not allow any subcontractors to commence work on any subcontract relating to the work under the Agreement until they have provided evidence satisfactory to the City that they have secured all insurance required under this Section. If requested by Contractor, the City may approve different scopes or minimum limits of insurance for particular subcontractors. The Contractor and the City shall be named as additional insureds on all subcontractors' policies of Commercial General Liability using ISO form 20 38, or coverage at least as broad.

3.2.11.7 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A:VIII, licensed to do business in California, and satisfactory to the City.

3.2.11.8 Verification of Coverage. Contractor shall furnish City with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to the City. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf, and shall be on forms provided by the City if requested. All certificates and endorsements must be received and approved by the City before work commences. The City reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.2.11.9 Reporting of Claims. Contractor shall report to the City, in addition to Contractor's insurer, any and all insurance claims submitted by Contractor in connection with the Services under this Agreement.

3.2.12 Safety. Contractor shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Contractor shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subcontractors, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

### 3.2.13 Bonds.

3.2.13.1 Performance Bond. If required by law or otherwise specifically requested by City in Exhibit "C" attached hereto and incorporated herein by reference, Contractor shall execute and provide to City concurrently with this Agreement a Performance Bond in the amount of the total, not-to-exceed compensation indicated in this Agreement, and in

a form provided or approved by the City. If such bond is required, no payment will be made to Contractor until it has been received and approved by the City.

3.2.13.2 Payment Bond. If required by law or otherwise specifically requested by City in Exhibit "C" attached hereto and incorporated herein by reference, Contractor shall execute and provide to City concurrently with this Agreement a Payment Bond in the amount of the total, not-to-exceed compensation indicated in this Agreement, and in a form provided or approved by the City. If such bond is required, no payment will be made to Contractor until it has been received and approved by the City.

3.2.13.3 Bond Provisions. Should, in City's sole opinion, any bond become insufficient or any surety be found to be unsatisfactory, Contractor shall renew or replace the affected bond within 10 days of receiving notice from City. In the event the surety or Contractor intends to reduce or cancel any required bond, at least thirty (30) days prior written notice shall be given to the City, and Contractor shall post acceptable replacement bonds at least ten (10) days prior to expiration of the original bonds. No further payments shall be deemed due or will be made under this Agreement until any replacement bonds required by this Section are accepted by the City. To the extent, if any, that the total compensation is increased in accordance with the Agreement, the Contractor shall, upon request of the City, cause the amount of the bonds to be increased accordingly and shall promptly deliver satisfactory evidence of such increase to the City. To the extent available, the bonds shall further provide that no change or alteration of the Agreement (including, without limitation, an increase in the total compensation, as referred to above), extensions of time, or modifications of the time, terms, or conditions of payment to the Contractor, will release the surety. If the Contractor fails to furnish any required bond, the City may terminate this Agreement for cause.

3.2.13.4 Surety Qualifications. Only bonds executed by an admitted surety insurer, as defined in Code of Civil Procedure Section 995.120, shall be accepted. The surety must be a California-admitted surety with a current A.M. Best's rating no less than A:VIII and satisfactory to the City. If a California-admitted surety insurer issuing bonds does not meet these requirements, the insurer will be considered qualified if it is in conformance with Section 995.660 of the California Code of Civil Procedure, and proof of such is provided to the City.

3.2.14 Accounting Records. Contractor shall maintain complete and accurate records with respect to all costs and expenses incurred under this Agreement. All such records shall be clearly identifiable. Contractor shall allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Contractor shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

### **3.3 Fees and Payments.**

3.3.1 Compensation. Contractor shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto and incorporated herein by reference. The **Total Annual**

**Compensation** shall not exceed **One Hundred Thirty-Five Thousand Dollars (\$135,000)** without written approval of City's City Manager. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

3.3.2 Payment of Compensation. Contractor shall submit to City a monthly itemized statement which indicates work completed and hours of Services rendered by Contractor. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. City shall, within 45 days of receiving such statement, review the statement and pay all approved charges thereon.

3.3.3 Reimbursement for Expenses. Contractor shall not be reimbursed for any expenses unless authorized in writing by City.

3.3.4 Extra Work. At any time during the term of this Agreement, City may request that Contractor perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Contractor shall not perform, nor be compensated for, Extra Work without written authorization from City's Representative.

3.3.5 Prevailing Wages. Contractor is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is \$1,000 or more, Contractor agrees to fully comply with such Prevailing Wage Laws. City shall provide Contractor with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Contractor shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Contractor's principal place of business and at the project site. Contractor shall defend, indemnify and hold the City, its elected officials, officers, employees and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

### **3.4 Termination of Agreement.**

3.4.1 Grounds for Termination. City may, by written notice to Contractor, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Contractor of such termination, and specifying the effective date thereof, at least seven (7) days before the effective date of such termination. Upon termination, Contractor shall be compensated only for those services which have been adequately rendered to City, and Contractor shall be entitled to no further compensation. Contractor may not terminate this Agreement except for cause.

3.4.2 Effect of Termination. If this Agreement is terminated as provided herein, City may require Contractor to provide all finished or unfinished Documents and Data and other information of any kind prepared by Contractor in connection with the performance of Services under this Agreement. Contractor shall be required to provide such document and other information within fifteen (15) days of the request.

3.4.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, City may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

### **3.5 General Provisions.**

3.5.1 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

**Contractor:**

Northstar Chemical  
9051 Sorensen Avenue  
Santa Fe Springs, California 90670  
Attn: Dominic Parisi, Senior Account Manager

**City:**

City of Colton  
650 North La Cadena Drive  
Colton, California 92324  
Attn: David X. Kolk, Ph.D., Utilities Director

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.5.2 Indemnification.

3.5.2.1 Scope of Indemnity. To the fullest extent permitted by law, Contractor shall defend, indemnify and hold the City, its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property or persons, including wrongful death, in any manner arising out of, pertaining to, or incident to any alleged acts, errors or omissions of Contractor, its officials, officers, employees, subcontractors, consultants or agents in connection with the performance of the Contractor's Services, the Project or this Agreement, including without limitation the payment of all consequential damages, expert

witness fees and attorneys' fees and other related costs and expenses. Notwithstanding the foregoing, to the extent Contractor's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Contractor.

3.5.2.2 Additional Indemnity Obligations. Contractor shall defend, with Counsel of City's choosing and at Contractor's own cost, expense and risk, any and all claims, suits, actions or other proceedings of every kind covered by Section 3.5.2.1 that may be brought or instituted against City or its directors, officials, officers, employees, volunteers and agents. Contractor shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, volunteers and agents as part of any such claim, suit, action or other proceeding. Contractor shall also reimburse City for the cost of any settlement paid by City or its directors, officials, officers, employees, agents or volunteers as part of any such claim, suit, action or other proceeding. Such reimbursement shall include payment for City's attorney's fees and costs, including expert witness fees. Contractor shall reimburse City and its directors, officials, officers, employees, agents, and/or volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall survive expiration or termination of this Agreement, and shall not be restricted to insurance proceeds, if any, received by the City, its directors, officials officers, employees, agents, or volunteers.

3.5.3 Governing Law; Government Code Claim Compliance. This Agreement shall be governed by the laws of the State of California. Venue shall be in San Bernardino County. In addition to any and all contract requirements pertaining to notices of and requests for compensation or payment for extra work, disputed work, claims and/or changed conditions, Contractor must comply with the claim procedures set forth in Government Code sections 900 et seq. prior to filing any lawsuit against the City. Such Government Code claims and any subsequent lawsuit based upon the Government Code claims shall be limited to those matters that remain unresolved after all procedures pertaining to extra work, disputed work, claims, and/or changed conditions have been followed by Contractor. If no such Government Code claim is submitted, or if any prerequisite contractual requirements are not otherwise satisfied as specified herein, Contractor shall be barred from bringing and maintaining a valid lawsuit against the City.

3.5.4 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.5.5 City's Right to Employ Other Contractors. City reserves right to employ other contractors in connection with this Project.

3.5.6 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties.

3.5.7 Assignment or Transfer; Colton Utility Authority. Contractor shall not assign, hypothecate or transfer, either directly or by operation of law, this Agreement or any interest herein without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer. To the extent that this Agreement is deemed

to be a "material contract" under the CUA Management Agreement, Contractor has no right to terminate this Agreement, either with or without cause, based upon the existence or non-existence of the CUA Management Agreement. Therefore, if the CUA Management Agreement expires or terminates for any reason, Contractor shall remain fully obligated to perform under this Agreement on behalf of the CUA or another third party contracted by the CUA for the maintenance, management and operation of the Water Enterprise and/or Wastewater Enterprise.

3.5.8 Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. All references to Contractor include all personnel, employees, agents, and subcontractors of Contractor, except as otherwise specified in this Agreement. All references to City include its elected officials, officers, employees, agents, and volunteers except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content or intent of this Agreement.

3.5.9 Amendment; Modification. No supplement, modification or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.5.10 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel or otherwise.

3.5.11 No Third Party Beneficiaries. Except to the extent expressly provided for in Section 3.5.7, there are no intended third party beneficiaries of any right or obligation assumed by the Parties.

3.5.12 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5.13 Prohibited Interests. Contractor maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Contractor, to solicit or secure this Agreement. Further, Contractor warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Contractor, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. Contractor further agrees to file, or shall cause its employees or subcontractors to file, a Statement of Economic Interest with the City's Filing Officer as required under state law in the performance of the Services. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.5.14 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.5.15 Attorney's Fees. If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorney's fees and all other costs of such action.

3.5.16 Authority to Enter Agreement. Contractor has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.5.17 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.5.18 Entire Agreement. This Agreement contains the entire Agreement of the parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be modified by a writing signed by both parties.

**[SIGNATURES ON NEXT PAGE]**

**SIGNATURE PAGE FOR MAINTENANCE SERVICES AGREEMENT  
BETWEEN THE CITY OF COLTON  
AND NORTHSTAR CHEMICAL, LLC**

IN WITNESS WHEREOF, the Parties have entered into this Agreement as of the 15th day of May, 2018

**CITY OF COLTON**

By: \_\_\_\_\_  
William R. Smith  
City Manager

*Attest:* \_\_\_\_\_  
City Clerk

*Recommended for Approval:*

\_\_\_\_\_  
Executive Director  
Colton Utility Authority

**NORTHSTAR CHEMICAL  
a Limited Liability Corporation**

By: \_\_\_\_\_  
Signature

\_\_\_\_\_  
Name (Print)

\_\_\_\_\_  
Title (Print)

## **EXHIBIT "A"**

### **SCOPE OF SERVICES**

Northstar Chemical will install liquid bleach storage tanks and deliver bulk liquid bleach to all City water and wastewater facilities where applicable. Northstar Chemicals will be responsible for the maintenance and replacement of the liquid bleach storage tanks, and any costs associated with the maintenance and replacement of the tanks.

**EXHIBIT "B"**  
**SCHEDULE OF SERVICES**

Services shall be provided at the following locations, as required by the City:

Water Pump Station Facilities

Wastewater Treatment Plant Facility

**EXHIBIT "C"**  
**COMPENSATION**

The Total Annual Compensation for this Agreement shall not exceed One Hundred Thirty-Five Thousand Dollars (\$135,000), without written approval of the City's City Manager.

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**STAFF REPORT**

DATE: MAY 15, 2018  
 TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS  
 FROM: BILL SMITH, CITY MANAGER  
 PREPARED BY: MARK OWENS, POLICE CHIEF  
 SUBJECT: AUTHORIZE PURCHASE OF REPLACEMENT POLICE VEHICLE WITH RELATED EMERGENCY EQUIPMENT

**RECOMMENDED ACTION**

The Police Department requests the City Council: (1) approve the piggyback award and purchase of one 2018 Ford Explorer through Fairview Ford Sales (740 W 2<sup>nd</sup> St., San Bernardino CA) in the amount of \$29,420.19; (2) approve the purchase and installation costs of the related emergency vehicle equipment from West Coast Lights & Siren, Inc. in the amount of \$13,527.41; (3) approve the purchase of one Getac Docking Station from CDCE Inc. in the amount of \$787.57; (4) approve the purchase of police graphics from O.T.B Enterprises in the amount of \$300.00. Ancillary equipment such as traffic cones, Stop-Sticks, and Roll-a-Tape, will be acquired through existing equipment or other channels using existing vehicle maintenance funds.

