Colton's Hub City Centre Specific Plan Final EIR

City of Colton

August 2014

Lead Agency
City of Colton
650 N. La Cadena Drive
Colton, CA 92324

Mark Tomich
Development Services Director

Prepared By:
The Altum Group
73-710 Fred Waring Drive, Suite 219
Palm Desert, CA 92260

Nancy Ferguson
Environmental Planning Manager

Final Environmental Impact Report

Colton Hub City Centre Specific Plan

Prepared for:
City of Colton Development Services Department
659 North La Cadena Drive
Colton, CA 92324
Mark Tomich, Development Services Director

Prepared by:
The Altum Group
73-710 Fred Waring Drive, Suite 219
Palm Desert, CA 92260
Nancy Ferguson, Environmental Planning Manager

August 2014

The Altum Group

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1 INTRODUCTION

1.1 Purpose

This Final Environmental Impact Report (EIR) was prepared for the Colton Hub City Centre Specific Plan. Prior to approving the project, the City Council as the lead agency must consider the Draft and Final EIR and the Mitigation Monitoring and Reporting Program (MMRP) together with any comments received during the public review process. The Council may certify the EIR only if it finds on the basis of the whole record before it (including the Draft EIR and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment that cannot be mitigated to a less than significant level, or that Findings have been made that the proposed project has certain beneficial impacts that outweigh the significant environmental effects of the project. The Final EIR including the Draft EIR reflects the lead agency's independent judgment and analysis.

The City prepared this Final EIR in accordance with the California Environmental Quality Act (CEQA; California Public Resources Code Section 21000, *et seq*.); the State "Guidelines for the Implementation of the California Environmental Quality Act" (California Code of Regulations, Title 14, Section 15000, *et seq*., State *CEQA Guidelines*); and The City of Colton's CEQA Guidelines.

1.2 Organization of the Final EIR

The Final document includes the following information:

- Introduction to the Final EIR
- A list of persons, organizations, and public agencies commenting on the Draft EIR
- Comments received on the Draft EIR and responses
- Errata sheet explaining minor editorial revisions to the Draft EIR in response to comments.

The Final and Draft documents are available for review at the following location:

City of Colton
Development Services Dept.
659 N. La Cadena Drive
Colton, CA 92324
Hours: 8:00 am to 4 pm, Monday–Thursday

Luque Branch Library
294 East O Street
Colton, CA 92324
Hours:
8:30 am to 5 pm, Monday–Friday

Colton Public Library
656 North 9th Street
Colton, CA 92324
Hours:
8:30 am to 5 pm, Monday–Friday

In addition, the Final EIR is available at the City of Colton website: http://www.ci.colton.ca.us/index.aspx?nid=313.

Agencies, organizations, and interested parties who wish to comment on the Final EIR during the 10 days prior to the Planning Commission public hearing are requested to provide written comments to:

Mark Tomich, Development Services Director
Development Services Development
650 N. La Cadena Drive
Colton, CA 92324
Phone: 909.370.5185
Email: mtomich@ci.colton.ca.us

2 COMMENTS ON THE DRAFT EIR AND RESPONSES

This section includes the comment letters received on the Draft EIR. Each comment letter is labeled with a unique number and comments within each letter are numbered consecutively. For example, the letter from the California Department of Fish and Wildlife is labeled Letter 2 and the first comment in this letter is labeled 2-1.

The City of Colton received a total of seven (7) comment letters from state, regional and local agencies. The following list provides the name of the commenter along with his/her affiliation, the date the letter was sent and the page number where the comment letter begins.

Colton Hub City Centre Specific Plan Comment Letters

Letter No.	Author/Affiliation	Date	Page No.
1	Scott Morgan, Director, Governor's Office of Planning and Research – State Clearinghouse	July 14, 2014	
2	Jeff Brandt, Senior Environmental Scientist, California Department of Fish and Wildlife	July 7, 2014	
3	Ken Chiang, Utilities Engineer, California Public Utilities Commission	July 10, 2014	
4	Dan Silver, Executive Director, Endangered Habitats League	June 30, 2014	
5	George Palma, Facilities Planning, Rialto Unified School District	June 15, 2014	
6	Sundaramoorthy Srirajan, Public Works Engineer II, San Bernardino County Department of Public Works	July 1, 2014	
7	Ed Eckerle, Program Supervisor, South Coast Air Quality Management Districts	July 9, 2014	

LETTER 1

Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Ken Alex
Director

July 14, 2014

Mark Tomich
City of Colton
659 North La Cadena Drive
Colton, CA 92324

Subject: Colton Hub City Centre Specific Plan
SCH#: 2008041067

Dear Mark Tomich:

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 July 10, 2014, 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

Document Details Report
State Clearinghouse Data Base

SCH# 2008041067
Project Title Colton Hub City Centre Specific Plan
Lead Agency Colton, City of

Type EIR Draft EIR

Description The City of Colton as the project applicant is proposing to amend the existing adopted WVSP to change designations and mix of uses on a 373-acre portion of the larger West Subarea of the WVSP to eliminate the industrial land use designation and to add residential and open space for habitat conservation. The City has also prepared a Habitat Conservation Plan (HCP) for the Delhi Sands Flower-loving Fly (DSF) the HCP area encompasses most of the Specific Plan project area. The HCP calls for the conservation of app. 63.5 acres of DSF habitat with 48.3 acres located within the project area (the remaining areas are adjacent to the SP project area. The remainder of the project area will be developed or redeveloped (40% is already developed) with a mix of urban uses to create a new community where people can live, work and shop, reducing dependence on the automobile.

Lead Agency Contact

Name Mark Tomich
Agency City of Colton
Phone 909 370 5185 **Fax**
email
Address 659 North La Cadena Drive
City Colton **State** CA **Zip** 92324

Project Location

County San Bernardino
City Colton
Region
Lat / Long 34° 04' 14.97" N / 117° 21' 11.04" W
Cross Streets Pepper Avenue and Valley Blvd
Parcel No. multiple
Township 1S **Range** 4W **Section** 23/24 **Base** SBB&M

Proximity to:

Highways I-10, I-215
Airports
Railways Union Pacific
Waterways Santa Ana River Watershed
Schools Slover Mtn High School
Land Use West Valley Specific Plan - Business/Industrial Park, Reg Retail, Hospitality Retail, Medical Office, OS (golf and park)

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Aesthetic/Visual; Agricultural Land; Forest Land/Fire Hazard; Wetland/Riparian

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; Air Resources Board; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission; Public Utilities Commission

Document Details Report
State Clearinghouse Data Base

Date Received	05/27/2014	***Start of Review***	05/27/2014	***End of Review***	07/10/2014

Letter 1 State Clearinghouse, July 14, 2014

Letter summarizes the State Clearinghouse (SCH) policy for disseminating the Draft EIR to State Agencies and that the City has complied with the State Clearinghouse review requirements.

Comment letters that were attached to the SCH letter have been numbered separately and are included following Letter 1.

No response to SCH is necessary.

LETTER 2

State of California - Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(909) 484-0459
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director

CLEAR
7/10/14
ε

July 7, 2014

Mr. Mark Tomich
Development Services
City of Colton
659 North La Cadena Drive
Colton, CA 92324

Subject: Draft Environmental Impact Report
Colton Hub City Center Specific Plan (CHCCSP)
State Clearinghouse No. 2008041067

Dear Mr. Tomich:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Colton Hub City Center Specific Plan (project) [State Clearinghouse No. 2008041067]. The Department is responding to the DEIR as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

The project area is located within the City of Colton in San Bernardino County, California. The project site is composed of approximately 373 gross acres and is bordered by San Bernardino Avenue to the north, Interstate 10 to the south, Hermosa Avenue to the east, and on the west by the City of Colton boundary with the City of Rialto. The project area may be developed with a variety of land uses including retail, office, business park, residential, and open space for recreation uses. Habitat conservation is also a component of the CHCCSP. The Delhi Sands Flower-loving Fly Habitat Conservation Plan requires the set aside of 48.4 acres including existing habitat set aside in the project area.

Following review of the Biological Resources section of the DEIR, the Department identified the following concerns, and requests that each of these be addressed in the Final EIR (FEIR):

1. Please note that although the Department did change its name from California Department of Fish and Game to California Department of Fish and Wildlife, Fish and Game Code was not updated. Please revise all instances of reference to "Fish and Wildlife Code" to "Fish and Game Code" in the FEIR. 2-1

2. Regarding BIO-13: The Department recommends that Burrowing Owl habitat assessments, surveys, impact assessments, and all associated reports be completed following the recommendations and guidelines provided within the *Staff Report on Burrowing Owl Mitigation* (Department of Fish and Game, March 2012). The Department is unclear if the *Staff Report on Burrowing Owl Mitigation* was referenced for the development of Mitigation Measure BIO-13, and requests clarification of the protocol/methodology followed for the development of Mitigation Measure BIO-13 in the FEIR. The Department expects that the Lead Agency will follow the *Staff Report on Burrowing Owl Mitigation*, which specifies that the steps for project impact evaluations include: 2-2

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

    The *Staff Report on Burrowing Owl Mitigation* is available for download here: http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html

    Please also note that the Department does not recommend the exclusion of owls using passive relocation unless there are suitable burrows available within 100 meters of the closed burrows (Trulio 1995, CDFG 2012) and the relocation area is protected through a long-term conservation mechanism (e.g., conservation easement). We recommend that the Lead Agency notify the United States Fish and Wildlife Service (Service) and the Department if owls are found to be present onsite and develop a conservation strategy in cooperation with the Service and the Department, in accordance with the Department's *Staff Report on Burrowing Owl Mitigation*. 2-3

3. Regarding BIO-14: Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of the FGC prohibit the take of all birds and their nests. Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that is it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is 2-4

unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

2-4 Continued

BIO-14 states that for the purposes of the DEIR, the breeding bird season includes "...February 1 through June 30". Please note that some species of raptors (e.g., owls) may commence nesting activities in January, and passerines may nest later than June 30. The Department encourages the Lead Agency to complete nesting bird surveys regardless of time of year to ensure compliance with all applicable laws related to nesting birds and birds of prey.

2-5

BIO-14 also states that a pre-construction nesting bird survey occur within 30 days of vegetation removal. Please note that not all bird species nest in vegetation; some species nest directly on the ground. The Department recommends that pre-construction surveys be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner. As mentioned previously, it is the Lead Agency's responsibility to ensure that the project complies with all applicable laws related to nesting birds and birds of prey, and that violations of these laws do not occur.

2-6

The Department appreciates the opportunity to comment on the DEIR for the Colton Hub City Center Specific Plan (SCH No. 2008041067). If you should have any questions pertaining to this letter, please contact Joanna Gibson at Joanna.Gibson@wildlife.ca.gov and 909-987-7449.

Sincerely,

Jeff Brandt
Senior Environmental Scientist

cc: State Clearinghouse, Sacramento

Literature Cited

California Department of Fish and Game (CDFG). 2012. Staff report on burrowing owl mitigation. State of California, Natural Resources Agency. Available for download at: http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html

Trulio, L.A. 1995. Passive Relocation: A Method to Preserve Burrowing Owls on Disturbed Sites. Journal of Field Ornithology 66(1):99-106.

Letter 2 California Department of Fish and Wildlife, July 7, 2014

Comment 2-1 CDFW requested that any reference to the Fish and Wildlife Code be revised to Fish and Game Code.

Response 2-1 Thank you for your comment. Where this error was made, it will be corrected in the Final EIR.

Comment 2-2 Regarding Biological Resources Mitigation Measure 13 (BIO-13), CDFW is reminding the City that all habitat assessments and/or surveys for burrowing owl be conducted in compliance with the recommendations and guidelines provided in CDFW's Staff Report on Burrowing Owl Mitigation (March 2012).

Response 2-2 Mitigation Measure BIO 13 has been revised as follows (Chapter 2, *Summar*y, page 2-24, and Section 4.4, *Biological Resources*, page 4.4-28):

BIO-13 ~~The following measures shall be implemented for burrowing owls:~~ Measures for the protection of burrowing owls from harm during any ground disturbing activities shall be from the CDFW *Staff Report on Burrowing Owl Mitigation* (DCFG 2012) and may include but not be limited to the following:

- Pre-construction surveys for burrowing owl shall be conducted for individual projects proposed within the CHCCSP project area ~~and if present the owls shall be passively re-located from the project site~~. The pre-construction survey for burrowing owls shall be conducted within 30 days of any ground disturbance activity of any project site in the project area.

- No disturbance shall occur within 50 meters of occupied burrows during the non- breeding season (September 1 - January 31) or within 75 meters during the breeding season (February 1 - August 31). Onsite passive relocation shall be implemented if avoidance requirements cannot be met but only if an available burrow is within 100 meters (330 feet) from the occupied burrow. Offsite mitigation may be required if implementation of the project will result in less than 6.5 acres per bird or pair and such a plan must be approved by CDFW.

Comment 2-3 Also regarding Biological Resources Mitigation Measure 13 (BIO-13), CDFW does not recommend the exclusion of owls using passive relocation unless there are suitable burrows available within 100 meters (330 feet) and the relocation area is protected through a long-term conservation mechanism such as a conservation easement.

Response 2-3 See response to comment 2-2 above.

Comment 2-4 Regarding Biological Resources Mitigation Measure 14 (BIO-14), CDFW states that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey per the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code.

Response 2-4 Mitigation Measure 14 has been revised (Chapter 2, *Summar*y, page 2-25, and Section 4.4, *Biological Resources*, page 4.4-28) to clarify that although the City is the project proponent for the Specific Plan, there are no proposed developments associated with the Specific Plan at this time. Individual projects will be proposed by developers once the Specific Plan has been adopted and these future project proponents will be responsible for mitigation potential impacts on biological resources.

BIO-14 The following measures shall be implemented for other avian species on a project by project basis as development projects are proposed in the CHCCSP project area:

- Vegetation removal, clearing, and grading on development sites shall be performed outside of the avian breeding and nesting season (between February 1 and June 30), when feasible, to minimize the effects of these activities on breeding activities of migratory birds and other species. If clearing or other ground disturbance is proposed for a project site a qualified biologist shall conduct a site assessment 30 days prior, in order to determine if there is a likelihood that nesting birds could be on a site. ~~occurs during breeding season, a 30 day~~ If the biologist concludes that there is a possibility that nesting birds may be on a site a clearance survey for nesting birds shall be conducted no more than three (3) days prior to vegetation clearance or ground disturbing activities. Any nest found during survey efforts shall be mapped on the construction plans. If no active nests are found, no further

mitigation would be required. Results of the surveys shall be provided to the CDFG. If nesting activity is present at any nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code.

Comment 2-5 Also regarding Biological Resources Mitigation Measure 14 (BIO-14), CDFW is encouraging the City as the Lead Agency to have nesting bird surveys completed prior to land disturbance, regardless of the time of year to ensure compliance with the MBTA and FGC.

Response 2-5 See response to comment 2-4 above.

Comment 2-6 Again, regarding Biological Resources Mitigation Measure 14 (BIO-14), CDFW is recommending that pre-construction nesting bird surveys be conducted no more than three days prior to vegetation clearing or ground disturbance rather than the 30 days that have been recommended in the past.

Response 2-6 See response to comment 2-4 above

LETTER 3

STATE OF CALIFORNIA

EDMUND G. BROWN JR., *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083

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July 10, 2014

RECEIVED
JUL 11 2014
STATE CLEARING HOUSE

Mr. Mark Tomich
City of Colton
659 North La Cadena Drive
Colton, California 92324

Dear Mr. Tomich:

SUBJECT: SCH 2008041067 Colton Hub City Centre Specific Plan - DEIR

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the draft *Environmental Impact Report (DEIR)* for the proposed City of Colton (City) Colton Hub City Centre Specific Plan project.

The project area includes the active rail tracks and stations. RCES recommends that the City add language to the Specific Plan so that any future development adjacent to or near the planned railroad right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at any planned at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

3-1

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse

Letter 3 California Public Utilities Commission, July 10, 2014

Comment 3-1 The California Public Utilities Commission (CPUC) Rail Crossings Engineering Section (RCES) is recommending that the City add language to the Specific Plan to consider pedestrian circulation patterns and destinations with respect to the railroad right-of-way and compliance with the Americans with Disabilities Act (ADA). The RCES also recommends adding mitigation measures for planning grade separations, improvements to existing at-grade crossings, and continuous vandal resistant fencing or other appropriate barriers to limit access of trespassers.

Response 3-1 The CHCCSP project area is located north of the I-10 Freeway which separates the project area from the Union Pacific Rail Yard. There is no pedestrian access between the project area and the rail yard. There is a rail line that leaves the UPRR yard and travels north along the eastern boundary of the project area; on the east side of Hermosa Avenue. The rail line is elevated at street crossings at (1) Valley Blvd; (2) C Street; and (3) San Bernardino Avenue. Where the rail line is at grade the right-of-way is separated from Hermosa Avenue by a chain link fence. Therefore, no additional mitigation measures are required because the future uses within the Specific Plan project area will not affect or be affected by the existing railroad right-of-way.