**BACKGROUND**

The Colton Police Department participates in a memorandum of understanding (MOU) with the United States Drug Enforcement Administration and provides one police officer to the Riverside DEA Task Force. The Colton Police Department receives adjudicated proceeds through the Federal Equitable Sharing Program as part of this MOU. These funds are placed into the Colton Police Department Federal Asset Seizure Account.

In Fiscal Year 2013/2014 the City Council approved the purchase of marked patrol vehicles (Ford Taurus) from this forfeiture account. In 2014 the police department received delivery of the vehicles and placed them into service as part of the patrol fleet. On March 13, 2016, one of the patrol vehicles (CA #1438809 / VIN #1FAHP2MK8EG120042) purchased through this forfeiture fund was involved in a traffic collision and damaged beyond repair (CHP# 2016-00026241). Once the California Highway Patrol completed their traffic investigation, the other party insurance carrier paid the City of Colton \$27,330.15 for the loss. These funds were transferred back into the Federal Asset Seizure Account in compliance with United States Department of Justice Forfeiture Rules.

## ISSUES/ANALYSIS

The Colton Police Department needs to maintain an adequate patrol fleet size to conduct responsive patrol operations throughout the City of Colton. Additionally, the loss of even one patrol vehicle has the negative effect of accelerating wear and tear on other vehicles in the patrol fleet due to increased usage of the other vehicles. The purchase of this replacement vehicle will help with police response and mitigate engine and equipment wear in other patrol vehicles.

The Colton Police Department is a certified participant in the Federal Equitable Sharing Program. Under the guidelines of the program, law enforcement agencies are entitled to an equitable portion, or share, of proceeds awarded based on the agency's direct participation in investigations that result in the forfeiture of federally seized assets. Shared funds must be used for law enforcement purposes only, and include things such as: activities that will enhance future investigations, law enforcement operations, law enforcement training, law enforcement equipment, etc. Shared funds must supplement, not replace, an agency's budgeted funds and the agency's budget must not decrease as a direct result of funds received. Program guidelines specify that shared funds should not be retained for more than three years.

For approximately 25 years, the Colton Police Department has had an officer assigned full time to a Drug Enforcement Administration (DEA) Task Force. The Task Force is comprised of representatives from the Drug Enforcement Administration and officers from several local law enforcement agencies. The Task Force goals are to disrupt the illicit drug traffic in the Riverside/San Bernardino County area, gather and report intelligence data related to trafficking in narcotics, and conduct operations and investigations that will result in effective prosecution of violators.

Under the Task Force program, in addition to any drugs seized, currency may also be seized. If the seizure falls within the Federal requirements, the currency seized is turned over to the appropriate Federal agency. Once the case has been adjudicated, the seizing agency usually receives 80% of the seizure amount, less Federal administrative expenses. When several agencies are involved in the investigation, operation, and seizure, agencies will receive amounts based on percentage of involvement. Having an officer in the DEA Task Force, along with other routine Patrol Officer/Detective investigations where narcotics related assets have been seized, has resulted in a substantial amount of proceeds being awarded to the Colton Police Department through the Federal Equitable Sharing Program.

Tanya Penny with the U.S. Department of Justice Equitable Sharing Program was contacted by staff to insure that the purchase of a replacement vehicle would be allowed. Ms. Penny verified that this type of expenditure would be authorized using our federal asset seizure account. Ms. Penny stated the purchase is allowed because we were replacing the patrol vehicle and not supplanting it in accordance with forfeiture rules.

Section 3.08.140(C) of the City's Purchasing Ordinance allows the City to enter into agreements with other agencies for the purchase of supplies, services, and equipment. In such instances, the ordinance waives the competitive bidding requirement, either formal or informal, for non-public projects when it has been determined that a competitive bid procedure has been conducted by another public agency, and the price to the City is equal to or better than the price to the public agency.

The City's Municipal Ordinance allows the City Manager to enter into agreements with other agencies for the purchase of supplies, services, and equipment. In such instances, the procedures of that agency shall satisfy all City requirements for the bid and award of those purchases.

The County of San Bernardino Purchasing Department has an active "Request for Proposal" agreement (VHS116-FL000-2039) in place. Under item #8 (participation), the Colton Police Department can avail (piggyback) themselves of this agreement. Fairview Ford Sales is a participant which allows our department to purchase vehicles from this business under contract pricing. This will save the City of Colton the cost of the bid process, formal or informal, and allow us to take advantage of current pricing, as well as a volume discount afforded through the County of San Bernardino proposal agreement. The current quote from Fairview Ford Sales for one 2018 Ford Explorer is \$29,420.19.

Staff additionally issued an informal request for the purchase and installation of related emergency equipment as required by the City of Colton Purchasing Ordinance section 3.08.080(B). West Coast Lights & Siren, Inc. has been designated as our sole source provider in past staff reports. We have used West Coast Lights and Sirens for vehicle equipment installation and repair for the past nine years. During past bidding reviews, West Coast was consistently found to have superior quality and workmanship with prices lower or competitive with other local up fitters. At the current time, only one other up fitter is located within a 10-mile radius of Colton. Staff recommends award of the purchase to West Coast Lights & Siren, Inc. in the total amount of \$13,527.41

CDCE is the current provider for the police department's onboard vehicle Getac MDC's and gave the best pricing during the last purchase. Based on current inventory Staff recommends the purchase of one Getac docking station in the amount of \$787.57.

O.T.B. Enterprises is an existing approved vendor with the police department and has been used in past police graphic purchases. The estimated price of police graphics and application for replacement vehicle is \$300.00.

### **FISCAL IMPACTS**

Upon approval of the contract, authorize the purchase of a replacement patrol vehicle in the amount of \$44,035.17. \$40,000.00 is currently available, but approval of the item requires an appropriations increase in Federal Asset Seizure Expenditure Account #261-6070-6083-4910 in the amount of \$4,035.17.

## **ALTERNATIVES**

Provide alternative direction to staff.

## **ATTACHMENTS**

- A. Purchase quotes from Fairview Ford Sales.
- B. Purchase quote from West Coast Lights & Sirens, Inc.
- C. Purchase quote from CDCE Inc.
- D. Resolution No. R-42-18

Staff Report to the Mayor and City Council  
Authorize Purchase of Replacement Police Vehicle  
with related Emergency Equipment  
May 15, 2018  
Page 5

**ATTACHMENT (A)**  
**Purchase quote from Fairview Ford Sales**



**FAIRVIEW FORD SALES, INC  
FLEET AND TRUCK CENTER  
740 WEST 2<sup>ND</sup> STREET**

**P O BOX 1390  
SAN BERNARDINO CA 92402**

PHONE #:(909) 386-0281 FAX #:(909) 386-0292

VEHICLE ORDER CONFIRMATION

08/21/17 14:17:23

==>

2018 EXPLORER 4-DOOR

Dealer: F71156

Page: 1 of 2

Order No: 0000 Priority: K3 Ord FIN: QC930 Order Type: 5B Price Level: 815  
Ord Code: 500A Cust/Flt Name: COLTON PO Number:

|                      | RETAIL  |                        | RETAIL |
|----------------------|---------|------------------------|--------|
| K8A 4DR AWD POLICE   | \$32320 | 47A ENGINE IDLE        | \$260  |
| .112.6" WB           |         | 51Z DUAL SPOT LAMPS    | 350    |
| G1 SHADOW BLACK      |         | 52H DR LOCK PLUNGER    | 140    |
| 9 CLTH BKTS/VNL R    |         | 59B KEY CODE 1284X     | 50     |
| W EBONY BLACK        |         | 60R NOISE SUPPRESS     | 100    |
| 500A EQUIP GRP       |         | 76D DEFLECTOR PLATE    | 335    |
| .PREM SINGLE CD      |         | 76R REVERSE SENSING    | 275    |
| 99R .3.7L V6 TIVCT   | NC      |                        |        |
| 44C .6-SPD AUTO TRAN | NC      | TOTAL BASE AND OPTIONS | 34995  |
| CA BOARD FEES        | NC      | TOTAL                  | 34995  |
| 16D BADGE DELETE     | NC      |                        |        |
| 17T CARGO DOME LAMP  | 50      |                        |        |
| 18W RR WINDOW DEL    | 25      |                        |        |
| 422 CALIF EMISSIONS  | NC      |                        |        |
| 43D COURTESY DISABL  | 20      |                        |        |

*\* TWO-TONE PAINT INCLUDED \**

VEHICLE ORDER CONFIRMATION

08/21/17 14:17:29

==>

2018 EXPLORER 4-DOOR

Dealer: F71156

Page: 2 of 2

Order No: 0000 Priority: K3 Ord FIN: QC930 Order Type: 5B Price Level: 815  
Ord Code: 500A Cust/Flt Name: COLTON PO Number:

|                        | RETAIL |  | RETAIL |
|------------------------|--------|--|--------|
| 794 PRICE CONCESSN     |        |  |        |
| REMARKS TRAILER        |        |  |        |
| 86P FRT LMP HOUSING    | 125    |  |        |
| 87R RR VIEW MIR/CAM    | NC     |  |        |
| 153 FRT LICENSE BKT    | NC     |  |        |
| SP DLR ACCT ADJ        |        |  |        |
| SP FLT ACCT CR         |        |  |        |
| FUEL CHARGE            |        |  |        |
| B4A NET INV FLT OPT    | NC     |  |        |
| PRICED DORA            | NC     |  |        |
| DEST AND DELIV         | 945    |  |        |
| TOTAL BASE AND OPTIONS | 34995  |  |        |
| TOTAL                  | 34995  |  |        |

*SALES PRICE 8# 27296<sup>00</sup>*

*7.75% SALES TAX 8# 2115<sup>44</sup>*

*CAL. TIRE FEE 8# 8<sup>75</sup>*

*DMV 8 EXEMPT*

*TOTAL 8# 27420<sup>19</sup>*

*EACH.*

Staff Report to the Mayor and City Council  
Authorize Purchase of Replacement Police Vehicle  
with related Emergency Equipment  
May 15, 2018  
Page 6

**ATTACHMENT (B)**  
**Purchase quote from West Coast Lights & Siren, Inc.**

**WEST COAST LIGHTS & SIRENS, INC.**

601 COLUMBIA AVENUE  
 UNIT "B"  
 RIVERSIDE, CA 92507

Phone # 9517799257 trish@wcls.us  
 Fax # 951-779-9256 WCLS.US



**PROPOSAL**

| Date      | Estimate # |
|-----------|------------|
| 3/20/2018 | 7398       |

| Name / Address                                                                                    |
|---------------------------------------------------------------------------------------------------|
| COLTON POLICE DEPARTMENT<br>650 N LA CADENA DR,<br>COLTON,CA. 92324-2891<br>ATT: ACCOUNTS PAYABLE |

| Project |
|---------|
|         |

| Item            | Description                                                             | Qty | Cost     | Total     |
|-----------------|-------------------------------------------------------------------------|-----|----------|-----------|
| FHL-TAIL        | FLASHER, TAILLIGHT, UNIVERSAL APPLICATIONS , 18" WIRE LEADS             | 1   | 31.80    | 31.80T    |
| MS4000U         | MS4000 UNDERCOVER, 100W AIR HORN WITH REMOTE                            | 1   | 157.87   | 157.87T   |
| SSP3000B        | SMART SIREN PLATINUM                                                    | 1   | 758.00   | 758.00T   |
| VALR44S-SBAD    | 44" VALOR RED / BLUE FOR RSO                                            | 1   | 1,785.00 | 1,785.00T |
| JOB MATERIALS   | MISC. PARTS, WIRE, ZIP TIES, CLAMPS, FASTENERS, RELAYS, ETC.            | 1   | 125.00   | 125.00T   |
| BK2027ITU16     | PB450L4 ALUMINUM BUMPER, FED SIG IPX600, 2016 UTILITY                   | 1   | 786.25   | 786.25T   |
| DK0100ITU12     | TPO DOOR COVERING FOR A 2011-16 FORD INTERCEPTOR UTILITY                | 1   | 189.51   | 189.51T   |
| WK0595ITU12TPO  | POLYCARBONATE WINDOW GAURD FOR A 2013 FORD INTERCEPTOR UTILITY          | 1   | 236.48   | 236.48T   |
| SHIPPING        | SHIPPING OF SETINA PRODUCTS                                             | 1   | 42.54    | 42.54     |
| ANXMB8U         | 3/4" HOLE NMO STYLE BRASS MT W/17" RG58U & NO CONNECTOR                 | 2   | 10.47    | 20.94T    |
| ANXQW800        | 806-896 MHZ FIELD TUNABLE WAVE MOBILE ANTENNA                           | 2   | 5.90     | 11.80T    |
| 1-HDW-25-GSSE80 | 80 LBS SHOCK FOR TILT UP CARGO MOUNT                                    | 2   | 14.04    | 28.08T    |
| AC-BH95         | DUAL BEVERAGE HOLDER                                                    | 1   | 35.10    | 35.10T    |
| AC-INBHG        | 4" INTERNAL BEVERAGE HOLDER W/GROMMETS (CHANGE POCKET )                 | 1   | 33.75    | 33.75T    |
| CC-UV-L-18      | 18" L-SHAPED CONSOLE W/ 12" SLOPE/ 6" LEVEL FOR FORD UTILITY            | 1   | 310.00   | 310.00T   |
| CM-PSUV-SA-LED  | UTILITY PASSENGER SEAT SWING-ARM DOCK MOUNT                             | 1   | 320.625  | 320.63T   |
| CP-UV-CARGO-XL  | TILT-UP CARGO MOUNT FOR FORD UTILITY / EXTENDS ALL THE WAY TO REAR CAGE | 1   | 337.50   | 337.50T   |

|                         |
|-------------------------|
| <b>Subtotal</b>         |
| <b>Sales Tax (8.0%)</b> |
| <b>Total</b>            |

**WEST COAST LIGHTS & SIRENS, INC.**

601 COLUMBIA AVENUE  
 UNIT "B"  
 RIVERSIDE, CA 92507

Phone # 9517799257 trish@wcls.us  
 Fax # 951-779-9256 WCLS,US



**PROPOSAL**

| Date      | Estimate # |
|-----------|------------|
| 3/20/2018 | 7398       |

| Name / Address                                                                                    |
|---------------------------------------------------------------------------------------------------|
| COLTON POLICE DEPARTMENT<br>650 N LA CADENA DR.<br>COLTON,CA, 92324-2891<br>ATT: ACCOUNTS PAYABLE |

|               |                                                                                                                            |     |        | Project  |
|---------------|----------------------------------------------------------------------------------------------------------------------------|-----|--------|----------|
| Item          | Description                                                                                                                | Qty | Cost   | Total    |
| 75.00/HOUR    | LABOR<br>>> TO INSTALL THE FOLLOWING EQUIPMENT IN 2017 FORD SUV UTILITY<br>>> INSTALL ROCKER SWITCH FOR EMERGENCY SHUT-OFF | 38  | 75.00  | 2,850.00 |
| 5026B         | FUSE BLOCK STBLADE 12 CIRC W/GND/CVR                                                                                       | 1   | 31.82  | 31.82T   |
| 5028B         | FUSE BLOCK ST BLADE 6 WITHOUT GROUND CIRCUIT                                                                               | 1   | 19.51  | 19.51T   |
| 7189B         | 150 AMP BREAKER                                                                                                            | 1   | 23.98  | 23.98T   |
| CBB-BK        | CIRCUIT BREAKER BRACKET FOR UTILITY                                                                                        | 1   | 12.00  | 12.00T   |
| 6001          | 250 AMP RELAY W/ BUILT IN POWER TAMER (TOP H.A.T.)<br>>>WITH BYPASS POWER ROCKER SWITCH ON CONSOLE                         | 1   | 130.00 | 130.00T  |
| OMWV014FB     | DUAL GUN RACK                                                                                                              | 1   | 150.00 | 150.00T  |
| OMWV002FB     | BUTT PLATE FOR WEAPON                                                                                                      | 2   | 10.07  | 20.14T   |
| JOB MATERIALS | FABRICATION OF EQUIPMENT BOARD WITH CARPET                                                                                 | 1   | 65.00  | 65.00T   |
| FABRICATED    | FABRICATION-DUAL RADIO BRACKET                                                                                             | 1   | 23.75  | 23.75T   |
| FABRICATED    | FABRICATION-REAR CN MOUNT ON TOP REAR ROOF                                                                                 | 1   | 42.50  | 42.50T   |
| 416200-32     | TWO-HEAD IN-LINE CORNER LED SYSTEM<br>(AMBER/BLUE) (TAILLIGHTS)                                                            | 1   | 106.00 | 106.00T  |
| MPS650-RW     | MICROPULSE 6 HOOD/GRILLE MOUNT, (RED/WHITE)<br>(HEADLIGHT)                                                                 | 1   | 60.00  | 60.00T   |
| MPS650-BW     | MICROPULSE BLUE/WHITE 6-LED LIGHTHEAD<br>(HEADLIGHT)                                                                       | 1   | 60.00  | 60.00T   |
| FHL-CHG       | FLASHER, HEADLIGHT                                                                                                         | 1   | 43.00  | 43.00T   |
| CNSM8R-00016  | CN SIGNAL MASTER (4)RED/AMBER (4) BLUE/AMBER                                                                               | 1   | 735.00 | 735.00T  |
| ES100C        | ES100 SPEAKER W/O BRACKET                                                                                                  | 2   | 144.00 | 288.00T  |
| ESB-U         | KIT, UNIVERSAL BAIL BRACKET , ALL VEHICLES                                                                                 | 2   | 20.45  | 40.90T   |

|                         |
|-------------------------|
| <b>Subtotal</b>         |
| <b>Sales Tax (8.0%)</b> |
| <b>Total</b>            |

**WEST COAST LIGHTS & SIRENS, INC.**

601 COLUMBIA AVENUE  
 UNIT "B"  
 RIVERSIDE, CA 92507

Phone # 9517799257 trish@wcls.us  
 Fax # 951-779-9256 WCLS.US



**PROPOSAL**

| Date      | Estimate # |
|-----------|------------|
| 3/20/2018 | 7398       |

| Name / Address                                                                                     |
|----------------------------------------------------------------------------------------------------|
| COLTON POLICE DEPARTMENT<br>650 N LA CADENA DR.<br>COLTON, CA. 92324-2891<br>ATT: ACCOUNTS PAYABLE |

| Project |
|---------|
|         |

| Item           | Description                                                                                                                                         | Qty | Cost     | Total     |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------|-----------|
| AC-UV-TRAY-H   | EQUIPMENT TRAY FOR FORD UTILITY                                                                                                                     | 1   | 158.00   | 158.00T   |
| CP-UV-CO       | UV CARGO ORGANIZER W/3 LOOSE DIVIDERS                                                                                                               | 1   | 390.00   | 390.00T   |
| SC-1           | SANTA CRUZ GUN LOCK S-C1 W STANDARD KEY                                                                                                             | 1   | 75.44    | 75.44T    |
| GLSC-1/AR      | SANTA CRUZ GUN LOCK AR/15 LOCK(STANDARD KEY)                                                                                                        | 1   | 103.66   | 103.66T   |
| KP-UV-DAP-SS   | DRIVER ADVANTAGE 3 PC KICK PANEL FOR THE 2013 FORD UTILITY                                                                                          | 1   | 112.50   | 112.50T   |
| 2-SAB-FDUV-DAP | 2013-2017 FORD UTILITY DRIVER'S ADVANTAGE PARTITION MOUNTING KIT; W/ EXTRA SEAT BACK RECLINE **DOES NOT COME FREE W/ CAGE PURCHASE ***SPECIAL ORDER | 1   | 265.00   | 265.00T   |
| PS-FDUV-OS-R   | ABS REAR SEAT W/OS BELTS SYSTEM AND TROY REAR CARGO CAGE                                                                                            | 1   | 1,096.87 | 1,096.87T |
| TP-E-SL1-US-SS | RECESSED BACK PANEL, SLIDING WINDOW, VERTICAL THEFT DETERRENT BAR, LARGE WINDOW (FORMERLY TP-US-SS-TROY1)                                           | 1   | 556.88   | 556.88T   |
| SHIPPING       | SHIPPING OF TROY PRODUCTS                                                                                                                           | 1   | 75.00    | 75.00     |

PROPOSAL IS VALID FOR 30 DAYS

CALIFORNIA CERTIFIED SMALL BUSINESS #49878

NOTE: SALES TAX WILL BE CHARGED ON ANY INSTALLATION LABOR ON A VEHICLE WITH 500 MILES OR LESS PER NEW CALIFORNIA STATE BOE REGULATIONS.

|                         |             |
|-------------------------|-------------|
| <b>Subtotal</b>         | \$12,745.20 |
| <b>Sales Tax (8.0%)</b> | \$782.21    |
| <b>Total</b>            | \$13,527.41 |

Staff Report to the Mayor and City Council  
Authorize Purchase of Replacement Police Vehicle  
with related Emergency Equipment  
May 15, 2018  
Page 7

**ATTACHMENT (C)**  
**Purchase quote from CDCE Inc.**

CDCE, Inc.  
 22641 Old Canal Road  
 Yorba Linda, CA 92887



# Sales Quote

Telephone: 800-373-5353

|                 |            |
|-----------------|------------|
| Sales Quote No. | 111343     |
| Customer No.    | CICOLTONPD |
| Customer PO #   |            |

**Bill To**

City of Colton PD  
 Attn: Accounts Payable  
 650 N La Cadena Dr  
 Colton, CA 92324

Contact: Anita Betancur  
 Telephone: 909-370-5015

**Ship To**

City of Colton PD  
 Attn: Accounts Payable  
 650 N La Cadena Dr  
 Colton, CA 92324

Contact: Lonnie Yett  
 Telephone: 909-370-5162

| Order Date                                                                    | Ship Via         | F.O.B.                                                          | Customer PO Number | Payment Method |                |
|-------------------------------------------------------------------------------|------------------|-----------------------------------------------------------------|--------------------|----------------|----------------|
| 3/9/2018                                                                      | UPS Ground       | Yorba Linda                                                     |                    | NET 30         |                |
| <b>Entered By</b>                                                             |                  | <b>Salesperson</b>                                              | <b>Ordered By</b>  |                |                |
| Allison Gilchrist                                                             |                  | Allison Gilchrist                                               | Lonnie Yett        |                |                |
| Order Quantity                                                                | Approve Quantity | Item Number / Description                                       |                    | Unit Price     | Extended Price |
| 1                                                                             | 1                | PR-220049<br>GJ V110 PR, NO RF                                  |                    | 615.00         | 615.00         |
| 1                                                                             | 1                | PS-200044<br>DC Cig Adpt GETAC F110,V110, B300,P470,S400 Series |                    | 102.00         | 102.00         |
| Approved By: _____<br><input type="checkbox"/> Approve All Items & Quantities |                  |                                                                 |                    |                |                |

|            |             |
|------------|-------------|
| Print Date | 03 /09/2018 |
| Print Time | 9:22:06AM   |
| Page No.   | 1 of 1      |

|                    |               |
|--------------------|---------------|
| Subtotal           | 717.00        |
| Freight            | 15.00         |
| 7.750 % Sales Tax  | 55.57         |
| <b>Order Total</b> | <b>787.57</b> |

Printed by: Allison Gilchrist

**ATTACHMENT (D)**  
**Resolution No. R-42-18**

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**RESOLUTION NO. R-42-18**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON TO AUTHORIZE THE INCREASE OF THE FY 2017/2018 BUDGET VIA THE TRANSFER OF FUNDS FROM THE FEDERAL ASSET SEIZURE BANK ACCOUNT TO THE POLICE DEPARTMENT FEDERAL EXPENDITURE ACCOUNT.**

**WHEREAS**, the Budget for the City of Colton for the Fiscal Year commencing July 1, 2017 and ending June 30, 2018 was approved and adopted; and

**WHEREAS**, the approved budget is in accordance with all applicable ordinances of the City of Colton and all applicable statutes of the State; and

**WHEREAS**, on May 15, 2018 the Colton Police Department requests the transfer of \$4,035.17 from the City of Colton Federal Asset Seizure Account to the Colton Police Department Federal Asset Seizure Expenditure Account.