ENDANGERED HABITATS LEAGUE
DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE

LETTER 4

June 30, 2014

VIA ELECTRONIC MAIL

Mark Tomich
Development Services Director
City of Colton
659 N La Cadena Dr.
Colton, CA 92324

RE: Colton Hub City Center Specific Plan

Dear Director Tomich:

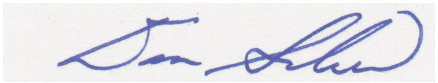
The Endangered Habitats League (EHL) appreciates the opportunity to comment on this plan, its DEIR, and the HCP that is integral to it. For your reference, EHL is Southern California's only regional conservation group. We have monitored the Habitat Conservation Plan (HCP) process in Colton for many years.

The Colton Hub City Center plan is closely linked to the West Valley HCP for the Delhi Sands Flower-loving Fly (DSF) and mitigation for project impacts occurs through the HCP. Roughly, there would be about 50 acres of high quality, interconnected DSF habitat preserved north of I-10. About 35 acres of high quality habitat would be lost as well as virtually all the medium and low quality. A development fee—with nexus study in progress—totaling over $12 million would be collected over about 80 acres to assemble the preserve over time and to manage it in perpetuity through an endowment. A "jump start" acquisition of about 20 acres, financed through immediate development, is anticipated, followed by "rough step" conservation and development. The City would provide initial administrative funding for six years. The Riverside Land Conservancy would manage the property.

Though DSF conservation has sometimes fallen short in other locations, EHL concurs that this HCP, if implemented, would conserve the DSF within this crucial area consistent with Endangered Species Act requirements. The proposed financing and implementation mechanisms draw upon the experience of other HCPs in the region and, assuming adoption of the development fee, compare favorably with other plans in terms of ensuring adequate funding.

EHL commends the City of Colton for its constructive approach to conservation and development and for its perseverance in a multi-year process. We believe that the natural open space set aside through the HCP will over time prove a valuable amenity for the City, its residents, and businesses, and an important part of Colton's sense of place.

Yours truly,



Dan Silver, MD
Executive Director

cc: US Fish and Wildlife Service
Calif Dept of Fish and Wildlife
Riverside Land Conservancy

Letter 4 Endangered Habitats League, June 30, 2014

Comment 4-1 The Endangered Habitats League (EHL) is commending the City for its approach to conservation by developing the Habitat Conservation Plan for the Delhi Sands Flower Loving Fly (DSF)

Response 4-1 Thank you for your comment.

RIALTO UNIFIED SCHOOL DISTRICT

Mohammad Z. Islam
Acting Superintendent

182 East Walnut Avenue, Rialto, California 92376-3598 www.rialto.k12.ca.us Telephone (909) 820-7700 Fax (909) 873-2489

LETTER 5

FACILITIES PLANNING

IRIS CHU
Director,
Facilities Planning

June 15, 2014

City of Colton Economic Development Department
Attn: Mr Tomich
659 North La Cadena Dr.
Colton, CA 92324

RE: COLTON HUB CITY CENTER

Dear Mr Tomich,

We have reviewed the (CHCCSP) as described above and are stating that the Rialto Unified School District is directly impacted by this project as 320.2 acres of the 373 acres lie within RUSD attendance boundaries. The exception being PA-1 and PA-24. (Exhibit-A)

BACKGROUND

Scoping meeting dated April 2008 described the previous project as having 1,293 dwelling units and 16.9 acres of open space dedicated to harbor the Delhi-sands flower-loving fly. In addition, the project listed a 16.3 acre school site to mitigate the nearly 1,000 students to be generated by the additional housing development. (Exhibit-B)

"The projected 1,293 dwelling units would produce 500 elementary students, 194 middle school students, and 321 high school students yielding 1,016 K-12 students within the Rialto Unified School District."-Scoping Response 2008.

LAND USE PLAN – OPTION A

Table 4.14-4 (Page-510) of CHCCSP proposes 108 detached single family residences and 167 attached single family residences for a total of (275) new SFR. The student generation count from these new homes is calculated to yield 85 elementary students, 48 middle school students, and 55 high school students for a total of an estimated (188) K-12 grade students to enter the Rialto Unified School District. (Exhibit-C)

5-1

LAND USE PLAN - OPTION B

Table 6-6 (Page-654) of CHCCSP proposes 108 detached single family residences and 1,145 attached single family residences for a total of (1,253) new SFR. The student generation count from these new homes is calculated to yield 388 elementary students, 214 middle school students, and 260 high school students for a total of an estimated (862) K-12 grade students to enter Rialto Unified School District. (Exhibit-D)

There is no plan mention of any school site of any type to mitigate the number of students to be generated by OPTION-A or OPTION-B in the CHCCSP.

HOUSING STUDENTS

Rialto student population has surpassed the capacity of the permanently built classrooms for the past several years. To accommodate the number of students RUSD has deployed portable classroom buildings to house the student excess. In addition state programs such as Class Size Reduction (CSR) has implemented reducing elementary classroom loading from 32 students to 24. This combination creates a future need for additional classrooms district wide for several years ahead.

The CHCCSP Plan-A will add an estimated 188 K-12 students to an overcapacity school system. A mitigation plan for funding new classrooms has been addressed within the Plan.

The CHCCSP Plan-B will add an estimated 862 K-12 students to an overcapacity school system. A mitigation plan for funding new classrooms has been addressed within the Plan but is insufficient. A 16 acre K-8 school site will need to be identified in the Plan as it is noted in the 2008 Plan. (Exhibit-B)

5-2

SAFE ROUTES

The CHCCSP projects an additional acreage of office (23), retail (68), and business (51) planning areas. This would cause a certain increase in commercial and public vehicular traffic. The Rialto Unified School district is actively involved in the Federal and State Safe Routes to School Program. Rialto Unified School District needs to be assured that this mixed use near residential planning areas provides fully developed safe walking and or biking paths to and from existing schools for all pedestrians within the project.

5-3

MITIGATION FEES

The Rialto Unified School District requests to be notified in writing in advance of any and all public hearings on this development. The Rialto Unified School district is empowered to collect all Mitigation Fees pursuant to Board of Education Resolution. The fee must be paid prior to the issuance of any building permits. Upon payment of fees, a Certificate of Compliance will be issued.

5-4

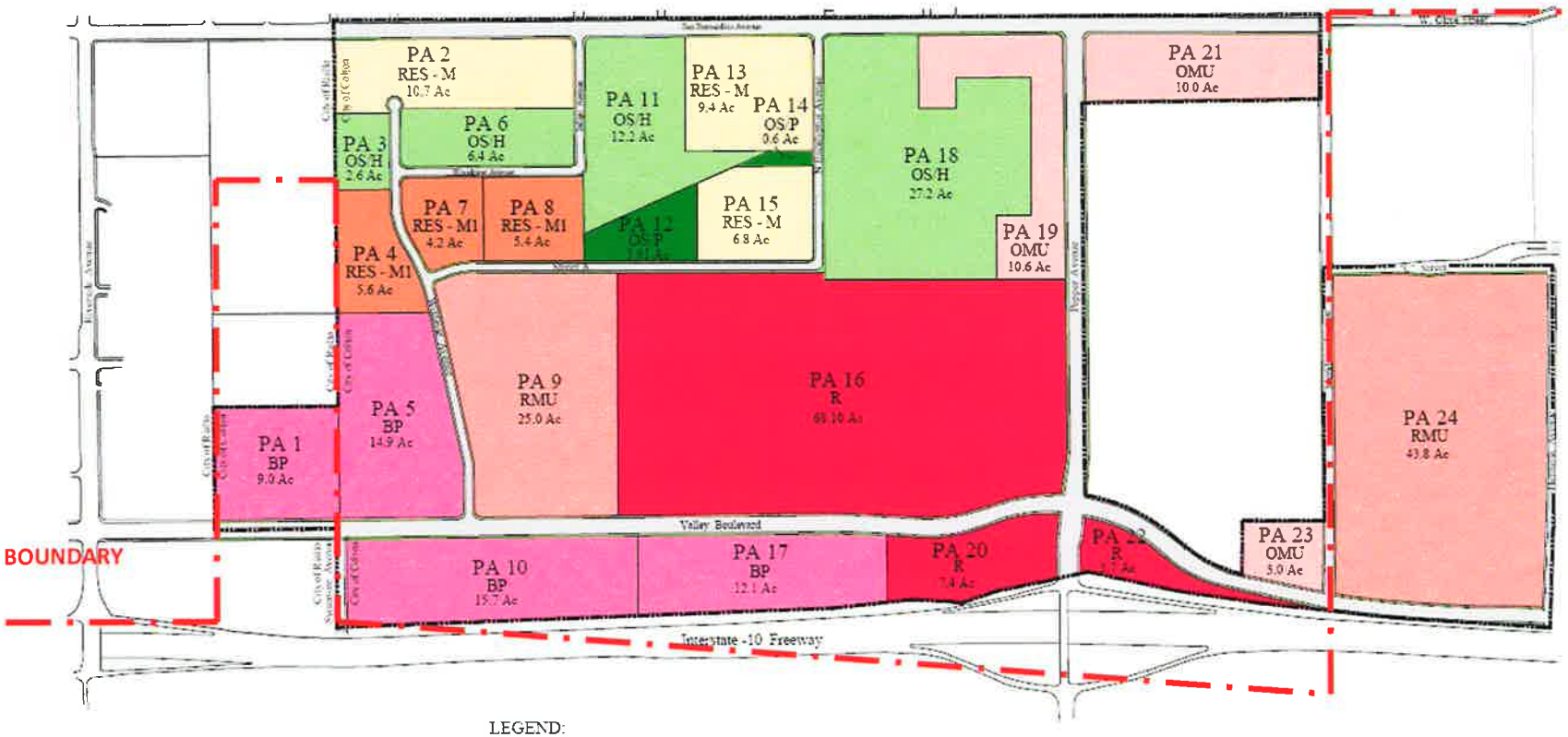
Thank you in advance for any further notifications and correspondence.

If you have any questions, please call 909.421.7555.

Respectfully,

George Palma
Facilities Planning

RUSD BOUNDARY



RUSD BOUNDARY

LEGEND:

RES-M	(Medium)	R	Retail	OS/P	Open Space Park
RES-M1	(Medium - 1)	OMU	Office Mixed Use	OS/H	Natural Habitat
RMU	Retail Mixed Use	BP	Business Park		

Proposed Colton's Hub City Center Land Use Plan

EXHIBIT-A

School Component: A K-8 school site of 16.3 acres is planned for the area that overlaps the City of Rialto and City of Colton boundaries, but the entire school site is located within the Rialto Unified School District. Of the 16.3 acres, 11.40 acres is located within the City of Rialto, and 4.81 acres within the City of Colton (Table 5). For the purposes of the environmental analysis, impacts associated with development of a school on the 16.3 acres will be included in the EIR.

Table 5 – School Site (K-8) in Colton

Planning Area	Acres	Square Feet
6	4.81	0.0
Total	**4.81**	**0.0**

Open Space Component: There are a total of 12.45 acres of open space for neighborhood parks (planning areas 5, 9, 21 and 24) interspersed throughout the residential planning areas. The City standard for the provision pf park space per population is as follows: 3 acres/1,000 population. Under the proposed Specific Plan the number of dwelling units is 1293. Using 3.17 people per household, the population within the Specific Plan area at buildout would be 4,097. Therefore, the minimum amount of park space required would be 12.29 acres and the proposed minimum provided is 12.45 acres.

An additional 8.08 acres (planning areas 2, 13 and 17) have been allocated for use as open space/detention basins for storm water, which serve a dual purpose that creates a buffer between the residential component and the industrial component. Finally, 16.91-acres of open space/habitat for the Delhi-sands flower-loving fly (Planning Area 36) and other sensitive species is included in the Specific Plan.

Table 6 – Open Space

Planning Area	Acres	Square Feet
Open Space – Neighborhood Parks		
5	5.52	0.0
9	1.63	0.0
21	4.60	0.0
24	0.70	0.0
Subtotal	**12.45**	**0.0**
Open Space – Detention Basins		
2	2.56	0.0
13	2.82	0.0
17	2.70	0.0
Subtotal	**8.08**	**0.0**
Open Space - Habitat		
36	16.91	0.0
Subtotal	**16.91**	**0.0**
Total Acreage	**37.44**	**0.0**

Commercial Component: A total of approximately 72 acres will be developed for various commercial uses: 65 acres for retail with 707,632 square feet (sq. ft.) of floor space and 7.3 acres for hotel use with

Table 4.14-4 Projected Number of Students to be Generated by Future Projectsin the CHCCSP Project Area

School Type	Student Generation Factor (Student/Unit)	Number of Units Proposed	Students Generated
Detached Units			
Elementary (K-5)	0.31	108	33.48
Middle (6-8)	0.18	108	19.44
High (9-12)	0.18	108	19.44
Attached Units			
Elementary (K-5)	0.31	167	51.77
Middle (6-8)	0.17	167	28.39
High (9-12)	0.21	167	35.07
Total			**187.59**

Source: Rialto Unified School District School Facility Need Analysis, 2013

California Government Code Section 65995 (The Leroy F. Green School Facilities Act of 1998) sets base limits and additional provisions for school districts to levy development impact fees and to help fund expanded facilities to house new pupils that may be generated by the development project.

Sections 65996(a) and (b) state that such fees collected by school districts would *"provide full and complete school facilities mitigation"* under CEQA. These fees may be adjusted by the District over time as conditions change.

The two school districts will monitor growth in the planning area and update facilities plans to identify new facilities needs including locations, timing, and funding for expanded or new classrooms and related facilities. Each district will continue to collect development impact fees to pay for the costs of expanded facilities, in accordance with State law. Development impacts fees apply to residential and non-residential construction and would be due and payable by each project developer prior to completing a project. The amount per square foot by land use is determined by each district.

Based on the calculations above, the proposed project would result in an increase of 188 students in the RUSD. Payment of development impact fees to the School District would address the proposed project's impact on school enrollment capacity, by providing for the necessary funding for new schools and expansion to existing schools within the RUSD. Therefore, impacts to school performance objectives and enrollment capacity would be less than significant.

Table 6-6 Projected Number of Students Under Alternative 2

School Type	Student Generation Factor (Student/Unit)	Number of Units Proposed	Students Generated
Detached Units			
Elementary (K-5)	0.31	108	33.48
Middle (6-8)	0.18	108	19.44
High (9-12)	0.18	108	19.44
Attached Units			
Elementary (K-5)	0.31	1,145	354.95
Middle (6-8)	0.17	1,145	194.65
High (9-12)	0.21	1,145	240.45
Total			**862.41**

Source: Rialto Unified School District School Facility Need Analysis, 2013

Rialto Unified School District (RUSD). Based on RUSDs student generation rates, the 1,253 new dwelling units would generate 862 additional students as shown in Table 6.6, *Projected Number of Students Under Alternative 2.*

In addition, new residents would generate a need for additional park facilities. Under this alternative, the project would not reduce the amount of existing park space in the City, only redistribute the space from its existing location at the intersection of San Bernardino Avenue and Eucalyptus Avenue. Whereas, under the proposed project, the amount of park space would be reduced from the existing 10-acre park to 4.4 acres (including the land bridge) for a net loss of 5.95 acres of park space. Under the proposed project, 275 new dwelling units would generate approximately 963 new residents (3.5 residents per dwelling unit), while alternative 2 could generate approximately 4,385 new residents. Thus, Alternative 2 would generate the need for an additional 4.3 acres of new park space in the City. In either the proposed project or the alternative, Quimby fees for new parks would mitigate this impact. However, under Alternative 2, there is no net loss of park space as there is under the proposed alternative. Therefore, Alternative 2 would eliminate the significant project related impact on parks associated with the proposed project

For other public services, development impact fees and the requirement by both the Police and Fire departments to locate new stations within the project area would be required. Therefore, this alternative would have impacts on public services and recreation similar to the proposed project, except for impacts to public schools where the number of students would increase from 188 new students to 853 new students. However, because payment of impact fees is used to mitigate impacts to public services, this too would result in a less than significant impact.

Alternative 2 would have impacts on public services that can be mitigated to less than

Letter 5 Rialto Unified School District, June 15, 2014

Comment 5-1 The Rialto Unified School District (RUSD) has provided a short summary of the Draft Specific Plan proposed in 2008 for the project area that included 1,293 dwelling units and a 16.3-acre elementary school site; and the commensurate number of students that could be generated under this scenario.

Response 5-1 The West Valley Specific Plan was adopted in 1996 and this plan did not include any residential uses. In early 2007, the City staff revisited the Specific Plan land uses and overall planning concepts and believed there was an opportunity to forge a new vision that would create a vibrant new community, one that would create new jobs, strengthen the City's tax base, and provide opportunities for a mixed use community including a shopping center, business parks, housing and recreation and a school site to support the new neighborhoods. Due to the recession, the project was placed on hold in late 2009. In August of 2012, with signs that the economy was on the mend, the project, based on City Manager direction, followed by input and direction received at a joint Planning Commission/City Council workshop held in January 2013 was reactivated. During the process, the project name was changed to Colton's Hub City Centre Specific Plan to reflect the City's vision to create a dynamic mixed use center where people can live, shop, work and play.

Because of the increase in the amount of habitat required by the US Fish and Wildlife Service for the Delhi Sands Flower-loving Fly (DSF) to be set aside in conservation areas, and the City Council's direction to increase the amount of non-residential uses in the project area, the number of residential units was reduced from 1,293 (2008) to 275 (2014). Because of the dramatic reduction in the number of residential units proposed, the City Council concluded that a school site was no longer necessary.

Comment 5-2 The RUSD briefly summarized existing conditions in the District regarding the student population, and the District's capacity with regard to any additional students that could be generated by implementation of the Specific Plan.

Response 5-2 California Government Code Section 65995 (The Leroy F. Green School Facilities Act of 1998) sets base limits and additional provisions for school districts to levy

development impact fees and to help fund expanded facilities to house new pupils that may be generated by the development project. Sections 65996(a) and (b) state that such fees collected by school districts would "*provide full and complete school facilities mitigation"* under CEQA. These fees may be adjusted by the District over time as conditions change. According to the RUSD Facilities Planning Department Fee Information Sheet, RUSD levees a fee of $0.51 per square foot for commercial/industrial space. The following table identifies the total amount that could be generated by future uses in the CHCCSP project area based on a Floor Area Ratio (FAR) of .25. The RUSD's Development Fee for residential use is $3.77 per square foot as of July 16, 2014 and may increase between today and such time as residential uses are actually developed in the planning area. The table below also shows the potential development impact fees that residential developers would be required to pay.

Land Use	Non Residential Development			Development Fees
	Acres	Square Feet[1]		$0.51/SqFt
Retail (R)	79.2	862,488		$429,869
Retail Mixed Use (RMU)	68.8	749,232		$382,108
Office Mixed Use (OMU)	23.6	257,004		$131,072
Business Park (BP)	51.7	563,013		$287,137
Subtotal	**223.3**	**2,431,737**		**$1,240,186**
Land Use	**Residential Development**			**Development Fee**
	Acres	**No. DU**	**SqFt per unit (avg)**	**$3.77/SqFt**
Residential-Medium (M)	26.9	108	2,500	$1,017,900
Residential Medium (M1)	15.2	167	1,500	$944,385
Subtotal	**42.1**	**275**	**--**	**$1,962,285**
TOTAL	**--**	**--**	**--**	**$3,202,471**

Notes:

1. Assumes a Floor Area Ratio of 0.25 for development of non residential land uses. That is, 25 percent of a site would be developed with structures, the remaining site area would consist of parking lots, driveways, landscaping, loading areas, etc.

Again, California Government Code Sections 65996(a) and (b) state that such fees collected by school districts would "*provide full and complete school facilities mitigation"* under CEQA.

As discussed in Section 4.14 Public Services, RUSD will continue to monitor growth in its service area and update facilities plans to identify new facilities needs including locations, timing, and funding for expanded or new classrooms and related facilities. Each district will continue to collect development impact fees to pay for the costs of expanded facilities, in accordance with State law.

Development impact fees apply to residential and non-residential construction and would be due and payable by each project developer prior to completing a project. The amount per square foot by land use is determined by the RUSD.

No additional mitigation is required.

Comment 5-3 The RUSD states that an increase in non residential uses would increase vehicular traffic and that assurance is needed that this mix of uses near residential planning area fully develop safe walking and/or biking paths to and from existing schools for all pedestrians in the project.

Response 5-3 The Draft CHCCSP was prepared in response to the City Council and Planning Commission vision to (1) establish a land use plan with comprehensive development regulations, community planning and design standards that will create a sense of community and a sense of place; (2) create a community that becomes a place where people are encouraged to walk or bicycle between homes, shopping, restaurants, entertainment and businesses; and (3) assure that the area develops in a comprehensive and coordinated fashion with adequate consideration for infrastructure, public safety, public services, and resource management. With these goals, the public health and safety of the new community is inherent in the design guidelines and development standards set forth in the CHCCSP, and compliance will result in a safe walkable, bikeable community.

Comment 5-4 The RUSD has requested notification of public hearings on the project. Also, the RUSD is responsible to collect all mitigation fees pursuant to the Board of Education Resolution, and that fees must be collected prior to issuance of building permits.

Response 5-4 The RUSD will be notified of the upcoming Planning Commission and City Council public hearings.

With regard to the payment of mitigation fees, please see response to comment 5-2 above.

DEPARTMENT OF PUBLIC WORKS
FLOOD CONTROL • ENVIRONMENTAL & CONSTRUCTION • OPERATIONS
SOLID WASTE MANAGEMENT • SURVEYOR • TRANSPORTATION

825 East Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104
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LETTER 6

COUNTY OF SAN BERNARDINO

GERRY NEWCOMBE
Director of Public Works

July 1, 2014

File: 10(ENV)-4.01

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

RE: CEQA – NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE HUB CITY CENTER SPECIFIC PLAN FOR THE CITY OF COLTON

Mr. Tomich:

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on May 23, 2014,** and pursuant to our review, the following comments are provided:

Traffic Division (Eloy Ruvalcaba, PWE III, 909-387-1869):

1. Existing Intersection Delay and Level of Service, Page 11: The report is showing an incorrect lane configuration at Cedar Avenue and Slover Avenue for southbound traffic for the existing conditions. The correct lane configuration for this approach should be one left-turn lane, one through lane, and one through/right-turn lane. 6-1

Water Resources Division (Mary Lou Mermilliod, PWE III, 909-387-8222):

1. In general, it appears that the Draft EIR has identified the concerns of the Flood Control District. However, the Flood Control District's recommendations are made for specific conditions and, therefore, the recommendations made here are general in nature until such time as more detailed plans become available. 6-2

2. Prior to any activity on District right-of-way, a permit shall be obtained from the District's Permits/Operations Support Division, Permit Section. Other on-site or off-site improvements may be required which cannot be determined at this time. 6-3

3. It is assumed that the City will establish adequate provisions for intercepting and conducting the accumulated drainage around or through the site in a manner that will not adversely affect adjacent or downstream properties. 6-4

Environmental Management Division (Marc Rodabaugh, Stormwater Program Manager, 909-387-8112):

1. Appendix G, and the body of the EIR, contain the following statement:

   [Areas "A"," B", and "J" are all outside of the City of Colton limits, however their flows are still tributary to the low point found on Valley Blvd west of Sycamore Ave (L1). The master plan will still accept these off site flows with some mitigation. ***If these areas are developed they will be subject to a 90% reduction from pre-existing flows further reducing its impact downstream.]***

6-5

Please provide clarification on what "subject to a 90% reduction from pre-existing flows" means. Does it mean that post-development flows must be reduced to no more than 10% of the pre-development flows? Or post-development flows cannot exceed 90% of pre-development flows? Please provide further information.

Also, who will be responsible for ensuring that this happens; the City of Colton? As Areas "A", "B" and "J" are outside city limits, who is responsible for addressing this limitation on future development? Has that agency agreed to this limitation?

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

Sincerely,

SUNDARAMOORTHY SRIRAJAN, P.E.
Public Works Engineer III
Environmental Management

SS:PE:nh/CEQAComments_Colton_DEIR_HubCityCtrSpcfcPln

Letter 6 San Bernardino County Department of Public Works, July 1, 2014

Comment 6-1 The Traffic Impact Analysis for the CHCCSP is showing an incorrect lane configuration at Cedar Avenue and Slover Avenue for southbound traffic under existing conditions.

Response 6-1 The project Traffic Engineer has reviewed the TIA with regard to the lane configuration at Cedar Avenue and Slover Avenue and acknowledged that an error was made. Kunzman Associates has provided the traffic model pages showing the corrected lane configuration (see attached). The result is that the corrected configuration did not change the findings of the TIA. The TIA has been corrected to include the new pages. See Chapter F.3, *Revisions to the Draft EIR*.

Comment 6-2 The Water Resources Division states that in general, the Draft EIR addresses the County Flood Control District's concerns, but that they reserve the right to comment on projects when more detailed plans become available.

Response 6-2 The City-initiated CHCCSP project does not currently include any specific development proposal. At such time as private developers submit applications for projects, the County Flood Control District will be notified and will have the opportunity to review the project site plans and project specific hydrology studies and proposed drainage plans.

Comment 6-3 The Water Resources Division states that prior to any activity on District right-of-way. A permit shall be obtained from the District's Permits/Operations Support Division, Permit Section. Other on-site or off-site improvements may be required which cannot be determined at this time.

Response 6-3 Please see response to comment 6-2 above. In addition, any development project related activity that would occur on District right-of-way would be identified during the District's review of the project site plans. It would be at this time that the District would review any proposed on-site and off-site improvements and discuss with the applicant if an encroachment permit, or other permit is required.

Comment 6-4 The Water Resources Division states that it assumes that the City will establish adequate provisions for intercepting and conducting the accumulated drainage around or through the site in a manner that will not adversely affect adjacent or downstream properties.

Response 6-4 All project applicants of future projects must provide a hydrology study and plans for a project site as discussed in Section 4.9, *Hydrology and Water Quality*, pages 4.9-18 through 4.9-21 and Mitigation Measure HWQ-2 which is repeated here for the commenter's convenience.

HWQ-2 Because the project area will be developed by a number of project proponents and not as one development project, each project proponent must provide a hydrology/drainage study for each site being developed or redeveloped. Therefore, on a project by project basis, each project proponent shall provide a detailed engineering design for a project site and show how the site will be connected to the CHCCSP storm drain system to refine the design currently shown in the *Exhibit 4.9-3* prepared by Hall and Foreman, August 2013. The facilities shall be sized to meet current requirements based on proposed CHCCSP land uses to the satisfaction of the City Engineer.

Comment 6-5 The Environmental Management Division has requested clarification on what "subject to a 90% reduction from pre-existing flows" means. Then, who will be responsible for ensuring that this will happen in areas that are outside the City of Colton, and has the Agency agreed to this limitation.

Response 6-5 The intent of the statement was: post-development flows cannot exceed 90% of the pre-development flows. However, upon further research the project engineer found that the City of Rialto has planned a storm drain on Riverside Avenue (to service the properties labeled Areas A, B and J on the hydrology study). So, although these properties were included in the Hydrology Study prepared for the CHCCSP, due to the existing local drainage pattern, flows from these properties will be regulated by the City of Rialto when they are developed and will connect to the City of Rialto storm drain.

LETTER 7

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

E-Mailed: 7/9/14
planning@ci.colton.ca.us

July 9, 2014

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

Review of the Draft Environmental Impact Report for the Colton Hub City Centre Specific Plan

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are intended to provide guidance to the lead agency and should be incorporated into the revised or final Environmental Impact Report as appropriate.

Based on a review of the Draft EIR the SCAQMD staff is concerned about the significant construction and operations related air quality impacts from the proposed project. Specifically, the lead agency determined that the project will exceed the SCAQMD's CEQA regional significance thresholds for VOC, NOx and CO during construction of the Project, and VOC, NOx, CO, PM_{10} and $PM_{2.5}$ thresholds during operations. In addition, the lead agency has determined that health risk due to impacts from diesel particulate matter (DPM) generated by traffic on the I-10 freeway and from the Union Pacific Colton railyard will exceed SCAQMD significance thresholds at both residential and commercial receptor locations. As a result, the SCAQMD staff recommends that pursuant to Section 15126.4 of the CEQA Guidelines the lead agency require the following revisions and/or additions to the mitigation measures identified in the Draft EIR.

7-1

Additional Construction Mitigation Measures

- Construct or build with materials that do not require painting or use pre-painted construction materials.
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).
- Require construction equipment to be outfitted with BACT devices certified by CARB.
  - ✓ A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- ✓ Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm

Additional Operational Mitigation Measures - Energy Efficiency

- Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.
- Require all lighting fixtures, including signage, to be the most energy efficient possible, require that new traffic signals have light-emitting diode (LED) bulbs, and require that light fixtures be energy efficient compact fluorescent and/or LED light bulbs. Where feasible use solar powered lighting.
- Use light colored paving and roofing materials.
- Use passive heating, natural cooling, solar hot water systems, and reduced pavement.
- Limit the hours of operation of outdoor lighting.
- Utilizing only Energy Star heating, cooling, and lighting devices, and appliances.

Additional Operational Mitigation Measures - Transportation

- Provide electric car charging stations for tenants (not just electric vehicle wiring per local ordinance). Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs.
- Provide incentives to encourage public transportation and carpooling.
- Provide incentives for employees and the public to use public transportation such as discounted transit passes, reduced ticket prices at local events, and/or other incentives.
- Implement a rideshare program for employees at retail/commercial sites.
- Create local "light vehicle" networks, such as neighborhood electric vehicle (NEV) systems.
- Require the use of 2010 compliant diesel trucks, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) at commercial/retail sites upon project build-out. If this isn't feasible, consider other measures such as incentives, phase-in schedules for clean trucks, etc.

Additional Operational Mitigation Measures - Other

- Require use of water-based or low VOC cleaning products.
- Provide outlets for electric and propane barbecues in residential areas.
- Require use of electric lawn mowers and leaf blowers.
- Require use of electric or alternatively fueled sweepers with HEPA filters.
- Require the use of electric or alternative fueled maintenance vehicles.
- Consider relocating residences further away from the I-10 freeway and the Union Pacific railyard, such that impacts from DPM emissions generated by these sources are reduced at all residential locations to lower than significance thresholds.

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the lead agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Bob Gottschalk, Air Quality Specialist, at (909) 396-2456, if you have any questions regarding the enclosed comments.

7-2

Sincerely,

Edward Eckerle

Ed Eckerle
Program Supervisor
Planning, Rule Development & Area Sources

EE:BG

SBC 140523-02
Control Number

Letter 7 South Coast Air Quality Management District, July 9, 2014

Comment 7-1 SCAQMD staff has expressed concern about the significant construction and operations related air quality impacts from the proposed project, and that the Health Risk Assessment prepared for the project determined that there would be a health risk for both commercial and residential receptor locations in the project area. SCAQMD staff provided a number of measures that should be added to the Draft EIR.

Response 7-1 The table beginning on the following page includes the list of measures that SCAQMD staff has requested be included in the Final EIR. We have provided a response to each of the measures identified in this comment.

Comment 7-2 SCAQMD staff has requested that written responses to their comments be provided prior to adoption of the Final EIR.

Response 7-2 The City will provide responses to all comments received on the Draft EIR prior to taking action on the CHCCSP.

SCAQMD Recommendations		Responses
Additional Construction Mitigation Measures		
1	Construct or build with materials that do not require painting or use pre-painted construction materials.	This measure is not feasible as the project is a City-initiated specific plan with no developers identified at this time. In addition, because it is not feasible to construct all buildings with materials that do not require painting or use of pre-painted construction materials. Mitigation Measure AQ-14 is adequate mitigation to reduce impacts associated with architectural coatings. This measures states that all new development projects, or sites where significant redevelopment will occur shall require that architectural coating products used for maintenance /re-application do not exceed more than 5g/L VOC content.
2	Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).	The Statewide Truck and Bus Rule requires affected trucks and buses to meet performance requirements between 2011 and 2023. By January 1, 2023, all vehicles must have a 2010 model year engine or equivalent. The regulation applies to all on-road heavy-duty diesel-fueled vehicles with a gross vehicle weight rating greater than 14,000 pounds, agricultural yard trucks with off-road certified engines, and certain diesel fueled shuttle vehicles of any gross vehicle weight rating. Out-of-state trucks and buses that operate in California are also subject to the regulation. This measure is not feasible for the City to implement since authority for regulating heavy trucks lies with the State Air Resources Board.