These funds are to be used by the police department to purchase a replacement patrol vehicle that was lost in a traffic collision and no longer in service.

**NOW, THEREFORE**, the City Council of the City of Colton does resolve as follows:

**Section 1.** Increase Federal Asset Seizure expenditure account #261-6070-6083-4910 in the amount of \$4,035.17.

**Section 2.** The amendment is hereby approved, adopted and incorporated herein.

**PASSED, APPROVED AND ADOPTED this May 15, 2018.**

\_\_\_\_\_  
RICHARD A. DELAROSA, Mayor

ATTEST:

\_\_\_\_\_  
CAROLINA R. PADILLA, City Clerk



## STAFF REPORT

DATE: MAY 15, 2018  
 TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS  
 FROM: BILL SMITH, CITY MANAGER  
 PREPARED BY: DAVID X. KOLK, Ph.D., UTILITY DIRECTOR  
 SUBJECT: BUDGET AMENDMENT FOR APPRENTICE TRAINING PROGRAM

### RECOMMENDED ACTION

It is recommended that the City Council approve Resolution No. R-39-18 amending the budget for Fiscal Year 2017-18 to redistribute \$2,000 in training funds in the Electric Department Transmission & Distribution (T&D) Division, from the Education/Training Expense Account to the Certification/Training Expense Account.

### BACKGROUND

The Colton Electric Department (CED) has a Power Line Apprentice Training Program in the Electric T&D Division. Under this program, the employee is required to attend a three-year training program through the California-Nevada Joint Apprentice Training Committee (CA-NV JATC). The CED is responsible for the cost of tuition and books for the training program for each apprentice. The apprentice obtains on-the-job training, and attends classes on weekends.

### ISSUES/ANALYSIS

The timing of the start of the classes varies depending on the hire date of the apprentice, and the schedule of classes at CA-NV JATC. At the completion of each year's course, the CA-NV JATC submits an invoice for each apprentice that completed the training.

CED includes funding for the Apprentice Training Program in the expense line item for Certification/Training, Account Number 520-8000-8004-1161-0926-000, and funding for other tuition reimbursements (college or other training not part of the apprentice program in accordance with the MOU) in 520-8000-8004-1160-0926-000. CED anticipated it would have training expenses for five (5) apprentices totaling \$17,500 in FY17/18. CED also anticipated that the IBEW unit members in the T&D Division would request up to \$5,000 in tuition reimbursement for non-apprentice trainings.

At the beginning of the fiscal year, there were two vacancies in the Power Line Technician Series. Ultimately, these vacancies were filled with apprentice level staff, bringing the actual number of staff in the Apprentice Training Program to six instead of five. An additional \$2,000 is required to cover the cost of the apprentice training for FY17/18.

Currently, there are no T&D staff enrolled in college level programs that are not part of the Apprentice Training Program, leaving the \$5,000 budgeted for tuition reimbursements available to be used to cover the expenses of the Apprentice Training Program. Staff is requesting to utilize the savings in the Education/Training line item to cover the costs in the Certification/Training line item.

Colton Administrative Policy 4.05.050 states, “Costs anticipated in excess of any affected department’s originally approved line item budget for training and travel require separate City Council Approval.”

**FISCAL IMPACTS**

Funds in the total amount of \$22,500 are approved in the FY17/18 T&D Division expense budget for various training purposes, as follows:

|                                            |          |
|--------------------------------------------|----------|
| Education/Training (tuition reimbursement) | \$ 5,000 |
| Certification/Training                     | \$17,500 |

Approval of Resolution R-39-18 will not have a financial impact since approval will simply redistribute \$2,000 of the approved training budget from one line item to another within the T&D Division.

**ALTERNATIVES**

1. Provide alternative direction to Staff.

**ATTACHMENTS**

1. Resolution R-39-18

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**RESOLUTION NO. R-39-18**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON AMENDING THE BUDGET FOR FISCAL YEAR 2017-18 TO REDISTRIBUTE \$2,000 IN TRAINING FUNDS IN THE ELECTRIC DEPARTMENT, TRANSMISSION & DISTRIBUTION DIVISION, FROM THE EDUCATION/TRAINING EXPENSE LINE ITEM TO THE CERTIFICATION/TRAINING EXPENSE LINE ITEM**

**WHEREAS**, the budget for fiscal year 2017-18 has been approved by City Council, and must now be amended to redistribute \$2,000 of the appropriation in the Electric Utility Department, Transmission & Distribution (T&D) Division Education/Training line item to the Certification/Training line item for costs associated with the Power Line Technician Apprentice Training Program; and,

**WHEREAS**, sufficient funds are available in the Electric Department T&D Division Education/Training line item, to transfer to the Certification/Training line item.

**NOW, THEREFORE, the City Council of the City of Colton does hereby resolve the following:**

**Section 1.** The City Council hereby amends the fiscal year 2017-18 budget appropriation as follows:

Decrease expenditure account number 520-8000-8004-1160-0926-000 by \$2,000  
Increase expenditure account number 520-8000-8004-1161-0926-000 by \$2,000

**PASSED, APPROVED AND ADOPTED** this 15th day of May, 2018

\_\_\_\_\_  
RICHARD A. DELAROSA, Mayor

ATTEST:

\_\_\_\_\_  
CAROLINA R. PADILLA, City Clerk

**THIS PAGE WAS INTENTIONALLY LEFT BLANK**



## STAFF REPORT

DATE: MAY 15, 2018  
 TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS  
 FROM: BILL SMITH, CITY MANAGER *BS*  
 PREPARED BY: MARK TOMICH, DEVELOPMENT SERVICES DIRECTOR *MT*  
 SUBJECT: CHANGE ORDER TO CONSTRUCTION CONTRACT: ELROD FENCE COMPANY

### RECOMMENDED ACTION

Staff recommends that the City Council:

Approve and authorize City Manager to sign Change Order to construction contract with Elrod Fence Company for fencing of Delhi Sands Flower-loving Fly habitat within the West Valley Habitat Conservation Plan to increase compensation by \$12,840.

### BACKGROUND

The West Valley Habitat Conservation Plan (“HCP”) provides open space and habitat protection for the Delhi Sands Flower-loving Fly. The adopted Memorandum of Understanding between the City of Colton and the Rivers & Lands Conservancy requires the City to fence all habitat conservation properties and remove debris prior to acceptance of the Conservation Easement by the Conservancy. On February 20, 2018, the City Council accepted the bid and approved a contract with Elrod Fence Company in the amount of \$153,620 to install fencing around the perimeter of the 20 acres of habitat conservation land donated to the City by Carl Ross. The project, currently underway, entails 1,559 linear feet of chain link fencing and 2,291 linear feet of wrought iron fencing (all fencing abutting public streets is wrought iron).

### ISSUES/ANALYSIS

The fence contractor was given a “notice to proceed” on April 5, 2018. Since that time, the City has recorded a Grant Deed for the donation of a .9-acre parcel (APN No. 0254-061-02) from Dr. Dev Gnanadev (“Gnanadev Family Trust”). This parcel is designated for conservation by the HCP and is located adjacent to property that is currently being fenced (see Attachment 2). Constructing the additional approximate 200 linear feet of wrought iron fencing at this time would be an efficient use of resources by eliminating costs associated with construction staging and re-bidding for additional fence construction.

### **FISCAL IMPACTS**

Funds to cover this Change Order in the amount of \$12,840 are available in Account Number 100-5401-000, which consists of Habitat Impact Fees collected on development within the West Valley HCP.

### **ALTERNATIVES**

1. Provide alternative direction to staff.

### **ATTACHMENTS**

1. Change Order to Elrod Fence Company Contract
2. Change Order Exhibit
3. Construction Contract: Elrod Fence Company

**CITY OF COLTON**

DATE: May 15, 2018

FROM: MARK TOMICH, DEVELOPMENT SERVICES DIRECTOR

TO: ELROD FENCE COMPANY  
6459 MISSION BLVD., RIVERSIDE, CA 92509  
Office: (951) 684-3102

**DEVELOPMENT SERVICES DEPARTMENT**

**CONTRACT CHANGE ORDER NO. 1  
Hub City Centre Habitat Land Fencing Project**

**INSTRUCTIONS TO THE CONTRACTOR AT THE REQUEST OF THE DEVELOPMENT SERVICES DIRECTOR**

These modifications are based upon site requirement for the completion of the project.

**I. INCREASED QUANTITY**

| Item No. Description of Work                                                                                  | Quantity              | Total Cost          |
|---------------------------------------------------------------------------------------------------------------|-----------------------|---------------------|
| 1 Install additional 200 linear feet of wrought iron fencing per specifications of approved bid and contract. | 200<br>linear<br>feet | \$12,840.00         |
| <b>TOTAL AMOUNT OF CHANGE ORDER #1</b>                                                                        |                       | <b>\$ 12,840.00</b> |

**III. CONTRACT AMOUNT RECONCILLATION**

|                                                               |                      |
|---------------------------------------------------------------|----------------------|
| ORIGINAL AMOUNT OF CONTRACT                                   | \$ 153,620.00        |
| CHANGE ORDER NO.1                                             | \$ 12,840.00         |
| <b>TOTAL COST OF CONTRACT AS PER CHANGE ORDER NO. 1 and 2</b> | <b>\$ 166,460.00</b> |

The amount of the contract will be increased by the sum of **\$12,840.00**. The undersigned Contractor approves the foregoing Change Order # 1 as to the changes, if any, in the contract price specified for each item including any and all supervision costs and other miscellaneous costs relating to the change in work, for completion of the entire work on account of said Change Order # 1. The Contractor agrees to furnish all labor and materials and perform all other necessary work required to complete the Change Order items. This document will become a supplement of the contract and all provisions will apply hereto. It is understood that the Change Order shall be effective when approved by the City and Contractor.