	SCAQMD Recommendations	Responses
Additional Construction Mitigation Measures (continued)		
3	Require construction equipment to be outfitted with BACT devices certified by CARB. • A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. • Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up off-road diesel vehicles, such as heavy duty construction equipment. More information on this can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm	Mitigation Measure AQ-3 requires that a project applicant shall require that all diesel construction equipment used at a project site be certified Tier 4 Final, with level 3 diesel particulate filters and oxidative catalysts that are at least 25 percent efficient. Mitigation Measure AQ-3 has been revised (Chapter 2, *Summary* Page 2-13 and Section 4.3, *Air Quality* page 4.3-42) to include the additional bullets identified in this comment.
Additional Operational Mitigation Measures - Energy Efficiency		
4	Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.	Mitigation Measure AQ-9 requires that all new development projects, or site where significant redevelopment will occur, shall exceed 2013 Title 14, Part 6 Standards by 3 percent, and meet Green Building Code Standards.
5	Require all lighting fixtures, including signage, to be the most energy efficient possible, require that new traffic signals have light-emitting diode (LED) bulbs, and require that light fixtures be energy efficient compact flourescent and/or LED light bulbs. Where feasible use solar powered lighting.	Mitigation Measure AQ-9 requires that all new development projects, or site where significant redevelopment will occur, shall exceed 2013 Title 14, Part 6 Standards by 3 percent, and meet Green Building Code Standards.
6	Use light colored paving and roofing materials.	See Item 5 above.
7	Use passive heating, natural cooling, solar hot water systems, and reduced pavement.	See Item 5 above.

SCAQMD Recommendations		Responses
Additional Operational Mitigation Measures - Energy Efficiency (continued)		
8	Limit the hours of operation of outdoor lighting.	Mitigation Measure AQ-13 has been revised to include this language as follows (Chapter 2, *Summary*, page 2-14, and Section 4.3, *Air Quality*, page 4.3-43): All new development projects, or sites where significant redevelopment will occur shall be developed with high-efficiency lighting on-site that is at least 10 percent more efficient than standard lighting. In addition, the operation of a site's outdoor lighting shall be limited to the hours necessary to support the function of a land use at a project site, and for security purposes.
9	Utilizing only Energy Star heating, cooling, and lighting devices, and appliances.	Mitigation Measure AQ-12 addresses this issue.
Additional Operational Mitigation Measures - Transportation		
10	Provide electric car charging stations for tenants (not just electric vehicle wiring per local ordinance). Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs.	This measure has been added to the Final EIR as AQ-16 (Chapter 2, *Summary*, page 2-15 and Section 4.3, *Air Quality*, page 4.3-43) as follows: **AQ-16** All new non-residential development projects, or sites where significant redevelopment will occur shall provide electric car charging stations for tenants (not just electric vehicle wiring per local ordinance). Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs. This measure shall be implemented on a project by project basis at the discretion of the Development Services Director.
11	Provide incentives to encourage public transportation and carpooling. Provide incentives for employees and the public to use public transportation such as discounted transit passes, reduced ticket prices at local events, and/or other incentives.	See Mitigation Measure AQ-5.
12	Implement a rideshare program for employees at retail/commercial sites.	See Mitigation Measure AQ-5.

	SCAQMD Recommendations	Responses
Additional Operational Mitigation Measures - Transportation (continued)		
13	Create local "light vehicle" networks, such as neighborhood electric vehicle (NEV) systems.	This measure is infeasible because this type of system would require an investment that is not within the reach of the City of Colton. However, at such time as SANBAG or other regional agency takes this under consideration, the City of Colton would consider participating.
14	Require the use of 2010 compliant diesel trucks, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) at commercial/retail sites upon project build-out. If this isn't feasible, consider other measures such as incentives, phase-in schedules for clean trucks, etc.	The Statewide Truck and Bus Rule requires affected trucks and buses to meet performance requirements between 2011 and 2023. By January 1, 2023, all vehicles must have a 2010 model year engine or equivalent. The regulation applies to all on-road heavy-duty diesel-fueled vehicles with a gross vehicle weight rating greater than 14,000 pounds, agricultural yard trucks with off-road certified engines, and certain diesel fueled shuttle vehicles of any gross vehicle weight rating. Out-of-state trucks and buses that operate in California are also subject to the regulation. This measure is not feasible for the City to implement since authority for regulating heavy trucks lies with the State Air Resources Board.
Additional Operational Mitigation Measures - Other		
15	Require use of water-based or low VOC cleaning products.	This measure is not enforceable because the City staff does not have the authority to stipulate what type of cleaning products residents and business owners purchase and utilize.
16	Provide outlets for electric and propane barbecues in residential areas.	It is not feasible to provide outlets for propane barbeques in homes unless the homes are equipped with propane tanks. It is more likely that new houses could be equipped with natural gas outlets for exterior use for barbeques, fire pits and so forth.
17	Require use of electric lawn mowers and leaf blowers.	This measure is not feasible because it would only be applicable to the 473-acre specific plan project area, but not anywhere else in the City. The City may, in the future, consider a city-wide ordinance restricting the use of this type of equipment, and at that time , the CHCCSP project area would be included.

	SCAQMD Recommendations	Responses
Additional Operational Mitigation Measures - Transportation (continued)		
18	Require use of electric or alternatively fueled sweepers with HEPA filters. Require the use of electric or alternative fueled maintenance vehicles.	These recommendations are not feasible as per the 9th U.S. Circuit Court of Appeals, the SCAQMD cannot require that a privately-funded fleet be run on compressed natural gas or other alternative fuel.
19	Consider relocating residences further away from the I-10 freeway and the Union Pacific railyard, such that impacts from DPM emissions generated by these sources are reduced at all residential locations to lower than significance thresholds.	Residential neighborhoods are located in the northwest section of the CHCCSP project area. The residential neighborhoods cannot be relocated because of the restrictions placed on the Specific Plan by the Habitat Conservation Plan.

3 REVISIONS TO THE DRAFT EIR

3.1 Revisions in Response to Comments Received

Minor revisions have been made to the text of the Draft EIR in response to comments received by public agencies. In accordance with Section 15088.5(a) of the CEQA Guidelines, minor revisions to the Draft EIR do not constitute significant new information that would require recirculation of the Draft EIR. Revisions discussed in this chapter represent clarification of mitigation measures, or text in the environmental analysis. One new mitigation measure has been added in response to a comment received from the South Coast Air Quality Management District (SCAQMD), however, this measure does not change the significance of an Air Quality impact, impacts associated with implementation of the CHCCSP will remain significant and unavoidable.

3.1.1 Revisions in Response to Comments Received

Comment Letter 2, California Department of Fish and Wildlife (CDFW)

Chapter 2, *Summary of the EIR*, Table 2-4, *Summary of Project Impacts and Mitigation Measures*, Page 2-24, and Section 4.4, *Biological Resources*, Pages 4.4-27 and 4.4-28.

CDFW requested clarification to Biological Resources Mitigation Measure 13 (BIO-13), CDFW reminded the City that all habitat assessments and/or surveys for burrowing owl be conducted in compliance with the recommendations and guidelines provided in CDFW's Staff Report on Burrowing Owl Mitigation (March 2012). Therefore, Mitigation Measure BIO 13 has been revised as follows. New text is underlined and deleted text is ~~stricken~~.

BIO-13 ~~The following measures shall be implemented for burrowing owls:~~ Measures for the protection of burrowing owls from harm during any ground disturbing activities shall be from the CDFW *Staff Report on Burrowing Owl Mitigation* (CDFG 2012) and may include but not be limited to the following:

- Pre-construction surveys for burrowing owl shall be conducted for individual projects proposed within the CHCCSP project area ~~and if present the owls shall be passively re-located from the project site~~. The pre-construction survey for burrowing owls shall be conducted within 30 days of any ground disturbance activity of any project site in the project area.

- No disturbance shall occur within 50 meters of occupied burrows during the non-breeding season (September 1 - January 31) or within 75 meters during the breeding

season (February 1 - August 31). Onsite passive relocation shall be implemented if avoidance requirements cannot be met but only if an available burrow is within 100 meters (330 feet) from the occupied burrow. Offsite mitigation may be required if implementation of the project will result in less than 6.5 acres per bird or pair and such a plan must be approved by CDFW.

Chapter 2, *Summary of the EIR*, Table 2-4, *Summary of Project Impacts and Mitigation Measures*, Pages 2-24 and 2-25, and Section 4.4, *Biological Resources*, Page 4.4-28.

Regarding Biological Resources Mitigation Measure 14 (BIO-14), CDFW stated that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey per the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code.

Biological Resources Mitigation Measure 14 (BIO-14) has been revised to clarify that although the City is the project proponent for the Specific Plan, there are no proposed developments associated with the Specific Plan at this time. Individual projects will be proposed by developers once the Specific Plan has been adopted and these future project proponents will be responsible for mitigation potential impacts on biological resources. New text is underlined and deleted text is ~~stricken~~.

BIO-14 The following measures shall be implemented for other avian species on a project by project basis as development projects are proposed in the CHCCSP project area:

- Vegetation removal, clearing, and grading on development sites shall be performed outside of the avian breeding and nesting season (between February 1 and June 30), when feasible, to minimize the effects of these activities on breeding activities of migratory birds and other species. If clearing or other ground disturbance is proposed for a project site a qualified biologist shall conduct a site assessment 30 days prior, in order to determine if there is a likelihood that nesting birds could be on a site. ~~occurs during breeding season~~, a ~~30 day~~ If the biologist concludes that there is a possibility that nesting birds may be on a site a clearance survey for nesting birds shall be conducted no more than three (3) days prior to vegetation clearance or ground disturbing activities. Any nest found during survey efforts shall be mapped on the construction plans. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the CDFG. If nesting activity is present at any nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code.

Comment Letter 6, San Bernardino County Department of Public Works.

Section 4.9, Hydrology and Water Quality, Page 4.9-20.

San Bernardino County Department of Public Works, Environmental Management Division requested clarification of the off-site drainage discussion on Page 4.9-20 (paragraph 2). The discussion of *Off-site Drainage Subareas* has been revised to clarify the statement (subject to a 90 percent reduction from pre-existing flows" and who would be responsible for ensuring that this reduction is met. New text is underlined and deleted text is ~~stricken~~.

The remaining 31.37 percent of the hydrology study area will remain unchanged from the existing conditions. These are subareas D, E, F, G, and H, all developed sites located south of Valley Blvd, and HYD-4 (Hermosa Gardens Cemetery) which is not a part of the CHCCSP project area but is a part of the hydrology study area because of its proximity to the CHCCSP project area. Similar to the properties outside the City in the City of Rialto's Gateway Specific Plan project area, if these subareas are redeveloped they will be subject to a 90 percent reduction from pre-existing flows further reducing its impact downstream. The City of Rialto is planning for a storm drain on Riverside Avenue. Due to the existing local drainage pattern, flows from these properties labeled Areas A, B and J in the *Hydrology Study* will be regulated by the City of Rialto when they are developed and will connect to the City of Rialto storm drain proposed for Riverside Avenue. Future project proponents will be required to work with the City of Rialto on the timing of the development of these properties. If the City of Rialto's timing of planned construction of the storm drain in Riverside Avenue does not coincide with proposed development of these properties, then developers would be required to retain storm flows on site until such time and the storm drain is constructed. Mitigation Measure HWQ-2 requires that project proponents prepare a Hydrology/Drainage Study for their projects.

Comment Letter 7, South Coast Air Quality Management District (SCAQMD)

Chapter 2, *Summary of the EIR*, Table 2-4, *Summary of Project Impacts and Mitigation Measures*, Page 2-13, and Section 4.3, *Air Quality*, Page 4.3-42.

SCAQMD staff requested additional mitigation be placed on the project for Best Available Control Technology (BACT) on construction equipment. This has been added to Mitigation Measure AQ-3 which has been revised. New text is underlined and deleted text is ~~stricken~~.

AQ-3 The project applicant shall require that all diesel construction equipment used on -site be certified Tier 4 Final, with level 3 diesel particulate filters and oxidative catalysts that are at least 25 percent efficient. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. In addition, construction contractors shall be encouraged to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up off-road diesel vehicles, such as heavy duty construction equipment. More information is at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm

Chapter 2, *Summary of the EIR*, Table 2-4, *Summary of Project Impacts and Mitigation Measures*, Page 2-14, and Section 4.3, *Air Quality*, Page 4.3-42.

SCAQMD staff requested additional mitigation to require electric and gas outlets for barbeques. This has been added to Mitigation Measure AQ-12 which has been revised. New text is underlined and deleted text is ~~stricken~~.

AQ-12 All new development projects, or sites where significant redevelopment will occur shall include ENERGY STAR-compliant appliances wherever appliances are needed in buildings on-site and that natural gas only hearths be installed when needed. In addition, for new residential projects, outlets for electric or natural gas barbeques shall be installed.

Chapter 2, *Summary of the EIR*, Table 2-4, *Summary of Project Impacts and Mitigation Measures*, Page 2-14, and Section 4.3, *Air Quality*, Page 4.3-43.

SCAQMD staff requested additional mitigation be placed on future projects to limit outdoor lighting. This has been added to Mitigation Measure AQ-13 which has been revised. New text is underlined and deleted text is ~~stricken~~.

AQ-13 All new development projects, or sites where significant redevelopment will shall be developed with high-efficiency lighting on-site that is at least 10 percent more efficient than standard lighting. In addition, the operation of a site's outdoor lighting shall be limited to the hours necessary to support the function of a land use at a project site, and for security purposes.

Chapter 2, *Summary of the EIR*, Table 2-4, *Summary of Project Impacts and Mitigation Measures*, Page 2-14, and Section 4.3, *Air Quality*, Page 4.3-43.

SCAQMD requested that an additional mitigation measure be added to require non-residential development projects to provide electric car charging stations for tenants (not just electric vehicle wiring per local ordinance). Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs. This has been added as new Mitigation Measure AQ-16. New text is underlined.

AQ-16 All new non-residential development projects, or sites where significant redevelopment will occur shall provide electric car charging stations for tenants (not just electric vehicle wiring per local ordinance). Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs. This measure shall be implemented on a project by project basis at the discretion of the Development Services Director

Appendix I, *Traffic Impact Analysis.* In response to a comment received from the San Bernardino County Public Works Department regarding the intersection of Cedar Ave and Slover Ave, the traffic model was rerun using the correct lane configuration as identified in the comment. The model data output attached shows that using the correct lane configuration, there was no change in the operation of the intersection.

3.1 Revisions to Clarify Text Other Than in Response to Comments

No new text, tables or exhibits have been added to the Draft EIR except what has been revised as a result of comments received.