Execution of this Change Order by the Contractor constitutes a binding accord and satisfaction that fully satisfies, waives, and releases the Owner from all claims, demands, costs, and liabilities, in Contract, law or equity, arising out of or related to the subject of the change order, whether known or unknown, including but not limited to direct and indirect costs and/or damages for delay, disruption, acceleration, loss of productivity, and stacking of trades, as well as any and all consequential damages.

|                                                                |              |
|----------------------------------------------------------------|--------------|
| <p>_____<br/>MARK R. TOMICH, DEVELOPMENT SERVICES DIRECTOR</p> | <p>_____</p> |
| <p>_____<br/>BILL SMITH, CITY MANAGER</p>                      | <p>_____</p> |
| <p>_____<br/>BRIAN ELROD, SALES MANAGER, ELROD FENCE CO</p>    | <p>_____</p> |



PROPOSAL AND CONTRACT



CALIF. CONTR  
LIC. AND BONDED  
NO. 332890

ESTIMATOR BRIAN

6459 MISSION BLVD. • RIVERSIDE, CA 92509 • FAX (951) 684-3370

www.elrod fence.com

SCH DATE  
DATE 4-18-18

|                                            |                     |                               |                  |
|--------------------------------------------|---------------------|-------------------------------|------------------|
| NAME <u>CITY OF CANTON</u>                 | FOOTAGE <u>200'</u> | DESCRIPTION <u>REGAL IRON</u> | HEIGHT <u>6'</u> |
| ADDRESS                                    |                     |                               |                  |
| CITY                                       | ZIP                 | <u>- MATCH EXISTING</u>       |                  |
| HOME PHONE                                 | WORK PHONE          |                               |                  |
| CELL PHONE                                 | FAX                 |                               |                  |
| EMAIL                                      |                     |                               |                  |
| JOB ADDRESS <u>HUB CITY CENTRE HABITAT</u> |                     |                               |                  |
| C/S                                        | MAP PAGE NO.        |                               |                  |

| CHAIN LINK   |                    | WOOD        | WROUGHT IRON           | VINYL       |
|--------------|--------------------|-------------|------------------------|-------------|
| TERMINALS    | FOOTINGS           | TYPE        | STYLE <u>REGAL</u>     | TYPE        |
| GATE POSTS   | POINTS UP          | STYLE       | FRAME OD <u>1 1/2"</u> | STYLE       |
| LINE POSTS   | KNUCKLES UP        | COVER BOARD | PICKET OD <u>1"</u>    | COVER BOARD |
| TOP RAIL     | <del>BRACING</del> | POST        | PICKET OC <u>6"</u>    | POST        |
| FABRIC       | BIAS               | RAIL        | POST OD <u>3"</u>      | RAIL        |
| WIRE OUTSIDE | WIRE INSIDE        | CAP         | GATE POST OD <u>✓</u>  | CAP         |
| BARB WIRE    | VINYL              | TRIM        | COLOR <u>BLACK</u>     | COLOR       |

CUSTOMER RESPONSIBLE FOR PROPERTY LINE, UNDERGROUNDS UTILITIES, AND SPRINKLER LINES

|                                                      |                              |              |                |       |  |
|------------------------------------------------------|------------------------------|--------------|----------------|-------|--|
| <p><u>SAN B. AVE.</u></p> <p><u>200'</u></p>         | QTY.                         | GATES        | SIZE           | FRAME |  |
|                                                      |                              | WALK GATES   |                |       |  |
|                                                      |                              | DOUBLE GATES |                |       |  |
|                                                      |                              | SINGLE DRIVE |                |       |  |
|                                                      |                              | SLIDE        |                |       |  |
|                                                      |                              | DOUBLE SLIDE |                |       |  |
|                                                      | <b>POST NEEDED:</b>          |              |                |       |  |
|                                                      | <b>SPECIAL INSTRUCTIONS:</b> |              |                |       |  |
|                                                      | <u>* PREVAILING WARE</u>     |              |                |       |  |
|                                                      | TOTAL DUE UPON COMPLETION    |              | <u>12,840-</u> |       |  |
| SALES TAX INCLUDED IN PRICE                          |                              |              |                |       |  |
| ALL CREDIT CARD PAYMENTS MAY BE SUBJECT TO A 3% FEE. |                              |              |                |       |  |



- Fence Type**
- Property line
  - Existing fence
  - Chain Link fence
  - Wrought Iron fence
  - Gate

**City of Colton**  
**Carl Ross Land Dedication**  
**Perimeter Fence Location**

*Date Updated: April 30, 2018*



**CONTRACT**

**HUB CITY CENTER HABITAT LAND FENCING PROJECT**

THIS CONTRACT is made this 6<sup>th</sup> day of February, 2018, in the County of San Bernardino, State of California, by and between the City of Colton, hereinafter called City, and Elrod Fence Company, hereinafter called Contractor. The City and the Contractor for the considerations stated herein agree as follows:

**ARTICLE 1. SCOPE OF WORK.** The Contractor shall perform all Work within the time stipulated the Contract and shall provide all labor, materials, equipment, tools, utility services, and transportation to complete all of the Work required in strict compliance with the Contract Documents as specified in Article 5 below for the following Project:

**HUB CITY CENTER HABITAT LAND FENCING PROJECT**

The Contractor and its surety shall be liable to the City for any damages arising as a result of the Contractor's failure to comply with this obligation.

**ARTICLE 2. TIME FOR COMPLETION.** The Work shall be commenced on the date stated in the City's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within **Sixty (60)** calendar days from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the time for completion set forth above is adequate and reasonable to complete the Work.

**ARTICLE 3. CONTRACT PRICE.** The City shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of one-hundred fifty-three thousand six-hundred twenty dollars (\$153,620.00). Payment shall be made as set forth in the General Conditions.

**ARTICLE 4. LIQUIDATED DAMAGES.** In accordance with Government Code section 53069.85, it is agreed that the Contractor will pay the City the sum of **\$500.00** for each and every calendar day of delay beyond the time prescribed in the Contract Documents for finishing the Work, as Liquidated Damages and not as a penalty or forfeiture. In the event this is not paid, the Contractor agrees the City may deduct that amount from any money due or that may become due the Contractor under the Contract. This Article does not exclude recovery of other damages specified in the Contract Documents.

**ARTICLE 5. COMPONENT PARTS OF THE CONTRACT.** The "Contract Documents" include the following:

**CONTRACT**

**ATTACHMENT 3**

Notice Inviting Bids  
Instructions to Bidders  
Contractor's Bid Forms  
Contractor's Certificate Regarding Workers' Compensation  
Bid Bond  
Designation of Subcontractors  
Information Required of Bidders  
Non-Collusion Affidavit form  
Contract  
Performance Bond  
Payment (Labor and Materials) Bond  
General Conditions  
Special Provisions (or Special Conditions)  
Technical Specifications  
Greenbook Standard Specifications  
Addenda  
Plans and Contract Drawings  
Approved and fully executed change orders  
Any other documents contained in or incorporated into the Contract

The Contactor shall complete the Work in strict accordance with all of the Contract Documents.

All of the Contract Documents are intended to be complementary. Work required by one of the Contract Documents and not by others shall be done as if required by all. This Contract shall supersede any prior agreement of the parties.

**ARTICLE 6. PROVISIONS REQUIRED BY LAW.** Each and every provision of law required to be included in these Contract Documents shall be deemed to be included in these Contract Documents. The Contractor shall comply with all requirements of applicable federal, state and local laws, rules and regulations, including, but not limited to, the provisions of the California Labor Code and California Public Contract Code which are applicable to this Project.

**ARTICLE 7. INDEMNIFICATION.** Contractor shall provide indemnification as set forth in the General Conditions.

**ARTICLE 8. PREVAILING WAGES.** Contractor shall be required to pay the prevailing rate of wages in accordance with the Labor Code which such rates may be obtained online at <http://www.dir.ca.gov/dlsr> and which must be posted at the job site. If the Work involves federal funds or otherwise requires compliance with the Davis-Bacon Fair Labor Standards Act, the Contractor and all its subcontractors shall comply with the higher of the state or federal prevailing wage rates.

IN WITNESS WHEREOF, this Contract has been duly executed by the above-named parties, on the day and year above written.

CONTRACT

2

**CITY OF COLTON**

**ELROD FENCE COMPANY**

**By:**

**By:**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
William R. Smith

\_\_\_\_\_  
BRIAN ELROD

Name

\_\_\_\_\_  
City Manager

\_\_\_\_\_  
SALES REP.

Title

**Attest:**

\_\_\_\_\_  
332890

License Number

\_\_\_\_\_  
Carolina R. Padilla, City Clerk

**Recommended By:**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Carlos Campos

\_\_\_\_\_  
City Attorney



# STAFF REPORT

DATE: MAY 15, 2018  
 TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS  
 FROM: BILL SMITH, CITY MANAGER  
 PREPARED BY: ARTHUR W. MORGAN, ECONOMIC DEVELOPMENT MANAGER  
 SUBJECT: ACCEPTANCE OF RELINQUISHMENT BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION OF THE OWNERSHIP AND MAINTENANCE IN A PORTION OF FORMER WASHINGTON STREET RIGHT-OF-WAY IN THE CITY OF COLTON

## RECOMMENDED ACTION

It is recommended that the Colton City Council adopt Resolution R-40-18, thereby approving and accepting the land relinquished by the California Department of Transportation (“Caltrans”) to the City, and the maintenance of any underground utility easements under that certain section of the old abandoned Washington Street right-of-way adjacent to and north of APN# 0276-144-39.

## BACKGROUND

On April 20, 2017, Barrett Commercial, Inc., (“Barrett”) submitted a Letter of Intent to Lease the abandoned Washington Street Right-of-Way (“ROW”) west of the I-215 and north of the Washington Street freeway overcrossing.

Barrett’s plan has been to develop the parcel to the south (APN# 0276-144-39), having purchased it as a remnant parcel from Caltrans. His intent has been to build a bridge over the existing concrete ditch to reach APN# 0276-144-39, and to access the parcel through the Walmart parking lot. Barrett has been granted a permanent easement by Walmart to use the access. The access was created when the Walmart shopping center was originally built, but the parcel was never developed. The parcel Barrett has purchased is small, and leasing the ROW would increase parking options, allowing for a larger building on the site, increasing the value for both lessor and lessee.

## ISSUES/ANALYSIS

On July 18, 2017, City Council authorized Staff to negotiate with Barrett for a possible lease of the ROW. During Barrett’s investigation in anticipation of developing the property, he learned that an access restriction was created on the parcel as a result of its use as a project staging area during a past Caltrans construction project on the I-215. The access restriction was inadvertently not removed at project completion.

Staff met with Caltrans to discuss the access restriction and found that the State, rather than the City of Colton, owns the former ROW, because it was part of the old state highway system. There are utility easements under the former ROW, which must be maintained in perpetuity. Caltrans will only transfer certain easements, such as utility easements, to public entities to ensure their ongoing maintenance. Because of the unique alignment and location of the former ROW, most of the access points for maintenance remain on Caltrans right-of-way, so impact to the City remains minimal. In addition, Public Works has already been maintaining the former ROW, believing that the City owned it, and has agreed to accept the ongoing maintenance.

Discussions with Caltrans included determining the proper way to remove the access restriction and transfer the property to ensure ongoing maintenance of underground easements. Caltrans determined that those actions can be accomplished by a relinquishment. Resolution R-40-18, to accept the relinquishment, has an Exhibit A, which is the map of the area being relinquished. Caltrans Headquarters in Sacramento has already approved the relinquishment, and the environmental document 499-S has been received and approved by Caltrans in San Bernardino, and by the City of Colton.

#### **FISCAL IMPACTS**

There are no recording requirements for a Caltrans Relinquishment, and therefore not impact to the General Fund.

Ongoing maintenance is already part of Public Works' maintenance budget, so approval of this resolution will not have any fiscal impact on the Public Works budget.

#### **ALTERNATIVES**

1. Provide alternative direction to staff.

#### **ATTACHMENTS**

Attachment A—Resolution R-40-18

**ATTACHMENT "A"**

**RESOLUTION R-40-18**

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**RESOLUTION NO. R-40-18**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON, CALIFORNIA, ACCEPTING TITLE TO STATE ROUTE 215 SUPERSEDED COLLATERAL FACILITIES UPON RELINQUISHMENT BY THE STATE OF CALIFORNIA (STATE) TO THE CITY OF COLTON (CITY).**

**WHEREAS**, said Highway portion having been previously adopted as a freeway on August 20, 1953; and

**WHEREAS**, State and City have entered into a freeway agreement dated June 7, 1954 relating to State Highways within the City limits being State Route 215; and

**WHEREAS**, City has received the Environmental Document #499-S and maps of Proposed Relinquishment 499-S from State, including Exhibit "A" representing a vicinity map and Exhibit "B" showing relinquishment area, attached hereto and incorporated by reference; and

**WHEREAS**, City desires to waive the 90-Day Notice of Intent to Relinquish from STATE; and

**WHEREAS**, City desires to assume full control, operations, maintenance, responsibility, liability, and ownership henceforth in perpetuity over said superseded collateral facilities upon relinquishment by State; and

**WHEREAS**, CITY desires to accept title to said superseded collateral facilities upon relinquishment by State upon approval by the California Transportation Commission (CTC) of a Resolution of Relinquishment and State's recording of said Resolution with the County Recorder's Office; and

**WHEREAS**, City desires to accept control, operations, and maintenance of said collateral facilities upon receipt of written notice from State that the work therein has been completed; and

**WHEREAS**, City agrees no dangerous conditions exist on said superseded collateral facilities and desires to accept said facilities in its current environmental condition and setting, including, but not limited to, the presence of hazardous material as described in the Environmental Document #499-S ; and

**WHEREAS**, City agrees, upon said recordation of said resolution, State will be held harmless from and not responsible for any present or future remediation of said hazardous materials.

1  
2 **NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COLTON,**  
3 **DOES HEREBY RESOLVE AND FIND AS FOLLOWS:**

4 **SECTION 1.** The recitals preceding this Resolution are true and correct and are  
5 incorporated into this Resolution by this reference.

6 **SECTION 2.** The City Council of the City of Colton hereby approves by resolution:  
7 acceptance of title of said superseded collateral facilities upon relinquishment by State.

8 **SECTION 3.** The City Council of the City of Colton hereby agrees to accept control,  
9 operations, and maintenance of said superseded collateral facilities upon receipt of written  
10 notice from State that the work therein has been completed.

11 **SECTION 4.** The City Council of the City of Colton hereby agrees to waive the 90-  
12 Day Notice of Intent to Relinquish from State.

13 **SECTION 5.** The State has determined that the Relinquishment is Categorically  
14 Exempt from environmental review pursuant to Class 1.(c) (PRC 21084: 14 CCR 15300, *et*  
15 *seq.*) The City Council of the City of Colton has determined that the acceptance of the  
16 Relinquishment in this Resolution is not a “project” requiring environmental review pursuant  
17 to the California Environmental Quality Act (Public Resources Code, sections 21000, *et seq.*);  
18 rather, this acceptance of relinquishment does not involve any commitment to any specific  
19 project and, as a result, is excluded from the definition of “project” in section 15378(b)(4)  
20 of the State CEQA Guidelines (Title 14 California Code of Regulations sections 15000, *et seq.*).  
21 The City Clerk is authorized and directed to file all appropriate notices pursuant to CEQA  
22 with the Clerk of the Board of Supervisors of the County of San Bernardino, California.

23 **SECTION 6.** The City Council of the City of Colton hereby authorizes the City  
24 Mayor to sign said resolution and direct the City Clerk to attest same. This Resolution shall  
25 become effective immediately upon its adoption.

26 **PASSED, APPROVED AND ADOPTED** this 15<sup>th</sup> day of May, 2018.

27  
28 \_\_\_\_\_  
RICHARD A. DE LA ROSA, Mayor

ATTEST:

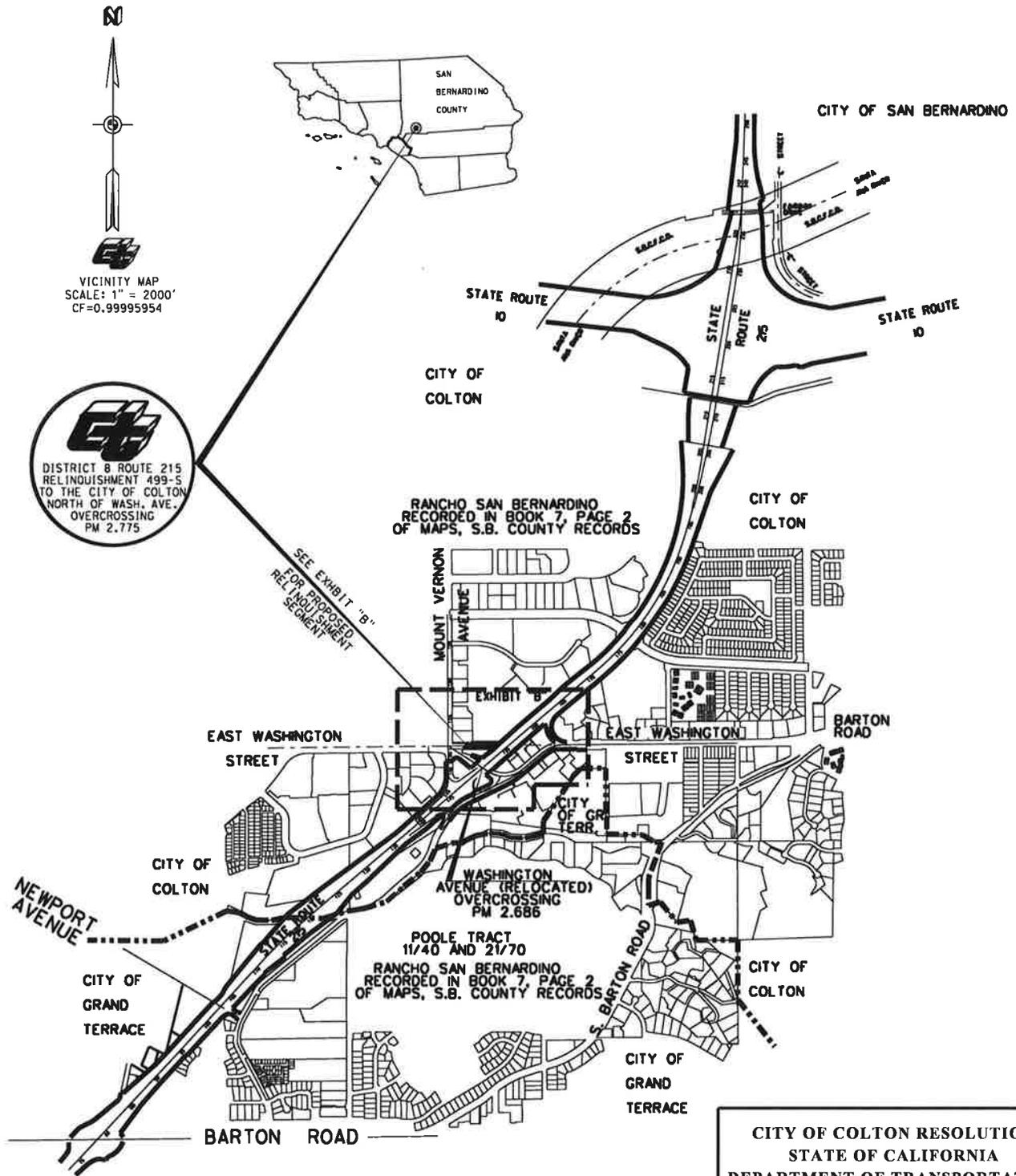
\_\_\_\_\_  
CAROLINA R. PADILLA, City Clerk

**EXHIBIT "A"**

**VICINTY MAP**

| DISTRICT | COUNTY | ROUTE | POST MILES | SHEET NO. | TOTAL SHTS |
|----------|--------|-------|------------|-----------|------------|
| 08       | SBD    | 215   | 2.775      | 1         | 2          |

## EXHIBIT "A"



**CTC**  
 DISTRICT 8 ROUTE 215  
 RELINQUISHMENT 499-S  
 TO THE CITY OF COLTON  
 NORTH OF WASH. AVE.,  
 OVERCROSSING  
 PM 2.775

VICINITY MAP  
 SCALE: 1" = 2000'  
 CF=0.99995954

**CITY OF COLTON RESOLUTION  
 STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
 PROP. RELINQUISHMENT NO. 499-S**

INDEX MAP SCALE: 1" = 2000'

FEET 0 1000 2000 4000 6000

SEE RIGHT OF WAY RECORD MAPS AT THE DIST. OFFICE  
 FOR ADDITIONAL STATE RIGHT OF WAY & ACCESS INFO.

1. THE STATE OF CALIFORNIA'S RIGHT, TITLE, OR INTERESTS CONVEYED TO THE CITY OF COLTON ONLY UPON LOCAL RECORDATION OF THE RELATED CTC RESOLUTION DOCUMENT BY CALTRANS STAFF
2. SEE EXHIBIT "B" FOR PROPOSED RELINQUISHMENT SEGMENT DETAIL

**EXHIBIT "B"**

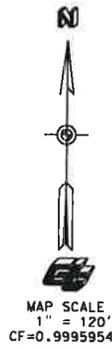
**MAP OF AREA BEING RELINQUISHED**

| DISTRICT | COUNTY | ROUTE | POST MILES | SHEET NO. | TOTAL SHTS |
|----------|--------|-------|------------|-----------|------------|
| 08       | SBD    | 215   | 2.775      | 2         | 2          |

**REFERENCES**

- ( ) : RECORD DATA PER S.H.M. BK 3, PG 78 SEE RELINO. 755 PER O.R. 5096/424 (3-30-60) UNLESS NOTED OTHERWISE
- (( )) : RECORD DATA PER DD 8075-01-01 REC AS O.R. 8985/200 ON AUGUST 6, 1976
- < > : RECORD DATA PER CT RECORD MAP NO. 57604-03

**EXHIBIT "B"**



35,102.6 SF  
0.806 ACRES

**PROPOSED SEGMENT 1**



**SURVEYOR'S NOTES**

1. STATE ACQUIRED UNDERLYING FEE WITH PARCEL NO. 31 DESCRIBED IN F.O.C. REC AS OR 4804/227 ON 5-15-59. THE WASHINGTON AVE U/F ACQUIRED BY CLAUSE PER FINAL COURT ORDER.
2. THE LAND SOUTH OF THIS PROPOSED RELINQUISHMENT WAS SOLD BY THE STATE AS EXCESS LAND PER DD 8075-01-01 REC AS OR 8985/200 ON 8-6-76. SAID EXCESS LAND IS BOUND ON THE WEST BY RELINO. 755 AND ON THE NORTH BY THE SOUTH LINE OF FORMER WASHINGTON AVENUE.
3. THE FOLLOWING RECORDED DOCUMENTS, CT RECORD MAPS, AND CT AS-BUILTS WERE USED TO DETERMINE THE ACQUISITIONS, DISPOSALS, AND SUPERSEDES REQUIRED DEFINE THIS PROPOSED RELINQUISHMENT SHOWN HEREON:  
 CT DOCUMENTS: F.O.C. TO STATE PER O.R. 4804/227 (5-15-1959)  
 RESOLUTION OF RELINO. NO. 755 PER O.R. 5096/424 (3-30-1960)  
 DIRECTOR'S DEED PER O.R. 8985/200 (8-6-1976)  
 CT STATE HWY MAPS: RELINO. 755 - BK 3/PGS 74,76,77,78  
 BK 4/PGS 18,19,20,21  
 CT R/W RECORD MAPS: 1956: 57604-01 (428554)  
 57604-02 (428555)  
 57604-03 (428555)  
 CT AS-BUILTS: 1958: 034134  
 1975: 169104

1. THE STATE OF CALIFORNIA'S RIGHT, TITLE, OR INTERESTS CONVEYED TO THE CITY OF COLTON ONLY UPON LOCAL RECORDATION OF RELATED CTC RESOLUTION DOCUMENT BY CALTRANS STAFF
2. SEE EXHIBIT "A" FOR PROPOSED RELINQUISHMENT VICINITY MAP

**LEGEND**

- STATE R/W ACCESS-CONTROLLED
- ACCESS RIGHTS TO BE RESERVED BY STATE
- SUPERSEDED R/W & ACCESS CONTROL PER EA 16510 1975 AS-BUILTS
- PROPOSED SEGMENT 1

**CITY OF COLTON RESOLUTION**  
**STATE OF CALIFORNIA,**  
**DEPARTMENT OF TRANSPORTATION**  
**PROP. RELINQUISHMENT 499-S**

INDEX MAP SCALE: 1" = 120'  
 FEET 0 60 120 240 360  
 SEE RECORD MAPS AT THE DIST. OFFICE FOR ADDITIONAL STATE RIGHT OF WAY INFORMATION.