Colton's Hub City Center
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	33.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	84	774	24	122	754	84	174	66	47	23	72	126
Growth 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
Initial Bse:	84	774	24	122	754	84	174	66	47	23	72	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	774	24	122	754	84	174	66	47	23	72	126
User 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
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	94	865	27	136	842	94	194	74	53	26	80	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	865	27	136	842	94	194	74	53	26	80	141
PCE 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
MLF 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
FinalVolume:	94	865	27	136	842	94	194	74	53	26	80	141
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.80	0.20	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1700	3492	108	1700	3239	361	1700	1051	749	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.08	0.26	0.26	0.11	0.07	0.07	0.02	0.04	0.08
Crit Moves:	****				****		****					****
Green/Cycle:	0.10	0.32	0.32	0.13	0.35	0.35	0.16	0.35	0.35	0.11	0.31	0.31
Volume/Cap:	0.55	0.77	0.77	0.61	0.73	0.73	0.73	0.20	0.20	0.13	0.14	0.25
Delay/Veh:	46.8	33.5	33.5	46.1	30.4	30.4	50.4	22.7	22.7	40.2	25.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	33.5	33.5	46.1	30.4	30.4	50.4	22.7	22.7	40.2	25.0	26.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	14	14	5	14	14	8	3	3	1	2	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	30.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	62	740	25	108	871	80	150	110	80	11	82	113
Growth 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
Initial Bse:	62	740	25	108	871	80	150	110	80	11	82	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	740	25	108	871	80	150	110	80	11	82	113
User 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
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	64	760	26	111	894	82	154	113	82	11	84	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	760	26	111	894	82	154	113	82	11	84	116
PCE 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
MLF 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
FinalVolume:	64	760	26	111	894	82	154	113	82	11	84	116
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.83	0.17	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1700	3482	118	1700	3297	303	1700	1042	758	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.07	0.27	0.27	0.09	0.11	0.11	0.01	0.05	0.06
Crit Moves:	****				****		****					****
Green/Cycle:	0.10	0.33	0.33	0.15	0.38	0.38	0.13	0.33	0.33	0.11	0.31	0.31
Volume/Cap:	0.37	0.66	0.66	0.43	0.71	0.71	0.71	0.33	0.33	0.06	0.15	0.21
Delay/Veh:	43.5	30.0	30.0	39.7	27.9	27.9	52.2	25.4	25.4	40.3	25.1	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	30.0	30.0	39.7	27.9	27.9	52.2	25.4	25.4	40.3	25.1	25.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	11	11	4	14	14	6	5	5	0	2	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	105	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	36.3
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	84	774	24	122	754	84	174	66	47	23	72	126
Growth 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
Initial Bse:	84	774	24	122	754	84	174	66	47	23	72	126
Added Vol:	0	31	0	0	9	5	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	805	24	122	763	89	198	66	47	23	72	126
User 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
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	94	899	27	136	853	99	221	74	53	26	80	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	899	27	136	853	99	221	74	53	26	80	141
PCE 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
MLF 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
FinalVolume:	94	899	27	136	853	99	221	74	53	26	80	141
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.79	0.21	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1700	3496	104	1700	3224	376	1700	1051	749	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.08	0.26	0.26	0.13	0.07	0.07	0.02	0.04	0.08
Crit Moves:		****		****			****					****
Green/Cycle:	0.12	0.35	0.35	0.11	0.33	0.33	0.17	0.36	0.36	0.11	0.30	0.30
Volume/Cap:	0.46	0.74	0.74	0.74	0.79	0.79	0.74	0.20	0.20	0.13	0.15	0.26
Delay/Veh:	44.7	32.7	32.7	60.6	35.4	35.4	50.8	23.6	23.6	42.1	27.4	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	32.7	32.7	60.6	35.4	35.4	50.8	23.6	23.6	42.1	27.4	28.6
LOS by Move:	D	C	C	E	D	D	D	C	C	D	C	C
HCM2kAvgQ:	4	14	14	6	16	16	9	3	3	1	2	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	105	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	31.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	62	740	25	108	871	80	150	110	80	11	82	113
Growth 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
Initial Bse:	62	740	25	108	871	80	150	110	80	11	82	113
Added Vol:	0	27	0	0	44	22	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	767	25	108	915	102	157	110	80	11	82	113
User 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
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	64	787	26	111	939	105	161	113	82	11	84	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	787	26	111	939	105	161	113	82	11	84	116
PCE 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
MLF 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
FinalVolume:	64	787	26	111	939	105	161	113	82	11	84	116
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.80	0.20	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1700	3486	114	1700	3239	361	1700	1042	758	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.07	0.29	0.29	0.09	0.11	0.11	0.01	0.05	0.06
Crit Moves:	****				****		****					****
Green/Cycle:	0.10	0.35	0.35	0.15	0.40	0.40	0.13	0.32	0.32	0.10	0.30	0.30
Volume/Cap:	0.39	0.65	0.65	0.44	0.72	0.72	0.72	0.34	0.34	0.06	0.16	0.22
Delay/Veh:	46.2	29.9	29.9	42.1	28.3	28.3	54.7	27.4	27.4	42.6	27.5	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	29.9	29.9	42.1	28.3	28.3	54.7	27.4	27.4	42.6	27.5	28.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	12	12	4	15	15	7	5	5	0	2	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec): 120 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	1	0 1
Volume Module:												
Base Vol:	141	753	26	130	921	137	243	104	85	24	102	104
Growth 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
Initial Bse:	141	753	26	130	921	137	243	104	85	24	102	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	753	26	130	921	137	243	104	85	24	102	104
User 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
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	158	841	29	145	1029	153	272	116	95	27	114	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	841	29	145	1029	153	272	116	95	27	114	116
PCE 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
MLF 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
FinalVolume:	158	841	29	145	1029	153	272	116	95	27	114	116
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.74	0.26	1.00	0.55	0.45	1.00	1.00	1.00
Final Sat.:	1700	3480	120	1700	3134	466	1700	990	810	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.09	0.33	0.33	0.16	0.12	0.12	0.02	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.36	0.36	0.13	0.38	0.38	0.19	0.34	0.34	0.11	0.26	0.26
Volume/Cap:	0.86	0.67	0.67	0.67	0.86	0.86	0.86	0.35	0.35	0.15	0.25	0.25
Delay/Veh:	84.0	33.6	33.6	57.7	39.9	39.9	67.9	30.4	30.4	48.8	35.5	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	33.6	33.6	57.7	39.9	39.9	67.9	30.4	30.4	48.8	35.5	35.6
LOS by Move:	F	C	C	E	D	D	E	C	C	D	D	D
HCM2kAvgQ:	9	14	14	7	23	23	13	6	6	1	3	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	105	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	35.8
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	122	879	27	92	946	123	210	141	130	14	145	121
Growth 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
Initial Bse:	122	879	27	92	946	123	210	141	130	14	145	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	879	27	92	946	123	210	141	130	14	145	121
User 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
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	125	902	28	94	971	126	216	145	133	14	149	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	902	28	94	971	126	216	145	133	14	149	124
PCE 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
MLF 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
FinalVolume:	125	902	28	94	971	126	216	145	133	14	149	124
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.77	0.23	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1700	3493	107	1700	3186	414	1700	937	863	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.06	0.30	0.30	0.13	0.15	0.15	0.01	0.08	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.13	0.38	0.38	0.16	0.34	0.34	0.11	0.30	0.30
Volume/Cap:	0.77	0.75	0.75	0.44	0.81	0.81	0.81	0.45	0.45	0.08	0.28	0.23
Delay/Veh:	66.8	33.0	33.0	43.8	33.1	33.1	59.5	27.4	27.4	42.1	28.7	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	33.0	33.0	43.8	33.1	33.1	59.5	27.4	27.4	42.1	28.7	28.2
LOS by Move:	E	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	6	15	15	3	18	18	9	7	7	0	4	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec): 125 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 45.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	141	753	26	130	921	137	243	104	85	24	102	104
Growth 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
Initial Bse:	141	753	26	130	921	137	243	104	85	24	102	104
Added Vol:	0	31	0	0	9	5	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	784	26	130	930	142	267	104	85	24	102	104
User 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
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	158	876	29	145	1039	159	298	116	95	27	114	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	876	29	145	1039	159	298	116	95	27	114	116
PCE 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
MLF 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
FinalVolume:	158	876	29	145	1039	159	298	116	95	27	114	116
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.74	0.26	1.00	0.55	0.45	1.00	1.00	1.00
Final Sat.:	1700	3484	116	1700	3123	477	1700	990	810	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.09	0.33	0.33	0.18	0.12	0.12	0.02	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.36	0.36	0.12	0.38	0.38	0.20	0.34	0.34	0.11	0.25	0.25
Volume/Cap:	0.87	0.69	0.69	0.69	0.87	0.87	0.87	0.35	0.35	0.14	0.26	0.26
Delay/Veh:	89.3	35.4	35.4	62.0	42.4	42.4	69.5	31.2	31.2	50.7	38.0	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.3	35.4	35.4	62.0	42.4	42.4	69.5	31.2	31.2	50.7	38.0	38.1
LOS by Move:	F	D	D	E	D	D	E	C	C	D	D	D
HCM2kAvgQ:	9	15	15	7	24	24	15	6	6	1	4	4

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	105	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	35.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	122	879	27	92	946	123	210	141	130	14	145	121
Growth 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
Initial Bse:	122	879	27	92	946	123	210	141	130	14	145	121
Added Vol:	0	27	0	0	44	22	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	906	27	92	990	145	217	141	130	14	145	121
User 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
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	125	930	28	94	1016	149	223	145	133	14	149	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	930	28	94	1016	149	223	145	133	14	149	124
PCE 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
MLF 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
FinalVolume:	125	930	28	94	1016	149	223	145	133	14	149	124
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1700	3496	104	1700	3600	1800	1700	937	863	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.06	0.28	0.08	0.13	0.15	0.15	0.01	0.08	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.12	0.36	0.36	0.17	0.35	0.35	0.11	0.30	0.30
Volume/Cap:	0.77	0.79	0.79	0.46	0.78	0.23	0.78	0.44	0.44	0.07	0.28	0.23
Delay/Veh:	66.8	34.8	34.8	44.6	32.2	23.2	54.1	26.6	26.6	41.8	28.7	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	34.8	34.8	44.6	32.2	23.2	54.1	26.6	26.6	41.8	28.7	28.2
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	16	16	4	16	3	9	7	7	0	4	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	130	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	76.6
Optimal Cycle: OPTIMIZED		Level Of Service:	E

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	260	735	30	146	1234	247	348	174	170	25	142	77
Growth 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
Initial Bse:	260	735	30	146	1234	247	348	174	170	25	142	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	735	30	146	1234	247	348	174	170	25	142	77
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	274	774	32	154	1299	260	366	183	179	26	149	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	774	32	154	1299	260	366	183	179	26	149	81
PCE 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
MLF 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
FinalVolume:	274	774	32	154	1299	260	366	183	179	26	149	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.67	0.33	1.00	0.51	0.49	1.00	1.00	1.00
Final Sat.:	1800	3651	149	1800	3166	634	1800	961	939	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.09	0.41	0.41	0.20	0.19	0.19	0.01	0.08	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.37	0.37	0.15	0.37	0.37	0.19	0.32	0.32	0.10	0.24	0.24
Volume/Cap:	1.09	0.58	0.58	0.58	1.09	1.09	1.09	0.59	0.59	0.14	0.33	0.18
Delay/Veh:	140.3	32.5	32.5	60.5	91.2	91.2	129.7	40.1	40.1	54.6	42.9	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.3	32.5	32.5	60.5	91.2	91.2	129.7	40.1	40.1	54.6	42.9	40.2
LOS by Move:	F	C	C	E	F	F	F	D	D	D	D	D
HCM2kAvgQ:	18	12	12	7	43	43	23	11	11	1	5	2

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	130	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	56.7
Optimal Cycle: OPTIMIZED		Level Of Service:	E

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	248	1116	29	83	1057	215	340	189	217	16	258	134
Growth 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
Initial Bse:	248	1116	29	83	1057	215	340	189	217	16	258	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	1116	29	83	1057	215	340	189	217	16	258	134
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	261	1175	31	87	1113	226	358	199	228	17	272	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1175	31	87	1113	226	358	199	228	17	272	141
PCE 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
MLF 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
FinalVolume:	261	1175	31	87	1113	226	358	199	228	17	272	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.66	0.34	1.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1800	3704	96	1800	3158	642	1800	884	1016	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.32	0.05	0.35	0.35	0.20	0.22	0.22	0.01	0.14	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.40	0.40	0.10	0.35	0.35	0.20	0.33	0.33	0.11	0.24	0.24
Volume/Cap:	0.99	0.79	0.79	0.50	0.99	0.99	0.99	0.68	0.68	0.09	0.60	0.31
Delay/Veh:	109.7	34.5	34.5	65.3	62.6	62.6	98.1	41.8	41.8	53.2	49.7	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.7	34.5	34.5	65.3	62.6	62.6	98.1	41.8	41.8	53.2	49.7	42.5
LOS by Move:	F	C	C	E	E	E	F	D	D	D	D	D
HCM2kAvgQ:	16	21	21	4	33	33	20	14	14	1	10	4

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec): 130 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 49.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	2 1	0	1 0	1 1	0	2 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	260	735	30	146	1234	247	348	174	170	25	142	77
Growth 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
Initial Bse:	260	735	30	146	1234	247	348	174	170	25	142	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	735	30	146	1234	247	348	174	170	25	142	77
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	274	774	32	154	1299	260	366	183	179	26	149	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	774	32	154	1299	260	366	183	179	26	149	81
PCE 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
MLF 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
FinalVolume:	274	774	32	154	1299	260	366	183	179	26	149	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	1.67	0.33	2.00	1.01	0.99	2.00	1.30	0.70
Final Sat.:	1800	5476	224	1800	3166	634	3400	1922	1878	3400	2464	1336
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.14	0.09	0.41	0.41	0.11	0.10	0.10	0.01	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.37	0.37	0.22	0.43	0.43	0.11	0.27	0.27	0.09	0.24	0.24
Volume/Cap:	0.96	0.38	0.38	0.39	0.96	0.96	0.96	0.36	0.36	0.09	0.25	0.25
Delay/Veh:	97.6	28.2	28.2	46.6	45.3	45.3	93.8	39.8	39.8	55.4	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.6	28.2	28.2	46.6	45.3	45.3	93.8	39.8	39.8	55.4	40.8	40.8
LOS by Move:	F	C	C	D	D	D	F	D	D	E	D	D
HCM2kAvgQ:	16	7	7	5	35	35	12	5	5	1	3	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	125	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	40.8
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	2 1	0	1 0	1 1	0	2 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	248	1116	29	83	1057	215	340	189	217	16	258	134
Growth 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
Initial Bse:	248	1116	29	83	1057	215	340	189	217	16	258	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	1116	29	83	1057	215	340	189	217	16	258	134
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	261	1175	31	87	1113	226	358	199	228	17	272	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1175	31	87	1113	226	358	199	228	17	272	141
PCE 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
MLF 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
FinalVolume:	261	1175	31	87	1113	226	358	199	228	17	272	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.92	0.08	1.00	1.66	0.34	2.00	1.00	1.00	2.00	1.32	0.68
Final Sat.:	1800	5556	144	1800	3158	642	3400	1900	1900	3400	2501	1299
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.05	0.35	0.35	0.11	0.10	0.12	0.00	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.41	0.41	0.16	0.40	0.40	0.12	0.28	0.28	0.09	0.25	0.25
Volume/Cap:	0.88	0.51	0.51	0.31	0.88	0.88	0.88	0.38	0.43	0.06	0.44	0.44
Delay/Veh:	79.2	25.0	25.0	49.7	38.1	38.1	76.3	37.3	38.4	52.4	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	25.0	25.0	49.7	38.1	38.1	76.3	37.3	38.4	52.4	41.1	41.1
LOS by Move:	E	C	C	D	D	D	E	D	D	D	D	D
HCM2kAvgQ:	13	10	10	3	25	25	10	6	7	0	6	6

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec): 130 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 82.5
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	260	735	30	146	1234	247	348	174	170	25	142	77
Growth 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
Initial Bse:	260	735	30	146	1234	247	348	174	170	25	142	77
Added Vol:	0	31	0	0	9	5	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	766	30	146	1243	252	372	174	170	25	142	77
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	274	806	32	154	1308	265	392	183	179	26	149	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	806	32	154	1308	265	392	183	179	26	149	81
PCE 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
MLF 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
FinalVolume:	274	806	32	154	1308	265	392	183	179	26	149	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.66	0.34	1.00	0.51	0.49	1.00	1.00	1.00
Final Sat.:	1800	3657	143	1800	3159	641	1800	961	939	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.22	0.09	0.41	0.41	0.22	0.19	0.19	0.01	0.08	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.36	0.36	0.14	0.37	0.37	0.19	0.33	0.33	0.11	0.24	0.24
Volume/Cap:	1.12	0.60	0.60	0.60	1.12	1.12	1.12	0.58	0.58	0.14	0.33	0.18
Delay/Veh:	149.7	33.3	33.3	62.7	102	101.8	136.9	39.0	39.0	54.3	42.9	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.7	33.3	33.3	62.7	102	101.8	136.9	39.0	39.0	54.3	42.9	40.2
LOS by Move:	F	C	C	E	F	F	F	D	D	D	D	D
HCM2kAvgQ:	19	12	12	7	45	45	25	11	11	1	5	2

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	130	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	60.7
Optimal Cycle: OPTIMIZED		Level Of Service:	E

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	248	1116	29	83	1057	215	340	189	217	16	258	134
Growth 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
Initial Bse:	248	1116	29	83	1057	215	340	189	217	16	258	134
Added Vol:	0	27	0	0	44	22	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	1143	29	83	1101	237	347	189	217	16	258	134
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	261	1203	31	87	1159	249	365	199	228	17	272	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1203	31	87	1159	249	365	199	228	17	272	141
PCE 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
MLF 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
FinalVolume:	261	1203	31	87	1159	249	365	199	228	17	272	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.65	0.35	1.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1800	3706	94	1800	3127	673	1800	884	1016	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.32	0.05	0.37	0.37	0.20	0.22	0.22	0.01	0.14	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.41	0.41	0.10	0.36	0.36	0.20	0.33	0.33	0.11	0.24	0.24
Volume/Cap:	1.03	0.80	0.80	0.50	1.03	1.03	1.03	0.68	0.68	0.09	0.60	0.31
Delay/Veh:	119.3	34.6	34.6	65.9	70.1	70.1	106.8	42.1	42.1	53.3	49.7	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.3	34.6	34.6	65.9	70.1	70.1	106.8	42.1	42.1	53.3	49.7	42.5
LOS by Move:	F	C	C	E	E	E	F	D	D	D	D	D
HCM2kAvgQ:	16	21	21	4	36	36	22	14	14	1	10	4