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# STAFF REPORT

DATE: MAY 15, 2018  
 TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS  
 FROM: BILL SMITH, CITY MANAGER  
 PREPARED BY: DAVID X. KOLK, Ph.D., UTILITY DIRECTOR  
 SUBJECT: MEMORANDUM OF UNDERSTANDING WITH THE CITY OF RIVERSIDE TO PROVIDE TEMPORARY WATER SERVICE

## RECOMMENDED ACTION

It is recommended that the Colton City Council approve the attached “Memorandum of Understanding for Interim Retail Water Service (MOU)” with the City of Riverside (Riverside), in substantially the form attached, allowing Riverside to provide temporary water service to proposed new development along the southern portion of Colton, as shown in Attachment 1 and authorize the City Manager to execute the MOU.

## BACKGROUND

The area in south Colton bounded by Riverside Avenue on the west, Pellisier Road on the north, Center Street on the south and Orange Street on the east is currently not served by any City of Colton utilities. Electricity is provided by Southern California Edison (SCE) and water is provided through on-site wells. Sewer services are either on-site private septic tanks or septic tanks and leech lines.

As part of the expansion of Colton’s utility services to south Colton, Colton Utilities Department (CUD) is constructing new sewer and water facilities to service this area. Electricity will continue to be provided by SCE.

The MOU states that Riverside will provide services until CUD completes construction of new water and sewer facilities to serve this area. CUD has already constructed a portion of the new water and sewer lines but cannot complete the facilities until land for a new sewer lift station is dedicated to the City and easements are obtained through the eastern portion of the property to the Cadena Creek area.

## **ISSUES AND ANALYSIS**

In the 2008 time period, CUD constructed water and sewer lines from Orange street west through the area. However, these water and sewer lines were never connected with the rest of the CUD system because the CUD system did not go that far south.

With the development of Roquet Ranch and the extension of the new water transmission line south along La Cadena Dr. and the planned construction of a new lift station within this area, CUD can begin serving this area.

The MOU requires Riverside to turn the retail customers over to CUD upon 90 days-notice from Colton. Until then, Riverside will continue to serve.

CUD plans to have water service in place by the end of 2018 or early 2019. Sewer service will not be provided until the construction of a new lift station 2019 that will serve this area along with the Pellisier and Roquet Ranch areas. This new lift station will replace the existing Cadena Creek Lift Station.

## **FISCAL IMPACT**

The new lift station will be paid for by the Roquet Ranch Developers and any other new development, including any additional infrastructure to connect the existing water and sewer lines to CUD's existing facilities. As such, there should be little or no impact on either the Water or Wastewater Department's budget.

## **ATTACHMENTS**

1. Map of area
2. Memorandum of Understanding for Interim Retail Water Service – City of Colton.

**ATTACHMENT "A"**  
**Map of Area to be Served**



**MEMORANDUM OF UNDERSTANDING FOR INTERIM RETAIL WATER SERVICE  
BETWEEN CITY OF RIVERSIDE AND CITY OF COLTON**

THIS MEMORANDUM OF UNDERSTANDING FOR INTERIM RETAIL WATER SERVICE (“MOU”) is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2018 (“Effective Date”), by and between the CITY OF RIVERSIDE, a California charter city and municipal corporation (“Riverside”), and City of Colton, a municipal corporation (“Colton”), collectively referred to herein as “Parties”.

**RECITALS**

A. Riverside, through its Public Utilities Department, provides retail water service within its city limits, except for the Orangecrest and Mission Grove neighborhoods south of Canyon Crest Drive.

B. Colton, through its Public Utilities Department, provides retail water service within its city limits.

C. The Parties have identified a certain area of Colton, generally known as 1901 Center Street, San Bernardino County Assessor’s Parcel Numbers 0277-022-67 and 68, which will be consolidated into one parcel comprised of approximately 13.2 acres , to which Colton is temporarily unable to provide retail water service (the “Temporary Service Area”). That Temporary Service Area is further depicted and described in the map and legal descriptions attached hereto as Exhibit A and incorporated herein by reference.

D. The Parties agree that Riverside is temporarily better situated to provide retail water services to properties located within the Temporary Riverside Water Service Area, upon written request by Colton and in accord with the terms and conditions set forth in this MOU.

E. Colton agrees to allow Riverside to provide retail water services to properties within the Temporary Riverside Water Service Area, upon written request by Colton and in accord with the terms and conditions set forth in this MOU.

F. Riverside’s water service to Temporary Service Area is not subject to Riverside and Colton obtaining approval of the Local Agency Formation Commission pursuant to California Government Code Section 56133; and

G. The Temporary Service Area will remain outside of Riverside’s corporate boundaries.

NOW, THEREFORE, the parties hereto mutually agree as follows:

1. TERM. The term of this MOU shall become effective on the date first written above and shall terminate upon mutual consent by the parties hereto (the "Effective Date"). This MOU shall also terminate upon written notification by either party. Such notification shall be provided to the non-terminating party a minimum of 60 days prior to the date that temporary water service will terminate within the Temporary Service Area.

2. PROVISION OF RETAIL WATER SERVICE. As of the Effective Date, and upon written request from Colton, Riverside will provide retail water service to the specified parcels located within the Temporary Service Area. Riverside shall provide such retail water service in accord with Section 3, below, until Colton is capable of providing retail water service to that specified parcel from the Colton water system. Colton shall give Riverside ninety (90) days notice of its intent to provide such retail water service to the specified parcels. Riverside shall be responsible for abandoning any facilities installed to serve that specified parcels and Colton shall be responsible for installing facilities to provide that specified parcel with retail water service by Colton.

3. CONDITIONS FOR PROVISION OF RETAIL WATER SERVICE. Riverside shall only be required to provide retail water service to a specified parcels located within the Temporary Service Area under this MOU if the owner of that specified parcel agrees to comply with the following terms and conditions. If owner fails to comply with any or all of the conditions, Riverside shall provide Colton with written notice that Riverside declines to provide water service to the specified parcel:

3.1 Owner must dispose of sewage waste on the specified property by way of connection to the public sewer system or the installation, operation and maintenance of private sewage holding tanks. Disposal of sewage waste by septic tank and/or leach field is strictly prohibited.

3.2 Owner shall be responsible for the design and installation of all public water facilities, in accord with Riverside standards and subject to Riverside approval, as required to provide an individual water service and/or fire service to the specified parcel.

3.3 In accord with the City of Riverside Water Rules and Rates, as amended from time to time, Owner shall be responsible for all applicable fees and charges required to install all water facilities required by Riverside for the provision of retail water service to the specified parcel.

3.4 Owner shall agree to not store, except for incidental use, any oils, lubricants, pesticides, volatile organic compounds, radioactive materials or any such materials that would present possible threat to the safety or security of the regional water supply. All tanks for fuels, oils, etc., shall be above ground with adequate provisions for spill containment.

3.5 Owner agrees that at the time Colton has adequate water facilities to provide service, the owner is responsible for all fees and charges required by Colton in order to transfer retail water service to Colton. Furthermore, the owner agrees to pay all

applicable fees and charges to Riverside for the abandonment of Riverside facilities installed to provide the retail water service to the specified parcel.

3.6 Owner shall be a customer of Riverside and the water rate charged to the Owner will be Riverside's applicable retail water customer rate for service to the specific property.

3.7 Owner shall pay to Riverside a fee for the cost for Riverside to abandon any Riverside facilities installed to provide the retail water service to the specified parcel at the termination of this Agreement.

3.8 The owners and developers of the parcels receiving retail water service from Riverside shall faithfully participate within the scope of the Northside Interjurisdictional Specific Plan process and acknowledge Riverside's commitment to upholding the public integrity of the Northside Interjurisdictional Specific Plan process as contained within the letter from Mayor Bailey to Colton dated April 3 2018 attached hereto as Exhibit B and incorporated herein by reference.

4. NON-DISCRIMINATION. Except as provided in Section 12940 of the California Government Code, during the performance of this MOU, neither party shall discriminate on the grounds of race, religious creed, color, national origin, ancestry, age, physical handicap, medical condition, including the medical condition of Acquired Immune Deficiency Syndrome (AIDS) or any condition related thereto, marital status, genetic information, gender, gender identity, gender expression, sex or sexual orientation in use of the Property during the term of this MOU. Further, the parties agree to conform to the requirements of the Americans with Disabilities Act in the performance of this MOU.

5. GOVERNING LAW AND JURISDICTION. The parties agree that in the exercise of this MOU, the parties shall comply with all applicable federal, state, county and local laws, and regulations in connection with the Property. The existence, validity, construction, operation and effect of this MOU and all of its terms and provisions shall be determined in accordance with the laws of the State of California. Any action at law or in equity brought by either of the parties hereto for the purpose of enforcing a right or rights provided for by this MOU shall be tried in a court of competent jurisdiction in the County of Riverside, State of California, and the parties hereby waive all provisions of law providing for a change of venue in such proceedings to any other county.

6. NOTICES. Service of any notices, or other documents required or permitted under this MOU shall be sufficient if sent by one party to the other by United States mail, postage prepaid and addressed as follows:

City

Colton

City of Riverside  
Attn: Public Utilities General Manager  
3900 Main Street  
Riverside, CA 92522

City of Colton  
Attn: Public Utilities General Manager  
650 N. La Cadena Drive  
Colton, CA

7. SEVERABILITY. Each provision, term, condition, covenant, and/or restriction, in whole and in part, in this MOU shall be considered severable. In the event any provision, term, condition, covenant, and/or restriction, in whole and/or in part, in this MOU is declared invalid, unconstitutional, or void for any reason, such provision or part thereof shall be severed from this MOU and shall not affect any other provision, term, condition, covenant, and/or restriction, of this MOU and the remainder of the MOU shall continue in full force and effect.

8. PARAGRAPH TITLES. The paragraph titles of this MOU are (i) inserted only for the convenience of the parties, (ii) are not intended to describe, define, limit, or otherwise affect the provisions in the portions of the MOU to which they pertain, and (iii) in no way describe, define, limit, or otherwise affect the scope or intent of this MOU or in any way affect the agreement of the parties set out in this MOU.

9. AMENDMENTS. This MOU may be amended or supplemented only by written documents signed by all parties.

10. VENUE. Any action at law or in equity brought by either of the parties hereto for the purpose of enforcing a right or rights provided for by this MOU shall be tried in a court of competent jurisdiction in the County of Riverside, State of California, and the parties hereby waive all provisions of law providing for a change of venue in such proceedings to any other county.

11. AUTHORITY. The individuals executing this MOU and any instruments referenced herein each represent and warrant that they have the legal power, right and actual authority to bind their respective parties to the terms and conditions hereof and thereof.

[signatures on next page]

IN WITNESS WHEREOF, the parties hereto have caused this MOU to be duly executed on the date and year first written above.

CITY OF RIVERSIDE

CITY OF COLTON

By: \_\_\_\_\_  
City Manager

By: \_\_\_\_\_  
City Manager

ATTEST:

ATTEST:

By: \_\_\_\_\_  
City Clerk

By: \_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Assistant City Attorney

\\rc-citylawprod\Cycom\WPDocs\D025\P025\00405575.doc  
CA: 17-1633 sw 04/30/2018

**“Exhibit A”**  
**Map and Legal Descriptions**



APN 0277-022-67:

THAT PORTION OF LOT 5 OF THE SUBDIVISION OF LOT 19 OF THE ADDITION TO THE BANDINI DONATION, IN THE CITY OF COLTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 17 OF MAPS, PAGE 53, RECORDS OF SAN BERNARDINO COUNTY, LYING WITHIN IN THE COUNTY OF SAN BERNARDINO, AND THAT PORTION OF LOT 6 OF THE SUBDIVISION OF LOT 19 OF THE ADDITION TO THE BANDINI DONATION, AS SHOWN BY MAP ON FILE IN BOOK 17 OF MAPS, PAGE 53, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, LYING WESTERLY OF THE NORTHERLY PROLONGATION OF THE DIVISION LINES BETWEEN LOTS 4 AND 5 OF SAID SUBDIVISION.

APN 0277-022-68:

ALL THAT PORTION OF LOT 6 OF THE SUBDIVISION OF LOT 19 OF THE ADDITION TO THE BANDINI DONATION, AS PER MAP RECORDED IN BOOK 17, PAGE 53 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERLY CORNER OF SAID LOT 6;

THENCE NORTH  $16-1/2^{\circ}$  EAST 623 FEET ALONG THE WESTERLY BOUNDARY LINE OF SAID LOT 6 TO THE NORTHWESTERLY CORNER OF SAID LOT;

THENCE SOUTH  $66-3/4^{\circ}$  EAST ALONG THE NORTHERLY BOUNDARY LINE OF SAID LOT, 798 FEET MORE OR LESS, TO A POINT FROM WHENCE A STRAIGHT LINE DRAWN TO THE NORTHEASTERLY CORNER OF LOT 4 OF SAID SUBDIVISION WOULD BE PARALLEL WITH THE WESTERLY BOUNDARY LINE OF SAID LOT 6;

THENCE IN A STRAIGHT LINE SOUTH  $16-1/2^{\circ}$  WEST, PARALLEL WITH THE SAID WESTERLY BOUNDARY LINE OF SAID LOT 6 TO THE NORTHEASTERLY CORNER OF THE ABOVE MENTIONED LOT 4, WHICH POINT IS IN THE SOUTHERLY BOUNDARY LINE OF SAID LOT 6;

THENCE NORTH  $67-1/4^{\circ}$  WEST 798 FEET TO THE POINT OF BEGINNING.

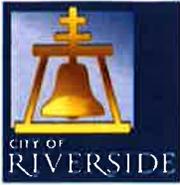
ALSO THAT PORTION OF LOTS 4 AND 5 OF SAID SUBDIVISION OF LOT 19 TO THE ADDITION TO THE BANDINI DONATION, SITUATED IN SAN BERNARDINO COUNTY, ALL AS SHOWN BY MAP RECORDED IN BOOK 17, PAGE 53 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION OF LOT OF THE SUBDIVISION OF LOT 19 OF THE ADDITION TO THE BANDINI DONATION AS SHOWN BY MAP ON FILE IN BOOK 17, PAGE 53 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, LYING WITHIN THE COUNTY OF SAN BERNARDINO AND THAT PORTION OF LOT 6 OF THE SUBDIVISION OF LOT 19 OF THE ADDITION TO THE BANDINI DONATION AS SHOWN BY MAP ON FILE IN BOOK 17, PAGE 53 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, LYING WESTERLY OF THE NORTHERLY PROLONGATION OF THE DIVISION LINE BETWEEN LOTS 4 AND 5 OF SAID SUBDIVISION.

SAID DESCRIPTION WAS APPROVED BY CERTIFICATE OF COMPLIANCE WHICH RECORDED MAY 31, 2001 AS INSTRUMENT NO. 2001-210475, OFFICIAL RECORDS.

## “Exhibit B”

Letter from Mayor Bailey to Colton dated April 3 2018



## Office of the Mayor

*City of Arts & Innovation*

April 3, 2018

Honorable Richard A. DeLaRosa, Mayor  
Honorable Isaac T. Suchil, Councilmember – District 6  
City of Colton  
650 N. La Cadena Drive  
Colton, CA 92324

**SUBJECT:      NORTHSIDE INTERJURISDICTIONAL SPECIFIC PLAN**

Dear Mayor DeLaRosa and Councilmember Suchil,

Thank you for your letter dated March 15, 2018. On behalf of the City of Riverside, I appreciate your communication and greatly value our two cities' partnership on shared interests within the region – not the least of which is the Northside Interjurisdictional Specific Plan.

The following serves as a response to your letter. I will touch on 3 key points: the City of Riverside's perspective on its land holdings within the Northside Interjurisdictional Specific area; the City of Riverside's commitment to upholding the public integrity of the Northside Interjurisdictional Specific Plan process; and, an update on the status of the Northside Interjurisdictional Specific Plan process.

*City of Riverside's Land Holdings within the Northside Interjurisdictional Specific Area*

The City of Riverside places great weight on this interjurisdictional specific plan process because the Northside has an important part in our collective heritage, is a place of community pride and envisioned potential, contains over 400 acres of undeveloped land owned by the City of Riverside, including Riverside Public Utilities. Specifically, the City of Riverside controls the undeveloped 227-acre property in the City of Colton (i.e., Pellissier Ranch) and another 179 acres within the City of Riverside (i.e., the Ab Brown Sports Complex and former Riverside Golf Course). To this end, I understand the importance of the Pellissier Ranch to the City of Colton as it is identified as a "planning focus area" in your 2013 adopted General Plan Land Use Element.<sup>1</sup> When juxtaposed to the current Light Industrial land use and zoning designations for Pellissier Ranch (as well as the "Concept D" transmitted in your March 15<sup>th</sup> letter), the City of Colton's adopted non-industrial vision<sup>2</sup> for the property conveys a dichotomy of possibilities for the future.

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<sup>1</sup> Please refer to pages LU-56 and LU-57 of the 2013 adopted City of Colton General Plan Land Use Element; <http://ca-colton.civicplus.com/DocumentCenter/View/1345>.

<sup>2</sup> As embodied in the City of Colton's "planning focus area" description for Pellissier Ranch: "The City envisions this area as a riverfront community consisting of low-density and medium-density housing, schools and parks, trails, community facilities, and a commercial area serving the neighborhood." (Source: Page LU-56 of the 2013 adopted City of Colton General Plan Land Use Element; <http://ca-colton.civicplus.com/DocumentCenter/View/1345>.)

This policy contrast, combined with the array of interests of the City of Riverside, underscores the value of this interjurisdictional specific plan process. Together, with input from the community, the Cities of Colton and Riverside will determine a path forward for the Northside area.

#### *Commitment to Upholding Public Integrity of the Northside Interjurisdictional Specific Plan Process*

The process is presently in the "Alternatives" phase and is progressing toward the "Preferred Plan" phase.<sup>3</sup> Once the process yields a preferred plan, the final three phases will commence "Environmental Scoping," "Draft Specific Plan & Draft Program EIR," and "Final Specific Plan & Final Program EIR." Throughout all phases, the City of Riverside will continue advancing public integrity of the process by upholding the following six objectives:

1. Engage the full spectrum of Northside community members, landowners, and stakeholders in the planning process for the Northside Specific Plan.
2. Use input, ideas, and feedback from the community to help shape the Northside Specific Plan, including the baseline study, vision concepts, alternatives, and preferred plan.
3. Strengthen and expand relationships and trust between the City, community members, and other government agencies.
4. Transparently share project information, studies, meeting conclusions, and incremental decisions with community members.
5. Utilize prior community discussions about Northside assets and vision and seek input from others who may not have been part of the prior discussions.
6. Coordinate with and seek input from other government agencies that have jurisdiction and/or interest in the project area.

The City of Riverside understands the urgency and importance expressed by the City of Colton for completing the specific plan. However, the City also understands that the 227-acre City of Riverside-owned Pellissier Ranch represents a rare opportunity to arrive at a land use that is in the best interests of all. The City of Riverside appreciates the City of Colton's "Concept D" as important input in the public process; however, to uphold public trust and integrity of the planning process, the City of Riverside remains fully committed to completing the Northside Interjurisdictional Specific Plan process. This includes a commitment that the City of Riverside will not entertain development proposals of any kind on City of Riverside-owned property until after adoption of the specific plan and environmental impact report.

#### *Status of the Northside Interjurisdictional Specific Plan Process*

The City of Riverside believes that the area encompassed by the Northside Specific Plan area has the long-term potential to achieve unprecedented community value for both cities and the region. As you correctly noted, the planning process is taking longer than the 18 to 20 months

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<sup>3</sup> The process is outlined at: [http://northsideplan.com/wp-content/uploads/2017/05/Northside\\_Newsletter.pdf](http://northsideplan.com/wp-content/uploads/2017/05/Northside_Newsletter.pdf)

originally envisioned in December 2016; the anticipated summer 2018 completion date has now moved to the last quarter of 2018. As often happens with community-based planning processes, much learned during the process adds considerations – and time – not foreseeable at the project outset. That said, since the outset of the planning process, City of Colton staff, City of Riverside staff, the community, property owners, regional partners, consultants and others have worked together so that the resulting Northside plan celebrates the area's history, respects residential neighborhoods, and is a prominent destination and employment center for the region (please see the attached list of participation/involvement by City of Colton staff).

Presently, the planning consultant team (led by Rick Engineering) is incorporating the community input received on Concepts A, B, and C<sup>4</sup> to create a single concept for the Northside. The concept will seek to advance Colton's desire for job creation and fiscal stability (as set forth in your letter) with the City of Riverside's desire to create lasting community value that respects heritage, culture, environment, and quality of life and benefits the residents of both cities for generations. The concept developed by the consultant will undergo a market assessment and will be shared with the public to receive input and to determine community support. Throughout each step, Colton staff will continue to be involved; the City of Riverside will also work with Colton staff to arrange a time to present the concept to the Colton City Council.

The City of Riverside appreciates the consistent coordination and collaboration of the City of Colton in developing the Northside Interjurisdictional Specific Plan. I also appreciate your communication regarding the progress of the process and Colton's "Concept D" for Pellissier Ranch. I will work with our City Manager's Office to continue our two cities' coordination and look forward to a time in the near future when all can celebrate the completion of this interjurisdictional, community-based planning process.

With gratitude,



William "Rusty" Bailey, III  
Mayor

cc: Riverside City Council  
Colton City Council  
John A. Russo, Riverside City Manager  
William R. Smith, Colton City Manager  
Mark Tomich, Colton Development Services Director  
Arthur Morgan, Colton Economic Development Manager  
Al Zelinka, FAICP, Riverside Assistant City Manager  
Todd Jorgenson, Interim General Manager – Riverside Public Utilities  
Rafael Guzman, Riverside Director of Community & Economic Development

Attachment: City of Colton Staff Participation/Involvement with Northside Interjurisdictional Specific Plan

<sup>4</sup> For detailed information on Concepts A, B, and C, please refer to [http://northsideplan.com/wp-content/uploads/2017/10/Northside\\_Workshop2\\_HandoutPackage\\_Oct2017.pdf](http://northsideplan.com/wp-content/uploads/2017/10/Northside_Workshop2_HandoutPackage_Oct2017.pdf)

### **City of Colton Staff Participation/Involvement with Northside Interjurisdictional Specific Plan**

- 11/4/15 – Attended Pre-RFQ Community meeting and participated in Review of RFQ/RFP in early 2016
- 4/28/16 – Participated in review of RFQ/RFP proposals and evaluations.
- 5/26/16 – Participated in Consultant Interviews and Evaluations.
- 5/9/16 – Colton staff hosted Riverside staff to discuss Roquet Ranch and the relationship to the Northside Specific Plan.
- 1/26/17 – Attended Northside Specific Plan kickoff meeting and tour of project area
- 2/28/17 – Colton Planning, Public Works, Public Utilities staff met with Riverside staff and consultants for utility and infrastructure discussion.
- 6/7/17 – Attended Community Workshop 1
- 8/2/17 – Hosted Riverside staff for discussion of draft concept plans.
- 9/11/17 – Attended internal Conceptual Plan Review meeting
- 10/11/17 – Attended Community Workshop 2
- 11/14/17 – Riverside staff presented Concept Alternatives to Colton Planning Commission
- 11/29/17 – Joint Colton/Riverside City Council meeting – Northside SP not an agenda item
- 1/22/18 – Status update with Mark Tomich
- 2/5/18 – Attended meeting with Caltrans regarding I-215 interchanges