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec): 130 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 51.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	2	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	260	735	30	146	1234	247	348	174	170	25	142	77
Growth 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
Initial Bse:	260	735	30	146	1234	247	348	174	170	25	142	77
Added Vol:	0	31	0	0	9	5	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	766	30	146	1243	252	372	174	170	25	142	77
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	274	806	32	154	1308	265	392	183	179	26	149	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	806	32	154	1308	265	392	183	179	26	149	81
PCE 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
MLF 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
FinalVolume:	274	806	32	154	1308	265	392	183	179	26	149	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	1.66	0.34	2.00	1.01	0.99	2.00	1.30	0.70
Final Sat.:	1800	5485	215	1800	3159	641	3400	1922	1878	3400	2464	1336
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.09	0.41	0.41	0.12	0.10	0.10	0.01	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.37	0.37	0.21	0.43	0.43	0.12	0.27	0.27	0.09	0.24	0.24
Volume/Cap:	0.97	0.40	0.40	0.40	0.97	0.97	0.97	0.35	0.35	0.09	0.25	0.25
Delay/Veh:	101.9	28.8	28.8	47.0	48.6	48.6	95.8	39.3	39.3	55.2	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.9	28.8	28.8	47.0	48.6	48.6	95.8	39.3	39.3	55.2	40.8	40.8
LOS by Move:	F	C	C	D	D	D	F	D	D	E	D	D
HCM2kAvgQ:	16	7	7	5	36	36	13	5	5	1	3	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec): 130 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 41.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Slover Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	2	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	248	1116	29	83	1057	215	340	189	217	16	258	134
Growth 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
Initial Bse:	248	1116	29	83	1057	215	340	189	217	16	258	134
Added Vol:	0	27	0	0	44	22	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	1143	29	83	1101	237	347	189	217	16	258	134
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	261	1203	31	87	1159	249	365	199	228	17	272	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1203	31	87	1159	249	365	199	228	17	272	141
PCE 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
MLF 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
FinalVolume:	261	1203	31	87	1159	249	365	199	228	17	272	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.93	0.07	1.00	1.65	0.35	2.00	1.00	1.00	2.00	1.32	0.68
Final Sat.:	1800	5559	141	1800	3127	673	3400	1900	1900	3400	2501	1299
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.22	0.05	0.37	0.37	0.11	0.10	0.12	0.00	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.43	0.43	0.15	0.42	0.42	0.12	0.27	0.27	0.09	0.24	0.24
Volume/Cap:	0.89	0.51	0.51	0.32	0.89	0.89	0.89	0.39	0.44	0.06	0.46	0.46
Delay/Veh:	84.0	24.3	24.3	52.2	38.8	38.8	80.3	39.5	40.7	54.7	43.9	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	24.3	24.3	52.2	38.8	38.8	80.3	39.5	40.7	54.7	43.9	43.9
LOS by Move:	F	C	C	D	D	D	F	D	D	D	D	D
HCM2kAvgQ:	14	10	10	3	28	28	11	6	7	0	7	7

Note: Queue reported is the number of cars per lane.

4 MITIGATION MONITORING AND REPORTING PROGRAM

This Chapter of the Final EIR includes the Mitigation Monitoring and Reporting Plan (MMRP) for the Colton's Hub City Centre Specific Plan. It has been prepared in compliance with Section 21081.6 of the California Environmental Quality Act (CEQA), which requires that public agencies adopt a monitoring program for measures that are required to mitigate or avoid significant effects to the environment from the project.

The MMRP serves three functions:

1. Assures completion of mitigation measures during project implementation.

2. Provides feedback to designated agencies and decision makers regarding the effectiveness of the mitigation measures.

3. Identifies the need for enforcement action before irreversible environmental damage occurs.

The MMRP includes a list of the mitigation measures to be implemented during development and on-going operation of projects in the project area; indicates the timeframe for completion of the measure and identifies who is responsible for carrying out the measure and who is responsible for monitoring that the measure is carried out.

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
Aesthetics				
AES-1 Applicants submitting development review applications on sites in the project area shall prepare and submit a landscape plan along with their site plan to the City of Colton that meets the requirements of the City Municipal Code and is consistent with the adopted Specific Plan Landscape Design Guidelines of the CHCCSP Project.	Prior to grading permit issuance	Development Services Director or designee	Notes on the Grading Plans	
AES-2 Landscaping and revegetation of graded areas shall occur as soon as practical after grading, to minimize the potential for erosion as well as to reduce the potential for visual and aesthetic impacts.	After grading	Building Department	Site Inspection	
AES-3 Applicants submitting development review applications on sites in the project area along with their site plans shall prepare and submit a Lighting Plan with photometric analysis to the City of Colton that identifies the proposed luminosity and location of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid producing glare, the type of shielding that would minimize light spillover, and demonstrate through the photometric analysis of how the fixtures would avoid the spread of stray light across site boundaries. Lighting specifications that reduce light and glare shall comply with City of Colton requirements and shall appear as notes on the building plans.	Prior to building permit issuance	Development Services Director or designee	Notes on Building Plans	
AES-4 Applicants submitting development review applications	Prior to building	County of San	Notes on Building	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
for projects within Planning Areas 16, 20, 22 (retail), and Planning Areas 21, 23, 24 (office- and retail-mixed) shall prepare and submit site plans including building elevations and lighting plans with photometric lighting analysis to the County of San Bernardino Land Uses Service Department for review and comment, that identifies the proposed luminosity and location of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid producing glare, the type of shielding that would minimize light spillover, and demonstrate through the photometric analysis of how the fixtures would avoid the spread of stray light across site boundaries into the ARMC site. Lighting specifications that reduce light and glare shall appear as notes on the building plans.	permit issuance	Bernardino Land Use Services Department	Plans	
Air Quality				
AQ-1 The project applicant shall require that the grading contractors comply with SCAQMD Rule 403 minimum requirements for controlling fugitive dust and limit the grading area to no more than 5 acres per day. In addition the DSF HCP provides clear direction on how some BACM should be implemented as follows: Each Covered Project Proponent shall ensure that active construction areas shall be watered regularly to control dust, and to minimize impacts to nearby habitats, especially sensitive species habitat adjacent to construction areas. If at any time, significant amounts of dust or material are determined by the monitoring biologist to be affecting conserved habitat, then corrective measures must be taken immediately. This would include such measures as:	During Construction	Applicant; Construction Contractor	Plan Checks; Site Inspections	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
• sweeping local streets regularly during construction; • applying dust palliatives to areas that are not under active construction; • pre-water larger sites prior to initiation of grading, grade sites in phases timed to coincide with construction so that no sites are left graded and exposed to the elements; washing construction vehicles prior to leaving a construction site; • Installing wind fencing around construction sites with signage that identifies who to call if dust is seen blowing from the site; and • Any other measures that, at the time of approval of individual development projects, must be implemented on a project by project basis.				
AQ-2 The project applicant shall require that architectural coating products are used that do not exceed more than 5g/L VOC content.	During Construction	Applicant; Construction Contractor	Notes on Building Plans	
AQ-3 The project applicant shall require that all diesel construction equipment used on -site be certified Tier 4 Final, with level 3 diesel particulate filters and oxidative catalysts that are at least 25 percent efficient. . A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of	During Construction	Applicant; Construction Contractor	Notes on Building Plans	

	Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
	each applicable unit of equipment. In addition, construction contractors shall be encouraged to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up off-road diesel vehicles, such as heavy duty construction equipment. More information is at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm				
AQ- 4	All new development projects, or sites where significant redevelopment will occur shall be required to provide sidewalks along and within the property boundaries.	During Construction	Applicant; Construction Contractor	Shown on Building Plans	
AQ-5	All new development projects, or sites where significant redevelopment will occur shall require that any future tenants institute a ride sharing program and employee vanpool/shuttle that is open to all employees.	During Operation	Applicant; Tenants	Lease Agreements between Applicant and Tenants	
AQ-6	All new residential project proponents shall ensure that the local school district serving the project area will offer a school bus program for children of future residents.	During Operation	Applicant; City of Colton; Rialto Unified School District	Agreements with Rialto Unified School District	
AQ-7	All new development projects, or sites where significant redevelopment will occur shall require that any future commercial tenants restrict delivery truck	During Operation	Applicant; Tenant	Lease Agreements between Applicant and Tenants	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
idling on the project site.				
AQ-8 All future tenants must institute a recycling program that reduces waste to landfills by a minimum of 50 percent, or as stipulated by CalRecycle. The recycling program must include designated recycling bins at each proposed trash storage area and require all green waste to be stored in containers separate from other types of municipal solid waste.	During Operation	Applicant; City of Colton	Shown on Building Plans	
AQ-9 All new development projects, or sites where significant redevelopment will occur shall exceed 2013 Title 24, Part 6 Standards by 3 percent, and meet Green Building Code Standards.	During Construction	Applicant; Construction Contractor	Shown on Building Plans	
AQ-10 All new development projects, or sites where significant redevelopment will occur shall be equipped with faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures.	During Construction	Applicant; Construction Contractor	Shown on Building Plans	
AQ-11 Water-efficient irrigation systems shall be installed at all new development projects, or sites where significant redevelopment will occur that conforms to the requirements of Colton Municipal Code.	During Construction	Applicant; Construction Contractor	Shown on Building Plans	
AQ-12 All new development projects, or sites where significant redevelopment will occur shall include ENERGY STAR-compliant appliances wherever appliances are needed in buildings on-site and that natural gas only hearths be installed when needed. In	During Construction	Applicant; Construction Contractor	Shown on Building Plans	

	Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
	addition, for new residential projects, outlets for electric or natural gas barbeques shall be installed.				
AQ-13	All new development projects, or sites where significant redevelopment will shall be developed with high-efficiency lighting on-site that is at least 10 percent more efficient than standard lighting. In addition, the operation of a site's outdoor lighting shall be limited to the hours necessary to support the function of a land use at a project site, and for security purposes.	During Construction	Applicant; Construction Contractor	Shown on Building Plans	
AQ-14	All new development projects, or sites where significant redevelopment will occur shall require that architectural coating products used for maintenance/re-application do not exceed more than 5g/L VOC content.	During Construction	Applicant; Construction Contractor	Shown on Building Plans	
AQ-15	All new development projects, or sites where significant redevelopment will occur adjacent to or near conservation sites established in the HCP, shall include measures to reduce impacts associated with the operation of any development projects must be developed on a project by project basis depending on the type of land use being proposed and a site's proximity to the conservation areas identified in the HCP. These may include BMPs such as routine parking lot and street sweeping to reduce particulate matter; encouraging employees to use alternative modes of transportation and carpooling, and the development	During Construction	Applicant; Construction Contractor	Notes on Building Plans	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
of workforce housing near employment generators such as the ARMC.				
AQ-16 All new non-residential development projects, or sites where significant redevelopment will occur shall provide electric car charging stations for tenants (not just electric vehicle wiring per local ordinance). Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs. This measure shall be implemented on a project by project basis at the discretion of the Development Services Director	During Construction	Applicant; Construction Contractor	Notes on Building Plans	
Biological Resources				
BIO-1 Construction Monitoring a. Covered Project Proponents will retain an experienced DSF biologist, e.g., someone who has conducted field research and/or presence/absence surveys, to function as the Biological Monitor for any development projects in the CHCCSP project area. b. At least 30 days prior to initiating project activities, project proponents will submit to the City, in writing, the name(s), any permit numbers, and resumes of all prospective Biological Monitors. c. Project activities, will not begin until a Biological Monitor(s) has been approved by the City. d. At least one week prior to grading, City-approved monitor(s) shall provide the City's Development Services Department with written and photographic	Prior to and During Construction	Applicant; Construction Contractor; Biological Monitor	Reports written by Biological Monitor	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
documentation that the limits of construction have been properly defined, i.e., marked and fenced, are readily identifiable and are not encroaching on the existing or proposed conservation areas that will be established by this HCP. e. The Biological Monitor(s) shall be responsible for ensuring that the approved limits of grading are not exceeded, that the fencing delineating the limits of construction is maintained, and that the contractor adheres to the other provisions set forth in this Section. f. The Biological Monitor will visit the site at least a twice weekly during project construction. g. The monitor(s), in cooperation with the on-site construction manager(s), shall have the authority to halt construction activities in the event that these provisions are not met. h. The monitor(s) shall submit a report to the City's Development Services Department at the end of the month during each month of construction documenting the implementation of all grading and construction minimization measures. i. If construction results in encroachment on existing or proposed conservation areas, the City will report the encroachment to the USFWS within 24 hours after receiving the monthly report.				
BIO-2 The City of Colton will retain a qualified Biological Monitor for any repair, operations or maintenance, or emergency activities resulting in disturbance to occupied or potentially suitable DSF habitat. Biological	Prior to and During Construction	Applicant; Construction Contractor; Biological Monitor	Reports from Biological Monitor	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
Monitors for these activities will be subject to the same experience, approval and reporting requirements as for construction.				
BIO-3 Worker Environmental Awareness Program a. All contractors and city employees who may work in areas containing occupied or potential DSF habitat will attend a worker environmental awareness program (WEAP) conducted by a biological monitor familiar with the species, to ensure that they are informed of the sensitivity of conserved areas and all applicable avoidance and minimization requirements to ensure conformity with all applicable provisions of the HCP Section 5.3, General Measures to Avoid/Minimize Impacts. The Biological Monitor will present information on the life history, ecology, legal and conservation status of the DSF and potential penalties that could occur as a result of violations of the endangered species Act. The importance and significance of the associated HCP and incidental take permit to the City of Colton will be emphasized. Personnel will be required to sign and date a form indicating that they have attended the program and fully understand the conservation measures and agree to comply.	Prior to Construction	Applicant; Construction Contractor; Biological Monitor	WEAP training list signed by attendees	
BIO-4 Control of Toxic Substances - During and after the construction of any Covered Project, the proper use and disposal of oil, gasoline, diesel fuel, antifreeze, and other toxic substances shall be restricted so as to avoid impacts to DSF and their habitat.	During and Construction	Building Department	Site Inspections	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
BIO-5 Fire Prevention Equipment- to extinguish small brush fires (e.g., from trucks or vehicles) shall be present on site during all phases of construction, along with personnel trained in the use of such equipment. Smoking shall be prohibited in construction areas adjacent to flammable vegetation.	During Construction	Construction Contractor; Building Department	Site Inspections	
BIO-6 Controlled Access - Prior to commencement of clearing or grading activities, areas of existing conservation and areas proposed for conservation shall be clearly marked by a Biological Monitor, and temporary fencing will be installed to prevent disturbance by construction vehicles. All movement of construction personnel, including ingress and egress of equipment and personnel shall be limited to designated construction zones. The temporary fencing will be removed upon completion of all construction activities and replaced with permanent fencing to protect conserved habitat. The Covered Project Proponent and its contractor(s)/subcontractor(s) shall be responsible for compensating at a ratio of 10:1 (acre offsite conservation/acre impact) from the Colton Dunes Conservation Bank or through a private purchase of suitable DSF habitat and a commitment to its long-term management for the disturbance of sensitive habitat outside of the approved limits of construction. Any restoration mandated for infringements outside the project footprint shall require a restoration plan approved by the City.	Prior to clearing or grading	Applicant; Biological Monitor	Site Inspections; Reports from Biological Monitor	

Mitigation Measure		Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
BIO-7	Storage and Staging Areas - No temporary storage or stockpiling of construction materials shall be allowed within conserved areas/habitat, and all staging areas for equipment and materials shall be located a minimum of 50 feet away from existing or proposed conserved habitat. Staging areas and construction sites shall be kept free of trash, refuse, and other waste; no waste dirt, rubble or trash shall be deposited within conserved habitat.	During Construction	Construction Contractor; Building Department	Site Inspections	
BIO-8	Dust Control - Active construction areas shall be watered regularly to control dust, and to minimize impacts to nearby habitats, especially sensitive species habitat adjacent to construction areas. If at any time, significant amounts of dust or material are determined by the monitoring biologist to be affecting conserved habitat, then corrective measures must be taken immediately.	During Construction	Construction Contractor; Building Department	Site Inspections; Dust Control Plan	
BIO-9	Lighting - Night lighting shall be prohibited during the course of construction, unless absolutely necessary for safety and protection of property. If necessary, the lights must be shielded to minimize impacts to the surrounding habitat.	During Construction	Construction Contractor; Biological Monitor; Building Department	Site Inspections; Notes on Building Plans	
BIO-10	Habitat Assessment - The City of Colton and USFWS have already spent considerable time and money inventorying the suitability of DSF habitat within the CHCCSP project area boundaries. This information provided the basis for the Incidental Take analysis, as well as the proposed conservation measures. The	During Construction	Construction Contractor; Building Department; Biological Monitor	Site Inspections; Notes on Building Plans	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
following additional avoidance and mitigation measures are proposed: a. The City of Colton will fence all conservation areas to limit access. Educational signage will be posted with information regarding the Colton Dunes natural community and DSF. b. Permanent lighting in developed areas adjacent to DSF conservation areas/habitat will be shielded to minimize impacts to DSF and other wildlife. c. Project applicants will be given a map clearly delineating DSF existing or proposed conservation areas in proximity to their project site. d. Project applicants will be responsible for clearly defining their project boundaries, i.e., marking and fencing, and designating the ingress and egress routes and demonstrating to the City of Colton that no impacts will occur to existing or proposed DSF conservation areas. e. All incidences of damage to DSF habitat not approved for development under the HCP will be reported within 24 hours to USFWS for their evaluation and recommendations for compensation, including the following: i. Any damage or loss of 0.25 acre or more of DSF habitat within existing or proposed conservation areas by the applicant or construction crews or contractors working for the applicant will be mitigated in the Colton Dunes Conservation Bank at a 5:1 ratio with the minimum compensation being 1-acre.				

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
f. Additionally, all damaged DSF habitat will be fully restored at the applicant's expense. A restoration plan will be developed for the review and approval of the City of Colton and the Service. It will include the following measures: i. Berms or excavations created by equipment will be removed restoring the natural contour of the site. To the extent possible, displaced topsoil and native vegetation (even if crushed) will be placed back in the area of the disturbance. g. Native seed will be collected from the surrounding area and seeded into the site after the top soil and grubbed vegetation is placed on the site of the disturbance. h. Weeds will be hand pulled or treated with an approved herbicide for two years in the growing season following the restoration. i. Performance standards will be developed for the restoration and the site will be monitored by a biologist for a specified period to determine if they have been met. j. Remediation actions will be specified in the restoration plan and taken in the event the performance standards are not met within the specified period.				
BIO-11 The City of Colton is committed to the permanent protection and management of both the existing and proposed conservation areas in the HCP area. To	During Operation	Applicant; Development Services Director	Habitat Management Plan	

	Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
	achieve this maintenance, management and restoration of new conservation areas will be provided by the Riverside Land Conservancy (RLC) either separately or in concert with its management responsibilities for Colton Dune Conservation Bank located south of the 1-10 Freeway, as defined below. In addition, the following restoration/enhancement efforts will be initiated at the proposed conservation site and fully documented in a Habitat Management Plan (HMP). The HMP shall include the preparation and submittal of an annual implementation report through year five (5) of the management program; then every three (3) years thereafter. Additional focused surveys will be conducted for DSF and other potentially occurring species by a qualified biologist at year three (3) and every three (3) years thereafter.		or Designee		
BIO-12	Rough Step Process - The City of Colton recognizes that it is required to ensure that progress towards assembling the 63.7-acre conservation area stays ahead of the total impacts allowed under the permit. To ensure that this occurs, the City will acquire land, place a conservation easement over it and fund all management and monitoring during the first five (5) years and will include the management and monitoring costs in the City's annual budget process before grading permits are issued by the City to private developers or City Departments allowing ground disturbing activities to occur. Land will be acquired according to the following jump-start guideline and stay-ahead provision.	During Operation	Development Services Director or Designee	Payment of fees; Issuance of incidental take permits	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
Jump-Start Guideline. The City of Colton will either acquire the King-is-Coming site, 20.9 acres of occupied DSF habitat adjacent to the existing 4.5 acre Laing conservation site, or the 19.5 acres of occupied DSF habitat along San Bernardino Avenue West of the land bridge. Development within the HCP area will focus on the lower quality DSF habitat areas with the exception of high quality DSF habitat identified for development in the HCP adjacent to the King-is-Coming site and bordering Pepper Avenue. Those areas will be allowed to develop immediately upon issuance of the incidental take permit for the HCP, signature of the implementing agreement, and acquisition and recording of a conservation easement on the first 20 acres of DSF habitat, as defined above. **Stay-Ahead Provision**. During the first year after permit issuance, the City of Colton will be establishing its HCP management structure, collecting initial HCP fees, and actively pursuing land acquisition deals beyond the original 20.9-acre commitment as part of the Jump-Start requirement. To allow the City time for these start-up tasks to occur, the Stay-Ahead Provision will only apply after one (1) year of Plan implementation. After one (1) year, the City of Colton will need to demonstrate that its compliance with the Stay-Ahead Provision by the following methodology: The amount of DSF habitat acquired for conservation will exceed by 5 percent the amount of DSF habitat allowed to be developed. The HCP provides a listing of all parcels identified for development, current site conditions (developed vs. undeveloped), the type and				

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
acres of DSF habitat remaining on undeveloped portions of the parcel and conservation value of the identified DSF habitat. The amount of DSF habitat conserved and acquired will be measured both by number of acres of the habitat conserved or permitted for development multiplied by the following ratios based on quality of the habitat: High Quality Habitat 1.15 Medium Quality Habitat 1.00 Low Quality Habitat 0.25 Thus, development or conservation of 5 acres of high quality DSF habitat will be recorded as 5.75 conservation debits or 5.75 conservation credits, respectively. The total accumulation of credits must exceed total debits at all times by at least 10 percent.				
BIO-13 The following measures shall be implemented for burrowing owls: • Pre-construction surveys for burrowing owl shall be conducted for individual projects proposed within the CHCCSP project area and if present the owls shall be passively re-located from the project site. The pre-construction survey for burrowing owls shall be conducted within 30 days of any ground disturbance activity of any project site in the project area. No disturbance shall occur within 50 meters of occupied burrows during the non- breeding season (September 1 - January 31) or within 75 meters during the breeding season (February 1 - August 31). Onsite passive relocation shall be	Prior to construction	Biological Monitor; Development Services Director or Designee	Pre-construction survey report	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
implemented if avoidance requirements cannot be met. Offsite mitigation may be required if implementation of the project will result in less than 6.5 acres per bird or pair and such a plan must be approved by CDFW. • Where applicable, seven days prior to the onset of construction activities for individual projects, a qualified biologist shall survey within the limits of project disturbance for the presence of any active raptor nests. Any nest found during survey efforts shall be mapped on the construction plans. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the CDFW.				
BIO-14 The following measures shall be implemented for other avian species : • If clearing or other ground disturbance is proposed for a project site a qualified biologist shall conduct a site assessment 30 days prior, in order to determine if there is a likelihood that nesting birds could be on a site. occurs during breeding season, a 30-day If the biologist concludes that there is a possibility that nesting birds may be on a site a clearance survey for nesting birds shall be conducted no more than three (3) days prior to vegetation clearance or ground disturbing activities.	During construction	Construction Contractor; Biological Monitor; Development Services Director or Designee	Reports from Biological Monitor	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
• If nesting activity is present at any raptor nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for raptors in the region of the project site normally occurs from February 1 to June 30. To protect any nest site, the following restrictions on construction are required between February 1 and June 30 (or until nests are no longer active as determined by a qualified biologist): (1) clearing limits shall be established a minimum of 300 feet in any direction from any occupied nest and (2) access and surveying shall not be allowed within 200 feet of any occupied nest. Any encroachment into the 300/200-foot buffer area around the known nest shall only be allowed if it is determined by a qualified biologist that the proposed activity shall not disturb the nest occupants. Construction during the nesting season can occur only at the sites if a qualified biologist has determined that fledglings have left the nest.				
Cultural Resources				
CR-1 Site-specific Records Search - Prior to project-level ground-disturbing activities within the CHCCSP project area, a project site-specific records search at the Archaeological Information Center must be completed to determine if the project site has been subjected to a professional survey. If a current cultural resources report addressing potential impacts on cultural	Prior to ground disturbing activities	Applicant; Development Services Director or Designee	Measures shall appear on all grading or other earthwork plans where soil disturbance may occur Contact information	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
resources is available, the City/applicant will implement the mitigation measures provided within the report. Otherwise, mitigation measures CR-2 and CR-3 must be implemented during the City's application review process.			for the Community Services Director or designee shall also be included	
CR-2 Phase I Cultural Resources Study - In the event that a current and valid report is not available or if the entirety of the project-level site has not been professionally surveyed (see MM CR-1), a Phase I Cultural Resources Survey study shall be completed by a qualified cultural resource professional. If the Phase I study detects built-environment resources (buildings or structures aged 45 years old or older), and construction or implementation of the proposed project will either disturb or destroy such buildings or affect their historic setting, then a cultural resource professional who minimally meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History will be contracted to determine if the project may cause a substantial adverse change in the significance of a built environment historical resource as defined in Section 15064.5 of the CEQA Guidelines. The City/applicant will be responsible for implementing the methods for eliminating or substantially reducing impacts on historical resources identified in the technical report. Such methods could include, but are not limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey documentation that is appropriate to the significance (federal, state, local) of the resource.	Prior to construction	Applicant; Development Services Director or Designee	Measures shall appear on all grading or other earthwork plans where soil disturbance may occur Contact information for the Community Services Director or designee shall also be included	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
In the event that known or previously undetected archaeological resources are identified during the Phase I study then such resources must be recorded or updated onto Department of Parks and Recreation (DPR) 523 forms in accordance with all applicable regulations. In addition, any addressed resources must be evaluated for significance and eligibility for inclusion in all applicable registers of significant resources. This evaluation will be undertaken by a cultural resource professional who minimally meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology. In the event that such resources are found to be archaeological resources pursuant to CEQA, potential adverse impacts must be analyzed as stated in PRC Sections 21084.1 and 21083.2(1), and appropriate measures must be generated to avoid or substantially reduce potential impacts on archaeological resources as necessary. The City/applicant will be responsible for implementing the methods for eliminating or substantially reducing impacts on resources identified in the technical report. Such methods could include, but are not limited to, subsurface testing or excavation of archaeological resources and/or construction monitoring by a qualified professional and, if necessary, appropriate Native American monitors as identified through an information-seeping process and/or by the Native American Heritage Commission.				
CR-3 Procedure for Unintentional Disturbance of Cultural Resources - If subsurface cultural resources are encountered during project-level implementation, or if	During construction	Construction Contractor; Development	Report from archaeologist	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
evidence of an archaeological site or other suspected historic resources are encountered, all ground-disturbing activity will cease within 100 feet of the resource. A qualified archaeologist will be retained by the City/applicant to assess the find, and to determine whether the resource requires further study. Potentially significant cultural resources could consist of, but are not limited to, stone, bone, fossils, wood or shell artifacts or features, including structural remains, historic dumpsites, hearths and middens. Midden features are characterized by darkened soil, and could conceal material remains, including worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials and special attention should always be paid to uncharacteristic soil color changes. Any previously undiscovered resources found during construction should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated by a qualified archaeologist retained by the City/applicant for significance under all applicable regulatory criteria. No further grading will occur in the area of the discovery until the City (CEQA Lead Agency) approves the measures to protect the resources. Any archaeological artifacts recovered as a result of mitigation will be donated to a qualified scientific institution approved by the City (CEQA Lead Agency) where they would be afforded long-term preservation to allow future scientific study.		Services Director or designee		
CR-4 In conjunction with the preparation of site-specific geotechnical reports for individual development projects, the applicant shall also have a site specific	Prior to construction	Applicant; Development Services Director	Measure shall appear on all grading or other	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
Paleontological assessment prepared to establish the probability that paleontological resources have the potential to occur on an individual project site. If the assessment results in a determination of moderate or high paleontologic sensitivity, a paleontologic monitoring program shall be implemented. This monitoring program shall be consistent with the current provisions of CEQA and with the guidelines of the Society of Vertebrate Paleontology. If the assessment determines that the project area has low paleontologic sensitivity, no program to mitigate adverse impacts to paleontologic resources will be necessary. This measure shall be implemented to the satisfaction of the Development Services Director.			earthwork plans where soil disturbance may occur Contact information for the Community Services Director or designee shall also be included	
CR-5 In the event of an accidental discovery or recognition of any human remains, PRC §5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: • There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native	During construction	Construction Contractor; Development Services Director or designee	Measures shall appear on all grading or other earthwork plans where soil disturbance may occur Contact information for the Development Services Director or Designee and the County Coroner shall also be included	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC §5097.98, or • Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the property in a location not subject to further subsurface disturbance: o The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission, o The descendant identified fails to make a recommendation; or o The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.				
Geology and Soils				
GEO-1 Final grading plans for individual development projects proposed within the CHCC project area shall be reviewed by a professional geologist to determine whether additional geotechnical studies (possibly	Prior to construction	Applicant; Building Department	Notes on grading and building plans	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
including supplemental subsurface investigation, soil expansion potential, ground failure, differential settlement, and geotechnical analysis) may be necessary to provide detailed recommendations that are appropriate for the grading and construction proposed for the types of development projects being proposed (e.g. single family residential, retail commercial, office buildings).				
GEO-2 Removal of Undocumented Fill: Where encountered during future grading at project development sites, these materials shall be excavated and replaced as properly compacted fill. These surficial fills vary in age and depth, and likely exist across much of the CHCC project area to various extents, including but not limited to the abandoned air strip, abandoned reservoir, and within the golf course. Debris such as pieces of asphalt, concrete, plant matter should be removed from the artificial fill during future grading within the property.	During grading	Construction Contractor; Building Department	Site Inspections	
GEO-3 Re-evaluation of Documented Fill: Although not confirmed during the geotechnical due diligence assessment, it is possible that the artificial fill associated with the numerous vacant cut and fill pads within the project area (both in developed and undeveloped areas) were tested and documented during placement. Exhibit 4.6-5 shows the areas of the site containing vacant fill pads. Whether this is the case or not, it would be prudent to perform a	During grading	Construction Contractor; Building Department	Site Inspections	

	Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
	geotechnical subsurface investigation in these areas to evaluate these fill soils if these pads are to be utilized for structural improvements. In addition, it is currently unknown whether or not these pads represent cut pads in structural late Pleistocene sediments, or documented fill pads. Fills and cuts also will likely occur associated with existing structures. Evaluation of these soils shall be considered for future proposed development on a project by project basis.				
GEO-4	Overexcavation of Near-Surface Soils: The project area contains relatively loose soils in the near surface across most of the undeveloped portions of the project area including the vacant cut-fill pads. These loose soils are associated with historic human activity (dumping, minor grading): wind-blown sands, erosion, and near surface weathering. Therefore, in areas where these materials will not be completely removed as a result of design grading, the near-surface alluvium will require overexcavation and recompaction to mitigate excessive settlement and removal of deleterious material.	During grading	Construction Contractor; Building Department	Site Inspections	
GEO-5	Cut/Fill Transitions: To mitigate the potential for differential settlement and to provide a relatively uniform bearing surface for proposed structures supported thereon, the cut portions of the building pads should be overexcavated and replaced as compacted fill.	During grading	Construction Contractor; Building Department	Site Inspections	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
GEO-6 Surficial Stability of Existing Fill and Cut Slopes: Numerous small to medium- sized fill and cut slopes exist within the project area. Since onsite soils consist largely of granular, non-cohesive sands and possibly gravelly sands, the fill slopes may be subject to erosion and would require overexcavation and recompaction.	During grading	Construction Contractor; Building Department	Site Inspections	
Greenhouse Gas Emissions				
GHG-1 Although with mitigation measures AQ-1 through AQ-14, future projects would exceed the SCAQMD draft threshold, the buildout scenario still meets the percent reduction threshold called for in the SANBAG GHG Reduction Plan. With mitigation, compliance with regulations (such as Pavley, the Renewable Energy Standard, compliance with Green Building Standards and 2013 Title 24 standards [approximately 30 percent more efficient than 2008 Title 24 standards] etc.), and sequestration from the planting of at least 2,551 new trees in the CHCCSP project area, year 2020 emissions would be reduced by 50.8 percent from BAU emissions; which meets the SANBAG GHG Reduction Plan threshold of a 15 percent reduction from BAU emissions.	During construction and operation	Development Services Director or Designee	Notes on building plans	
Hazards and Hazardous Materials				
HAZ-1 Prior to development of a site in the CHCCSP project area, applicants for development of any site that has been documented in the Phase I ESA and/or subsequent EDR report (2013) as having a REC or a PEC within the project area shall be required to	Prior to construction	Applicant; Development Services Director or Designee	Written proof of removal of all hazardous materials from the site by a qualified contractor	

	Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
	conduct a site specific Phase I ESA to determine if a potential significant impact exists. If the Phase I ESA concludes that there are hazardous materials on site, a Phase II ESA shall be conducted including soils testing. If test results are found to be positive for a potential impact, then a Site Remediation/Local Oversight Program shall be implemented to clean and detoxify the subject site prior to initial ground disturbance activities (e.g., grading).				
HAZ-2	Prior to onsite development of sites not listed as having a REC or a PEC on site, the landowner/developer shall conduct a Phase I ESA that determines if contamination from pesticide and herbicide usage has occurred by taking soil samples at suspected former orchard grove sites. This measure also applies to sites where evidence of illegal dumping has occurred. Remediation, if required, shall occur prior to any site disturbing activities.	Prior to construction	Applicant; Development Services Director or Designee	Written proof of removal of all hazardous materials from the site by a qualified contractor	
HAZ-3	Prior to onsite development, applicants for development of any site documented in the Phase I ESA as having ASTs shall provide proof of documentation to confirm that ASTs have been placed within secondary containment units or have been removed.	Prior to construction	Applicant; Development Services Director or Designee	Written proof of removal of the ASTs and any cleanup required at the site of the ASTs by a qualified contractor	
HAZ-4	Prior to onsite development, applicants for development of any site documented in the Phase I ESA as having USTs shall provide proof of	Prior to construction	Applicant; Development Services Director	Written proof of removal of the USTs and any cleanup	

	Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
	documentation to the City's Building Official to confirm recent fit test documents that demonstrate no indications of a release.		or Designee	required at the site of the USTs by a qualified contractor	
HAZ-5	Prior to demolishing any existing building(s), the landowner/developer shall conduct an inspection to assess existing building for asbestos containing materials prior to demolition, and if encountered, the material shall be abated prior to demolition by a qualified contractor in accordance with current local, State, and federal regulations.	Prior to construction	Applicant; Development Services Director or Designee	Written proof of asbestos abatement by a qualified contractor	
HAZ-6	Prior to onsite development, existing buildings found with soil drip lines shall be tested for lead-based paints, and if found to be positive, shall be removed and replaced with non, lead-based coated soil drip lines.	Prior to construction	Applicant; Development Services Director or Designee	Written proof of removal and replacement of lead base paints by a qualified contractor	
HAZ-7	Prior to onsite development, transit pipes, if encountered in former orchard grove areas, shall be removed by the landowner/developer and disposed of in accordance with current regulations.	Prior to construction	Applicant; Development Services Director or Designee	Written proof of removal and disposal of transit pipes from the site by a qualified contractor	
HAZ-8	Prior to onsite development, all existing transformers, to be removed, shall be conducted by a licensed contractor or utility agency responsible for transformer maintenance.	Prior to construction	Applicant; Development Services Director or Designee	Written proof of removal of existing transformers from the site by a qualified contractor	

Mitigation Measure		Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
HAZ-9	Prior to onsite development, the landowner/developer shall remove all miscellaneous trash debris and dispose of it in accordance with current regulations. Areas underneath debris accumulation piles shall be re-inspected for staining and possible hazardous waste material.	Prior to construction	Applicant; Development Services Director or Designee	Written proof of removal of all hazardous materials from the site by a qualified contractor	
HAZ-10	During onsite development, if a septic tank is encountered, the landowner/developer shall provide for the removal and disposal of septic tank(s) in accordance with current regulations.	Prior to construction	Applicant; Development Services Director or Designee	Written proof of removal and disposal of septic tanks from the site by a qualified contractor	
HAZ-11	Adherence to mitigation for air quality to reduce construction related emissions during development of projects in Planning Area 24 would reduce impacts to less than significant levels when construction activities can be limited either by limiting duration of activities or number of pieces of equipment in simultaneous use such that emissions thresholds are not exceeded. Prior to commencement of grading activities in Planning Area 24, the applicant shall conduct a project specific air quality analysis to determine how to achieve this reduction in emissions.	During construction	Construction Contractor; Building Department	Dust Control Plan; Site Inspections	
HAZ-12	Prior to development of projects within Planning Areas 16, and 19 through 24, site plans, including lighting plans must be submitted to the County of San Bernardino Land Use Services Department who will be responsible for coordinating with the ARMC	Prior to building permit issuance	Development Services Direction or Designee	Notes on Building Plans	

	Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
	administration to ensure no impacts to the ARMC or the helicopter landing pads occur. In addition, emergency access to and from the ARMC site must also be considered in the planning of future development projects in these planning areas. Site plans must include proposed building setbacks from property lines and show the distance between the ARMC helicopter landing pads and proposed buildings. Lighting and landscape plans must also accompany the site plans. The County shall provide input to proposed plans to ensure compatibility between proposed land uses within these planning areas and the ARMC's ability to provide safe ingress and egress of helicopters, and emergency vehicles.				
HAZ-13	In order to ensure land use compatibility between future uses in adjacent planning areas, or adjacent uses within planning areas, applicants for future development projects within Planning Areas 5, 9, 16, and 24 (planning areas that include sensitive receptors or will in the future), shall plan their sites to consider proximity to residential neighborhoods and Slover Mountain High School. This may require greater setbacks from property lines, consideration of the location of emergency access points, location of HVAC equipment, location of storage tanks or storage buildings. All new projects in the CHCCSP project area will be subject to site plan review and approval by the Development Services Director or his/her designee.	Prior to Construction	Applicant; Development Services Director or Designee	Site Plan Review and approval	

Mitigation Measure		Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
HAZ-14	For all businesses that generate medical waste, each business shall register with the San Bernardino County Department of Environmental Health as a medical waste generator and prepare/implement a Medical Waste Management Plan (MWMP) as required under the California Medical Waste Management Program. The Department of Environmental Health, as the Local Enforcement Agency (LEA) for the State is responsible for approving the MWMP as well as conducting inspections of these facilities.	Prior to occupancy	Medical Waste Generating Business; San Bernardino County Department of Environmental Health	Medical Waste Management Plan	
Hydrology and Water Quality					
HWQ-1	Future projects developed in the CHCCSP project area shall be subject to the development standards set forth in the Specific Plan including the development and implementation of Landscape Management Plans (LMPs) for landscaped areas with the goal of reducing potential discharge of herbicides, pesticides, fertilizers, and other contaminants to local waterways. All contractors involved in project-related landscaping conducted during individual phases of development, as well as maintenance of landscaping following project completion, shall complete their work in strict compliance with the LMP. Project developers shall be responsible for ensuring that requirements of the LMP are provided to and instituted by future project tenants following project completion.	Prior to construction	Applicant; Development Services Director or Designee	Landscape Management Plans	

	Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
	A licensed landscape architect or architectural firm with experience in methods to reduce or eliminate the use of landscape chemicals that could cause adverse effects to the environment shall prepare the LMP. At a minimum, an LMP shall: • Require that pesticides and fertilizers not be applied in excessive quantities, and only applied at times when rain is not expected for at least two weeks, in an effort to minimize leaching and runoff into the storm drainage system. • Encourage the use of organic fertilizers and mulching of landscaped areas to inhibit weed growth and reduce water demands. • Utilize native, perennial, drought-tolerant species of vegetation to minimize irrigation needs.				
HWQ-2	Because the project area will be developed by a number of project proponents and not as one development project, each project proponent must provide a hydrology/ drainage study for each site being developed or redeveloped. Therefore, on a project by project basis, each project proponent shall provide a detailed engineering design for a project site and show how the site will be connected to the CHCCSP storm drain system to refine the design currently shown in the Exhibit 4.9-3 prepared by Hall and Foreman, August 2013.	Prior to construction	Applicant; Engineering Department	Review of Drainage/Hydrology studies	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
Land Use and Planning				
LU-1 When projects are proposed that would site Business Park and Residential land uses in planning areas that are adjacent to the City of Rialto's Gateway Specific Plan project area (planning areas 1, 2, 3, 4, 5, and 10), future developers shall coordinate with the City of Rialto in order to ensure that future land uses in adjacent planning areas (F-C, R-C, I-P and O-P) are considered and that if necessary, special setback and screening requirements are identified.	Prior to construction during design phase	Applicant; Development Services Director or Designee	Provide Conditions of Approval to City of Rialto for review	
Noise				
N-1 Control of Construction Hours – All construction activities should be limited to the hours between 7:00 AM and 7:00 PM Monday through Saturday. Construction and demolition should be prohibited on Sundays or national holidays.	During construction	Construction Contractor; Building Department	Notes on Building Plans; Site Inspections	
N-2 In addition to implementation of Mitigation Measure N-1, the following mitigation measures should be implemented whenever construction activities occur within 1,500 feet of the hotel and residential land uses located between Valley Blvd and the I-10 Freeway; the Colton Golf Club (if in operation); the residential properties, the church and the Rialto City Park all located along San Bernardino Avenue; the Rialto Retirement Home, Vista Cove Care Center and the Cathedral of Praise Church all located near Riverside Drive; the San Bernardino Social Services Building; the Arrowhead Regional Medical Center; the Hermosa Gardens Cemetery; Slover Mountain High School; the residential	During construction	Construction Contractor; Building Department	Notes on Building Plans; Site Inspections	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
land uses located along Hermosa Avenue, and adjacent to planning areas set aside for permanent habitat (planning areas 3, 6, 11 and 18) as well as the habitat set aside as part of the HCP within the Cemetery property. a) All construction contractors shall limit haul truck deliveries to the same hours specified for construction equipment (7:00 AM and 7:00 PM Monday through Saturday). b) To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings and should avoid using alleyways adjacent to said uses. c) All construction contractors shall use power construction equipment with state-of-the-art noise shielding and muffling devices. d) During all project site excavation and grading on any site in the CHCCSP project area, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. e) All construction contractors shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest a project site during all project construction. f) All construction contractors shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest a project site.				

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
N-3 The use of vibratory equipment shall be avoided within 70 feet of existing vibration-sensitive land uses (residential, habitat, ARMC).	During construction	Construction Contractor; Building Department	Notes on Building Plans; Site Inspections	
N-4 If vibratory equipment must be used within 26 feet of an existing structure vibration monitoring shall be conducted and work shall be halted and re-evaluated if vibratory levels near 0.20 PPV which is the standard established to protect structures.	During construction	Construction Contractor; Building Department	Notes on Building Plans; Site Inspections	
N-5 Prior to issuance of building permits for non-residential land uses within planning areas 5, 9, 16, 21, 22, 23 and 24, all project proponents shall prepare a detailed noise study that shall be prepared to ensure that these sources do not exceed 55 dBA (Leq) and 75 dBA (Lmax) during the daytime (7:00 AM to 10:00 PM), and 45 dBA (Leq) and 65 dBA (Lmax) during the nighttime (10:00 PM to 7:00 AM). The assessment shall be prepared by a qualified acoustical engineer and shall document the noise generation characteristics of the proposed equipment and the projected noise levels at the nearest use. Compliance with these levels shall be demonstrated and any measures required to comply with the Noise Ordinance will be included in the project plans. The report shall be completed and approved by the City prior to issuance of building permits.	Prior to issuance of building permits	Applicant; Development Services Director	Noise study approved by City	
N-6 New non-residential development shall be constructed with roof-ceiling assemblies that make up the building envelope to have an STC of at least 50 and exterior	During construction	Construction Contractor; Building	Notes on Building Plans; Site Inspections	

	Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
	windows must have minimum STC of 30 where sound levels at the property line regularly exceed 65 decibels. This measure shall apply to new non-residential land uses proposed along Valley Boulevard and Pepper Avenue. This measure would reduce interior noise levels to acceptable levels and mitigate any impact to less than significant. Buildings with few or no occupants and where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings are exempt from this measure.		Department		
N-7	Prior to issuance of building permits for residences in residential planning areas located along San Bernardino Avenue and Wildrose Avenue (planning areas 2, 4, 7, and 13) shall prepare detailed noise assessments showing that noise levels in those areas will not exceed the 65 CNEL outdoor noise criteria and the 45 CNEL indoor noise standard. The noise assessment shall be prepared by a qualified acoustical consultant and shall document the sources of noise impacting the areas and describe any measures required to meet the standard. These measures will be incorporated into the project plans. The report shall be completed and approved by the City prior to issuance of building permits.	Prior to issuance of building permits	Applicant; Development Services Director	Noise study approved by City	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
Public Services				
PS-1 In order to provide adequate fire protection coverage for the CHCCSP project area, equipment and staffing apparatus from Station 212 shall be relocated to a new, fully equipped facility within the project area or in close proximity to maintain adequate response time. In order to implement the relocation of Station 212 and staff a paramedic squad the following is recommended: • Relocate fire station 212 from its current location at 1511 North Rancho Avenue to a location, ideally on Olive Street between Meridian Street and North Jackson Street; • Include a purpose-built EOC in the relocated fire station; and • Hire six firefighter paramedics to staff a paramedic squad daily with two personnel.	Prior to construction during design phase	Applicant; Fire Department; Development Services Director	Plan Checks	
PS-2 Prior to occupancy of any project buildings, all structures shall be equipped with the most reliable, commercially available fire suppression and alarm technology as required under the Uniform Building Code (UBC) standards and approved by the City of Colton Fire Department. The project applicant shall be responsible for maintaining these systems during project operations. Furthermore, if the call load for fire inspections increases beyond fire inspection sustainability (as indicated in annual reports) for the CHCCSP, a Fire Inspector shall be provided.	Prior to construction during design phase	Applicant; Fire Department; Development Services Director or Designee	Plan Checks	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
PS-3 In order to improve the service ratio for the Police Department, a substation facility shall be provided within the CHCCSP area. Development impact fees shall be allocated by the City of Colton in order to provide additional officers, support personnel and new equipment for said substation. The timing of the development of this substation will be determined in consultation with the Police Department.	Prior to construction	Applicant; Police Department; Development Services Director or Designee	Payment of fees	
PS-4 Each developer proposing a new project, or the substantial redevelopment of a project site shall pay Development Impact Fees for all Public Services (Fire, Police, Schools, Libraries, Parks) as determined by the Community Development Director or his/her designee.	Prior to construction	Development Services Director or Designee	Payment of fees	
Traffic and Circulation				
TC–1 Because development projects in the CHCCSP project area will be submitted by a number of different project applicants, the City's Public Works Department will be responsible for developing a fair share fee program for the purpose of funding for the necessary improvements identified in the CHCCSP Traffic Impact Study. The program shall specifically identify the nature, location, timing and cost of all improvements necessary to ensure that significant impacts are all adequately addressed and mitigated and the fail share program shall require the implementation of identified improvements at the appropriate time. Specific improvements include: a. Construct Pepper Avenue adjacent to the project	Prior to and during construction	Public Works Department	Plan Checks; Site Inspections	

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
from San Bernardino Avenue to the projects south boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development. b. Construct Meridian Avenue adjacent to the project from the north project boundary to Valley Boulevard at its ultimate half-section width as a Collector Street including landscaping and parkway improvements in conjunction with development. c. Construct San Bernardino Avenue adjacent to the project from the projects west boundary to Meridian Street at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development. d. Construct Valley Boulevard adjacent to the project from the projects west boundary to the projects east boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development. e. The project site should provide sufficient parking spaces to meet City of Colton parking code requirements in order to service on-site parking demand. f. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project. g. Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading,				

Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
landscaping, and street improvement plans.				
TC–2 Prior to development of projects in planning areas within 28, 29, 31, 32, and 35 (i.e. planning areas in closest proximity to the ARMC) or development of road and intersection improvement plans in those planning areas, site plans including circulation plans must be submitted to the County of San Bernardino Land Use Services Department (LUSD). The LUSD will be responsible for coordinating with the ARMC administration to review the plans for potential impacts that could adversely affect the operation of the ARMC. Site plans must include proposed points of ingress and egress, show how intersections will be controlled, and show where roads that access the ARMC would be improved. The County shall provide input and require revisions to proposed plans to ensure compatibility between proposed land uses and roadway improvements within these planning areas. LUSD and ARMC administration would also review plans to assess impacts to the ARMC's ability to provide safe ingress and egress of helicopters.	Prior to construction, during development review	County of San Bernardino Land Use Services Department	Plan Checks	
TC–3 The City of Colton, Omnitrans and project applicants shall coordinate the necessary road and site improvements related to transit stops, road improvements along bus routes, and any other improvements that may affect transit in the CCCSP project area. This shall be accomplished through the City's Development Review process when projects are	Prior to construction, during development review	Applicant; Development Services Director or Designee; Omnitrans	Plan Checks	

	Mitigation Measure	Implementation Schedule	Responsible Party	Verification	Status/Date/ Initials
	proposed along existing or future bus routes identified by Omnitrans.				
TC-4	In addition, the City of Colton requires new development projects to provide bicycle storage facilities. Because of the unique nature of the proposed mixed-use project, the CHCCSP would require applicants for future non-residential projects to provide a bicycle parking study that analyzes the specific project need for bicycle parking and storage. The study shall identify where this bicycle storage would be provided in each component of the project to meet the intent of the City Zoning Ordinance. The implementation of this project design feature would result in less than significant related to bicycles as it actually would encourage greater bicycle usage.	Prior to construction	Applicant; Development Services Director or Designee	Bicycle Parking Study	
Utilities and Service Systems					
USS-1	Prior to the issuance of demolition permits, each project applicant shall submit a recycling plan to the City of Colton identifying the procedures by which construction and demolition would be salvaged and recycled to the maximum extent feasible. The plan shall include proof that a construction and demolition debris recycler is under contract to the applicant to perform this work.	Prior to issuance of demolition permits	Applicant; Development Services Director or Designee	Recycling Plan	